



The Vintage Glider Club of Great Britain

NEWS LETTER

AUGUST 1976

FOURTH INTERNATIONAL VINTAGE GLIDER MEETING

at the London Gliding Club site, Dunstable, Bedfordshire
Saturday 31 July to Saturday 7 August 1976 inclusive

Friday when things began to happen. Flag poles were erected and the flags of the participating countries were flown for the first time. Our VGC Marquee was put up; people began to arrive, were met and checked in. The Super Tiger Moth arrived from Redhill to assist with the tugging. Jost Frei was lost in London, helpless in the Westminster traffic when he was spotted by a London Club member who realised where he was going - the member led him all the way to Dunstable. Werner Tschorn's Weihe arrived with a wing tip damaged on the ferry. Our Senior Inspector at Dunstable, Jeff Butt, whipped the wing into the Otley building and by late afternoon had completed a wonderful repair - Jost Frei arrived with identical tip damage to the wing of his Weihe. The repair was completed the same evening by Jeff. Werner Von Arx arrived with his Minimoas minus one pin - the workshop turned another instantly. Papers were looked at ... old friends shook hands new friends met the talk was gliding

Saturday

31 July The Meeting was opened at 10 a.m. by Dudley Hiscox, the oldest British, still-flying glider pilot. Dudley Hiscox started gliding before 1930 and visited the Rhön National meetings in 1929 and 1934 and at the 1937 International Meeting he flew as a pilot in the British Team in a King Kite. During his gliding career Dudley has flown the only Westpreussen and Dunstable Devil (a high performance Hols der Teufel) that were ever in England. Dudley was introduced by Roger Barrett, Chairman of the British Gliding Association and Team Leader of the recently victorious British Team at the World Gliding Championships in Finland.

At exactly 10.20 a.m. there was a spectacular display by a Sea Fury from RNAS Yeovilton, pilot Lt. Cdr. Peter Shepherd. A great Naval White Ensign was broken out and flew for the remainder of the Meeting and the following week.

By the end of the day, 28 gliders had booked in (see separate list), another joined us mid-week and one for the last week-end.

The Concours d'Elegance was judged by Roger Barrett, Dick Stratton - the BGA Chief Technical Officer - and Chris Wills. BBC and ITV camera crews were taken aloft in tugs as was the Daily Telegraph cameraman to film the beautiful gull-winged gliders flying in formation for their benefit. Local soaring and hill soaring completed the day's flying which was followed by wine and sandwiches outside the Marquee and more drinks and good conversation later in the bar.

Sunday

1 August Briefing, followed by a short speech of welcome to later arrivals by Bill Kronfeld, son of the famous pioneer. Our member in Denmark, Signe Skaf Møller who died three weeks ago, was remembered.

The Cologne Weihe, pilot Werner Tschorn made a successful cross country cross wind in superb thermal conditions to Old Warden: Peter Allen flew the Grunau to Cranfield - was later launched and accomplished some of the return journey. Over Dunstable, gliders flew to over 6,000 ft. Never have so many vintage gliders been so high at the same time! The Scud 3 surpassed all in climb performance - Bill Kronfeld flew the Kranich for two hours - later Saw and Jung flew it and then Rainer Karch.

Monday

2 August Weather similar to Sunday, but a fresher WSW wind. Two 'tasks': a 95 km Triangle Brick Works - Silverstone - Dunstable for the 'high performance machines' and a 65 km Out and Return for the Grunau Baby class. In the event, the lift did not go as high as Sunday's and many pilots battled away all day. Werner Tschorn flew his Weihe 50 for over seven hours - he and Jost Frei landed at Finneres as did the Oly 2 of John Bacon. The Meise of Rene Notter from Switzerland got back from the first turning point. An evening of old gliding films and much enjoyment.

Tuesday

3 August looked bleak and was forecast to remain so. A convoy of cars was formed and we all raced off to the RAF Museum at Hendon, to see the magnificent display of immaculate aircraft.

In the afternoon the weather brightened up. Willi Schwarzenbach made a fine flight in the S.18 up wind with small loss of height to Leighton Buzzard. The great event of the day was when the Rhonbussard BGA 2077 with short span ailerons had its first flight with Chuck Bentson flying on a 'pink ticket' (temporary permit to fly). Its first flight was a 100% success and the machine proved to be very controllable laterally.

That evening our German friends produced from the boots of their cars, black bread, SCHNAPPS, ham, SCHNAPPS, savouries, SCHNAPPS, beer - more SCHNAPPS and more BEER. It had been cooled, some in the Club's refrigerator and some in the showers - to see all the showers stacked with bottles of drink was unforgettable. Much yodelling, singing and schnapps..... later

Wednesday morning appeared

4 August better weather, light westerly wind, early cumulus. A party to London by bus with Barbara Lederer. Tasks: 65 km Triangle or 165 km Triangle via Blenheim Palace and Bicester. Tomy Gornall and Chris Wills in the Kranich, Peter O'Donald in the Kite 2 and the MU 13D with Martin Breen completed the longer task.

In the evening we had an 'English evening'. A barbecue with steak, salad and a super curry dip (cooked superbly by our Master Chefs John Coxon and Graham Saw), and wine and beer flowing and a brass band under the flood-lighting. Again, a super evening!

Thursday

5 August again a choice of tasks Dunstable - Husbands Bosworth - Silverstone and back to Dunstable or a smaller task a triangle involving the cooling tower at Mursley. Werner Tschorn did the 160 kms triangle in 2 $\frac{3}{4}$ hours in his Weihe. Jost Frei was second in his Weihe.

Doing the smaller triangle the Munster Mini landed in Woburn Abbey Zoo Park amid the deer. The Duke of Bedford drove over to ask if they were all right.

An interesting film show in the evening including Plane Sailing (with sound) made by Philip Wills in 1936, a film from the Derby & Lancs Club made between 1936 and 1940, and the famous Rene Compte film 'Whispering Wings' made in South Africa.

Werner Tschorn got the fastest time round the large triangle, Ron Davidson (Petrel) the fastest time round the smaller triangle.

Friday

6 August A dog leg task: Dunstable - Olney Church - Old Warden - the following completed the distance via the dog leg:

Rene Notter	Meise Olympia	1 hour 29 min.
Chuck Bentson	Rhonbussard	1 hour 30 min.
Werner Roth	Spalinger S.19	2 hour 17 min.
Werner Tschorn	FW Weihe 50	2 hour 37 min.

Other pilots arrived at Old Warden on a 'straight' flight from Dunstable and these included:

Chris Wills and Angus Munro	Kranich
Peter Burwitz	FW Weihe 50
Ron Davidson	Petrel
Martin Breen	MU 13-D
Adolf Zoller	Libelle L.10

Over 20 machines arrived at Old Warden, and we are grateful to the tug pilot who aero-towed the gliders back - especially in view of the late start to the operation. Ted Hull made it back under his own steam in the evening thermals, in the Rhonbussard BGA 2099.

Saturday

7 August only good for local soaring. A chance to fly each other's aircraft and enjoy each other's company. At 6 o'clock - Prize Giving.

Tasks and Prizes? Was this a Competition then? Absolutely not .. to fly a task, one had merely to do it and say so. What would be the point of cheating --- the prize was a bottle of English Elderberry wine and a T-shirt or ashtray. It was a game ... a gliding game.

Before the Closing Ceremony all four Mininoas were lined up before the Flags: this must be the greatest number seen together since the 1939 Rhon Contest.

Geoffrey Stephenson was our Guest of Honour - he flew cross-Channel in a Gull 1 - and his wife Beryl presented the Prizes - - -

Precision Pulleys Trophy presented by our Sponsor and awarded to the most utilised glider of the event. 'Most utilised' meant the aircraft that logged the most time in the air whether flown by its owners or 'guests' -

to Werner Tschorn's Weihe with an incredible 25+ hours

Brandon Trophy for the best lady pilot was awarded to

Gisella Dreskornfeld of the German Mininoas team

London Gliding Club Plate for the most meritorious flight to

Rene Notter of Switzerland for his 'Out and Return'

VGC Cup for Concours d'Elegance was awarded to the Swiss Mininoas

of Werner von Arx

A gallon of petrol in a bright red can for the man who had travelled the furthest distance - a cow bell from Willi Schwarzenbach to ring us to Briefing and to Open and Close our events - a 'Kranich' plate of great magnificence from the Germans - a 'Golden Loo Brush' for 'services rendered' awarded to Angus, a 'high technology' (aerosol can) Termite Detector awarded to Rodi Morgan by Dick Stratton flowers champagne chocolates engraved glasses .. an abundance of giving and receiving.

And finally the Grand Prize of Gruyeres awarded for the 'spirit of gliding' to Rodi Morgan of Precision Pulleys Ltd. Tangmere, whose generosity so enriched the event.

In the evening - another barbecue followed by a disco - good fun for all.

The above written independently by Angus Munro and Chris Wills and collated over their unsuspecting heads by Frances

FOURTH INTERNATIONAL VINTAGE GLIDER RALLY

Dunstable, Bedfordshire

31 July to 7 August 1976

ENTRY LIST

PETREL A British glider, designed in 1938, and made by Slingsby Sailplanes. Three were built. The Petrel was originally designed to the specification of Frank Charles, a motor cycle speedway champion, who had asked for a gull-winged Rhönadler, a 1932 German sailplane.

Two Petrels still exist and both were entered. Ron Davidson's Petrel is the older and has a tailplane almost identical to that of a Rhönadler. Petrel BGA 651 was built later than 1938 and has a fixed tailplane, and was flown by Mike Russell and David Hooper.

KITE 1 Made by Slingsby Sailplanes, designed in 1935, of which 25 were built. This was the first quantity built glider in Britain. Its designers (one of them Toby Fisher entered in this Rally with an Olympia Meise) were instructed to design a streamlined Grunau Baby. The Kite 1 BGA 394 performs well in the hands of its owner and pilot at the Rally, Ted Hull.

KITE 2 A Slingsby Sailplanes design of 1947 of which 11 were built. It was designed to fulfil the role of an advanced intermediate sailplane, the high performance sailplane of the time being the Gull 4. Kite 2 BGA 698 is flown by Peter O'Donald.

VIKING 1 A British glider made by Scott Aircraft Ltd. in 1938 of which 4 were built. One of these machines was exported to Argentina and two others failed to survive the War. The only existing Viking, BGA 416, was flown by its owner, Lou Glover of the Coventry Gliding Club.

KRANICH Designed by Hans Jacobs in 1935, of which about 400 were built. During the War it was built in Sweden and later in Poland, Czechoslovakia, Yugoslavia and Spain. It became the standard high performance competition and training two-seater and won its class in the 1952 World Gliding Championships in Spain. The type gained many World Records for Altitude and Distance and a mid-winter 53 hour Duration Record.

BGA 1092 is the sole surviving airworthy Kranich, built in Sweden during 1943 and flown in the Rally by the Vintage Glider Club President, Chris Wills.

PREFECT Made by Slingsby Sailplanes in 1948, of which 48 were built. This was the intermediate training sailplane immediately after the War, the role filled by the German Grunau Baby until then. Many Prefects are still being flown. Prefect BGA 599 was entered in the Rally by John Light.

TUTOR 106 machines of this type were built from the year of design 1937 by Slingsby Sailplanes, where it was the eighth type to be built. This was originally a very fine secondary training glider designed by J. S. Sproule, a Slingsby designer in 1937. The aircraft has an internally braced wing and is a lower performance version of the Prefect which it preceded by at least 10 years.

During the War the Tutor was much altered to cheapen production with a straight wing leading edge and forward spar. BGA 442 was flown by Peter Banting, Mike Hodgson and Stephen Kingswood.

SCUD 3 Two Scud 3s were built by Abbott-Baynes in Britain after design in 1935. This was one of the World's first motor gliders. Both Scud 3s survive, though one was damaged in a severe gale last winter, but the other, BGA 283, had its first flight this June after years of restoration by its owner, Mike Garnett, who flew it in the Rally.

SPALINGER S.18 A Swiss glider designed in 1936 by Jakob Spalinger who is competing with August Hug, designer of the Spyr, as 'father of Swiss gliding'. The first Spalinger S.18s had a high wing. HB-411 flown by Willi Schwarzenbach in this Rally is the later 1941 shoulder wing version.

SPALINGER S.19 was designed in 1937 with a wing span increased to 17 m. to give higher performance. Because it still retained the high wing of the earlier S.18s struts were needed to brace the wing on the fuselage. HB-225 flew a Swiss National Duration Record of over 28 hours in 1938, and has been carefully restored by its owner Werner Roth after 10 years' work, completed last year. He flew it in the Rally.

RHEINLAND This glider was designed by students of the Aachen University in 1936 and 29 were built before War terminated production. The maker was the Schmetz Needle factory. The first Rheinland (FVA 10B) came second in the 1936 Istus Meeting at Salzburg when the production designer, Relix Kracht flew it across the Alps to Italy. David Jones flew the only Rheinland still airworthy in this Rally, BGA 1711.

MU 13'D-3 This type was the 13th aircraft designed by the students of Munich University and started in 1935. The students were led by Egon Scheibe and concentrated on designing a cheap-to-build high performance sailplane, to counter the other high performance sailplanes which were proving too expensive. BGA 1937 flown by Martin Breen and Rainer Karch is the 1943 version with a longer triangular sectioned fuselage than the earlier versions which had short square fuselages. Rainer Karch is the son of Ludwig Karch who designed the later fuselage.

WEIHE Designed by Hans Jacobs in 1938: about 400 built. This was the outstanding, easy to rig and de-rig, competition sailplane of the time. It was produced in quantity by the firm of Jacobs Schweyer from 1943, and was also produced under licence in many countries. A Weihe won the World Gliding Championships of 1948 and 1950 and has held most of the World Records.

BGA 448 is a 1943 German built Jacobs Schweyer Weihe still in original form, though not colour: it has been flown from Redhill to Brussels and to almost 30,000 ft. In this Rally it was flown by Angus Munro and David Adams.

Weihe HB-530 was flown by Jost Frei and Peter Burwitz from Switzerland.

J.S. Weihe BGA 1093 was built in Sweden under licence from the German firm of Jacobs Schweyer in 1950 for Paul Macready, the United States entrant in that year's World Gliding Championships held in Sweden. It was flown in this Rally by its owner Arthur Cleaver - to whom our apologies for omitting his name from the first duplicated list at the Rally, due to working from a frightful draft at great speed. .

Weihe 50 D.7080 was flown by Werner and Wolfgang Tschorn from Germany.

RHÖNBUSSARD This was Hans Jacobs' second design in 1934, and was built in great numbers as a club and competition sailplane. BGA 337 was imported into this country in 1937 and was flown by Joan Price in the Sir Allen Cobham Air Circus. In this Rally it was flown by its present owner Graham Saw.

OLYMPIA MEISE Another Hans Jacobs' design, this time of 1939, of which about 1,000 were built in many countries after the War. A whole generation of pilots learned the arts of high performance and competition flying in them.

BGA 2080 was flown by Toby Fisher and Peter Turner.

One was flown by Gunther Frey from Germany.

Another HB-384 was flown by Rene Notter from Switzerland.

MINIMOIA The Minimioa was designed by Wolf Hirth and about 110 were built between 1935 and 1939. Five remain airworthy and four were flying in the Rally.

The Swiss Minimioa HB-282 flown by Werner Von Arx was built before the War by Herr Wullschlegger probably from early 1936 plans because it was antherdralled wings and different shaped, reduced area rudders.

The German Minimioa D-1163 flown by members of the Munster Oldtimer Gliding Club was probably built during 1938 as at that time the DFS system rotating round a tube air brakes were designed. D-1163 was one of four Minimioas taken to France after 1945 and it was brought back five years ago by the Munster Gliding Club, unflyable - in return for one crate of beer.

BGA 1738 flown by John Coxon was probably built before mid-1938 since during its restoration it was found originally to have had wing upper surface spoilers fitted instead of air brakes. The glider came to Britain about 10 years ago and was magnificently restored for John Coxon by Southdown Aero Services at Lasham.

BGA 1639 was bought from its former Dutch owners in 1968 and has not yet been fully restored but has most of the modifications of the 1939 version. It was flown in the Rally by Francis Russell and other London Gliding Club members of the syndicate.

GRUNAU BABY 2B Originally designed in 1932, it became the standard intermediate trainer for glider pilots in almost every country of the World. It is possible that more than 4,000 of the type were built. The 2B was the first version fitted with Goppingen system, speed limiting, dive brakes and came into service during 1939. Grunau Baby 2B was flown by Rodi Morgan of O.O.B.G.C.* and PRECISION PULLEYS LTD. who generously sponsored the Fourth International Vintage Glider Rally for us.

EON GRUNAU Rebuilt by Speedwell Sailplanes Ltd. using Eon Baby spars with leading edge ribs on, and a Grunau fuselage, probably pre-1939. Flown by Peter Allen, Margaret Dickens and Ian Wilson. BGA 1409.

EON OLYMPIA 2, a British version of the Meise and built after 1947 by Elliotts of Newbury. BGA 962 flown by John Bacon.

LIBELLE L.10 This is the newest 'vintage' glider in the Rally. It is an altered version of the Scheibe Spatz which was the first, very cheap to build, single seater offered for sale in Germany from 1951 onwards. It was flown by Adolf Zöller and Wolfgang Habedank - D-8564.

A GOEVIER from Husbands Bosworth came to fly with us one week-end, and a GULL 1 came for a short mid-week stay.

SCUD 2 Another Abbott-Baynes glider, from 1932, of which 14 were built. In 1934 a Scud 2 was taken into a thunderstorm by Mungo Buxton who later designed the Hjordis and King Kite and climbed to over 8,000 ft. It could be seen in the London Gliding Club hangar.

LATE HOLIDAY LILLY: Saturday 28 August to Monday 30 August inclusive

LONG MYND - MIDLAND GLIDING CLUB

By popular demand, it's a re-visit to the Long Mynd - scene of one of our first and most successful rallies. Enclosed with newsletters for 'regular attenders' are instructions on how to get there. Read with care the 'Trailers won't bend' sheet. I have followed the instructions and they work. Without them that hair-pin could be a trailer driver's nightmare.

I am assured by the Midland Gliding Club that they are 'holding their own' with regard to the water problem. Apparently, they are importing it by the tanker at a cost of £20 every other day. Nevertheless, those of us who are self-catering would be, in my opinion, wise to take water with us to help out. A five gallon plastic jerry would be sensible and weighs about 50 lbs. when full.

COSTS

1. Reciprocal membership is £1 per day
2. Subject to numbers, a bunkhouse can be reserved containing 10 beds at 60p per bed per night.
3. All meals are available and may be booked beforehand - cost 50p to £1 approximately.
4. Camping costs 50p per night.
5. Launching, by winch only, 50p - I think.

Long Mynd is one of the most beautiful sites I have ever visited, the locals are friendly, the ale is decidedly drinkable and the thermals seem to be permanent.

ANGUS
Rally Secretary

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REPORT on SAFARI WEEK-END BUCKMINSTER GLIDING CLUB, Saltby Airfield
Saturday 3 July and Sunday 4 July 1976

Aircraft in attendance - in no particular order:

Grunau 2B	Brought by Oly the cat who allowed Rodi Morgan and Angus to fly it
Oly 2 BGA 726	Flown by its owner Peter Martin of Twinwood Farm and Angus. This aircraft is the one bought by the Daily Mirror newspaper for Anne Burns to gain Women's Record at the time of the California in England event. It has only had three owners - Anne Burns - The College of Aeronautics - and now Peter
Weihe BGA 1297	With its owners Derek and Jean Godfrey, Ian Holden and Terry Norris.

Also in attendance were John and Margaret Dickens who came to look and Ron Davidson popped in with his Austertug.

In a heat wave the hottest place is an airfield and the Safari week-end was hot indeed. Saturday was the day for flying other people's aircraft, my own being temporarily indisposed. Two circuitists in Rodi's Grunau convinced me that I like it the ideal hot weather machine. At Buckminster they have a reverse pulley autotow pulled by old Jaguars with the roofs cut out. It is a good system and their launch rate is excellent. I then flew the Hinton in the "Bushes" Weihe which is quieter than my own and is a delight to fly. Peter Martin's Oly 2 is also a fine machine and flies really well. I wish that the weather had been more soarable so that I might have enjoyed longer flights. My thanks go to the owners for their generosity.

Saturday evening began in the local village pub, which might as well be termed the clubhouse, where the natural friendliness of the Buckminster crowd came to the fore. Several pints later we returned to the hangar for the annual club barbecue which was indeed on a grand scale. Some 500 people appeared and the music and dancing went on till two.

Some time later Sunday morning appeared and to the best of my knowledge not much flying went on - on Sunday.

The Buckminster crowd are a very enthusiastic young club and their potential is enormous. My thanks go to them for making us feel so welcome and my apologies for not more of us turning up. Billie, a special thanks to you for your hospitalit to me. Billie kept me alive with tea and ice cream. Boy it was hot!

ANGUS

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After a year during which the summer heat exceeded anything any of us can remember, a drought which reduced some of our country roads to exhausting, dust-laden tracks and airfields to 'Sahasras of grit and spine-jolting cracks, and the Fourth International Vintage Glider Rally in this country, ANGUS MUNRO feels that he must resign as Rally Secretary. We thank him indeed for the organisation of this most successful event so recently at Dunstable - long months of grappling with letters, lists, people, plans and printing - barbecues and loos - tugs and trailer spaces: the list is endless.

Now we need a successor to Ken Crack and Angus Munro: how about an Associate Member, or an owner member temporarily aircraft-less?

UNLESS SOMEONE VOLUNTEERS THERE MAY WELL BE NO RALLIES NEXT YEAR: Chris is more than fully occupied with world-wide correspondence gathering news and writing for the NewsLetter, Frances has the office, book-keeping, records and News Letter production - Ken seems likely to be still stuck in Nairobi. We have proved that you can live almost anywhere in the British Isles and still do a useful job for the Club, but IDEALLY our new Rally Secretary must face:

Planning a year's Rallies and writing to the Clubs for agreement of proposed dates, charges, accommodation and meals available, road directions, etc.

Prepare this information for the News Letter: date advised at least a month ahead of publication: may mean including details of more than one Rally in one News Letter

Contact 'Liaison man' at the Club (usually our own VGC member there) to lay on trailer spaces, camping sites

Get there early if possible to put up sign posts, get things running, Marquee up, spot landing organised and meet the host club officials, arrange Briefing by their CFI or his deputy at the earliest possible time

Find a suitable 'task' setter and arrange regular briefings.

Finally, gather up the bits and pieces, and scribble a report for the News Letter.

SO, HOW ABOUT IT, ASSOCIATE OR 'GROUNDED' OWNERS? In confidence do please telephone Frances and have a chat - Otford 3277 - you can still back out if you wish and none the wiser.

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INTERNATIONAL VINTAGE GLIDER RALLY T-SHIRTS ...T-SHIRTST-SHIRTS

These proved so popular that we are about to order more to meet the order list. They come in three sizes - about slim teenage (30/34"), medium (36/40) and large (up to 44"): and have the Minimoa and Dunstable Lion on them in black on white cotton/cello T-shirt material, and the words 'Fourth International Vintage Glider Meeting' - or 'Rally - can't remember which. Price £1.85 (say \$2). If you would like one please order from Frances IMMEDIATELY: we have to confirm the number ordered on Monday 6th September, and give the size you want.

With the deepest regret I have to tell you that
my dearly loved husband JOHN FURLONG, MBE, DFC
died very peacefully at our home on Wednesday,
11th August 1976

During his life and his illness, John gave us
so generously of his own quiet courage and
selflessness

Frances Furlong,
Otford House,
Otford, Kent

WHAT IS A VINTAGE GLIDER?

The F.A.I. has asked us for a definition.

At a very preliminary meeting held during the International Rally
the following was suggested: -

Before 1945 craftsmen and designers were able to build their finest
aeronautical creations out of wood, regardless of cost. After 1945 it was no
longer possible for them to do this because of production costs in the austere
period after the War.

It is suggested that a 'vintage glider' therefore might be a type
originally designed before 1945 and to have had its first flight before that year.

An exception to this might be that for a short time after the War,
attempts were made to produce pre-War sailplanes and sell them. It is suggested
that an exception should be made for some of these types because only a very small
number were built, because of the old glue of which they were constructed, and
their continued existence might be in danger without perhaps some protection
afforded by definition 'vintage'.

Although this definition may be clear in Germany and Britain, it
may not be so clear in France or Poland where the old, expensive to build, wooden
gliders were produced after 1945. Perhaps this category should be limited to
'before 1950'.

Might these two categories be distinguished as Vintage and Veteran?

Any correspondence, suggestions, comments please to Chris Wills,
Huntercombe End Farm, Nettlebed, Oxon - as soon as possible as the F.A.I. are
waiting for a reply: which we would like to make as representative as possible.

FOURTH ANNUAL WEEK-END AND ANNUAL DINNER Saturday 2nd October and Sunday 3rd
October 1976 at Husbands Bosworth.

Enclosed is the BOOKING FORM and full information (apologies if you
have already completed and returned one - give this to a friend). We look forward
to making this the best Annual week-end yet - and we've had some very good ones.

Please send stamped self-addressed envelope, marked 'Hus.Bos.Acc'
for the accommodation list, to Frances - to whom also the booking and dinner forms.
In order to keep the dinner price down, we have had to agree fairly precise numbers
for the dinner and so only dinners booked and paid for in full by NOON ON SATURDAY
2 October, can be confirmed to the Motel. Last year for instance, dinner numbers
swung between cancellations and extra guests from 65 up to 85 during the pre-
dinner drinks - and two minutes after the dinner had been due to start four non-
arrivals were found in another bar!

Any other queries, requests please contact Mrs. Margaret Dickens
14 Rockingham Court, Rushden, Northants NN10 9HQ - Tel. No. 56959) who will give
all the help she can.

THERE IS UNLIKELY TO BE ANOTHER NEWS LETTER BEFORE THIS WEEK-END
SO PLEASE RETURN THE FORM BEFORE IT DISAPPEARS

NEW MEMBERS AND CHANGES OF ADDRESS AND OTHER INFORMATION

Assoc Billie Caldwell, 14 Dolphin Lodge, Grand Avenue,
Worthing, Sussex

Hugh Gardiner, 29 Sealstrand, Dalgety Bay,
Dunfermline, Fife KY11 5NG

Changes of address:

David Adams, 347 Ware Road, Hertford

Howard Hill-Lines, Chesford Lion, Kenilworth,
Warwick, CV8 2LD

John Simpson, 84 Kimberley Road, Cambridge CB4 1HJ

BUNGEE CORD

Geoff Steele, 6053 25th Road North,
Arlington VA 22207 UNITED STATES

GRUNAU 2

Mrs. Jane Jones, 7 Armstrong House, Manorfield, Putney
(shown as Assoc)

F O U N D

CINE FILM about vintage gliders found at nor near RIPON. Anyone claiming it or who knows to might have lost it, please contact David Chaplin, 51 Mayfield Crescent Englescliffe, Cleveland TS16 0NH Tel: 0642 - 780847

FOR SALE

MEISE OLYMPIA For details write to Werner Tschorn, 5 Koln 71,
Stallagsweg 49, West Germany

FOR SALE

MEISE OLYMPIA, probably German war-time built. For details write to Rene Notter, Feldheim 6, CH-6312 Steinhausen Telephone (office) Zurich 36-7700

WANTED

Peter Fletcher, 34 Warner Road, London N8 7HD wants Grunau Baby parts please

GRUNAU BABY 2B DRAWINGS

Toby Fisher has generously given Chris Wills some original Grunau Baby 2B fuselage drawings. For copies please contact Chris Wills, Huntercombe End Farm, Nettlebed, Oxon (Telephone evenings 049.18.650)

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APOLOGIES to new members to whom this News Letter will be sent in the course of the next few days. It has not been possible to spend any time on VGC work over recent weeks but an effort is now being made to catch up. FRANCES

Issued by Chris Wills, Huntercombe End Farm, Nettlebed, Oxon
Angus Munro, 22 Grangeway Gardens, Redbridge, Essex IG4 5HN
Frances Furlong, Otford House, Otford, Kent