



The Vintage Glider Club of Great Britain

NEWS LETTER

June 1975

IMPORTANT

Our participation in the PFA Rally at Sywell for the week-end 4 - 6 July is **CANCELLED**. Despite a number of telephone calls to the office and the home of the Chairman of the PFA Organising Committee leaving messages asking him to telephone and two letters written in June asking for written confirmation of the arrangements given on the telephone - which formed the basis of the details in our News Letters - we have been completely unable to get any reply at all: nor have entry tickets been received which would enable our trailers to get into the airfield without payment at the gate - which is understood to be in the region of £2/3 per car and occupants.

PFA members may still wish to visit Sywell and Ken Crack expects to have a caravan (Sprite Major HBY 895K) in the camping/caravan park adjacent and all members will be welcome. Approach from the east, off A43 halfway between Northampton and OLD WARDEN Kettering.

David Ogilvy, General Manager of The Shuttleworth Collection has written 'I think the glider turnout was excellent and certainly almost unique ..' and has invited us to come again for a full flying week-end. And our thanks to David for a financial contribution which paid our expenses and a bit over.

Those who supported the Club so generously, faced with a summer week-end sitting on the ground, apart from those who might be chosen to take part in the Flying Display were:

Kite 2A	P. O'Donald, Andrew Stevenson
Willow Wren	Bill Manuel, Mike Russell, Chris Wills
Grunau 2B	Geoff Moore
Petrel	Ron Davidson
Kranich 1	Chris Wills, Len Redding
Weihe	Francis Russell, David Adams, Angus Munro
Kite 1	Ted Hull
Grunau 2	Peter Allen
Petrel	Mike Russell (co-owner John Byrne in Ireland)
MU 13D	Martin Breen

It was a wonderful week-end with lots to see in the Collection Hangars and on the field. We were visited by many of our Associate members and we hope they felt as welcome as in fact they were. John and Margaret Dickens came on Friday afternoon, set up the Marquee, set up their own tent and worked darned hard all the week-end making teas, coffees and snacks. For flying, which we found would be allowed in the mornings, we elected a CFI on the simple basis of saying 'Anyone a BGA categorised instructor?' - 'You're it!'

To decide who should fly in the Display we simply put numbered slips in a pot, and took nos. 1 upward omitting the higher of any two the same. Simple democracy at work!

And again we learned by experience. Firstly with children on the 'wrong' side of the airfield/public fence it is essential that they be labelled - I suggest parents make up badges using VGC stickers on cardboard with a pin behind. We found the children had difficulty getting back through the control gate after going for icecreams in the public enclosure.

And could you please bring a folding chair to Rallies? Not only for your own use, but it would be very welcome in the Marquee for visitors.

Gruyere/Switzerland 19 - 26 July

So far as we know arrangements are now complete. If anyone still wants a car seat, please contact Ken Crack on 01.346.8094 immediately. Also if anyone missed the boat about accommodation.

Good luck to our contingent, and we hope you will come to Long Marston over the Bank Holiday and tell us all about it - with photographs if possible.

Summer Bank Holiday Rally Friday, 22nd to Monday, 25th August

Stratford Gliding Club, Long Marston Airfield, 1° 46' W: 52° 08' N, 5 miles south of Stratford-on-Avon, west side of A46.

Please note the ABOVE DATE CORRECTION - that given in the last News Letter was incorrect (it's the Scottish Bank Holiday - och aye). A special invitation meeting from our member, Howard Hill-Lines, particularly as an extra for those not going to Gruyere, but all very welcome. Apart from being Social Secretary of the Club, Howard is Manager of the Lord Leicester Hotel, Jury Street, Warwick CV34 4EJ, and we are assured of special 'ridiculously cheap rates': contact Howard personally on 0926-41481, not forgetting to mention VGC.

No bunkhouse accommodation (no Clubhouse) available, but the VGC marquee will be doing duty. We expect to have a VGC with Stratford Club Social on the Saturday evening, the rest we are leaving to Howard. It would be useful if members could let Frances know how many are coming or we may run out of bangers (Rodi saved us at Haddenham).

Aero-tow £2.50 to 2000 ft., and reverse pulley auto-tow off the tarmac and grass - 60p, plus reciprocal membership for the week-end £1.50 plus VGC Rally fee £2 per glider. Some hangar space available.

Autumn Rally Camphill, Derby & Lancs Club

Friday, 19th - Monday, 22nd September 1975

This will be the last VGC Rally of the year, with our Second Annual Dinner on Saturday, 20th September. Our member, Stan Armstrong, has been putting in a tremendous amount of behind the scenes effort, and we have a comprehensive programme, which, in outline, is:-

Friday, 19th September VGC members arrivals. Launching available by prior arrangement (see booking form) until dusk. If weather is bad, a short film is available in the Club House, which will be open for the usual post flying relaxation (and a very fine place it is!)

Saturday, 20th September More arrivals. Briefing on this and that around the area. Flying available all day and cross countries hoped for. Bungy launching from the Club's old pre-War slope may be available (subject to west winds).

Evening Dinner and annual get-together at the Palace Hotel, Buxton (7 miles SW), probably £4 per head (inclusive VAT and service). Please get your films and slides together for the after dinner "members' presentation" (the more humorous the better). We very much hope that many Associate members will make this a 'last before the winter' week-end and join us - we can promise them a meeting with many old friends.

Sunday, 21st September Morning - flying.

12 noon: Concours d'Elegance on the hangar apron. The Derby & Lancs hope to offer a prize for the most worthy glider (age - condition - finish - uniqueness). Please have placards (minimum 18" x 24" clearly readable at several feet away) as there may be an appreciable number of visiting public.

1300 hours: The Derby & Lancs Club will entertain the VGC and their own members to a buffet lunch in the Clubhouse: the Bar will be open in the usual way.

Afternoon: Flying for those that honestly feel they have been abstemious.

Monday, 22nd September Flying available for any VGC members wishing to stay on. (There will also be a Club Training Course commencing).

Flying Charges - at Club rates. Reciprocal membership - special low rate of 50p per pilot for the whole period. VGC Rally fee: £2 per glider.

Accommodation Friday, 12th and Saturday, 20th September

- (a) Beds in double bunk rooms (known as "Nesting Boxes") at 50p per person per night (16 available), one double tier bunk in each room with mattress, but please bring own sheets or sleeping bags.
- (b) Beds in communal bunkrooms, 35p per night (some female bunkrooms). Numbers limited by club members own use)

Sunday, 21st September: Communal bunghouse only available (Nesting Boxes reserved for course trainees)

Outside accommodation There are many pubs, hotels and farms within a small radius and a list will be available. Otherwise the Palace Hotel (4-star) offers special rates for those attending the Annual Dinner for Bed and Breakfast per person per night, single or double:-

Room without bath	£5.00 + VAT
Room with bath	£5.50 + VAT

(Children under 10 years sharing with parents at half price)

Meals at Camphill: Every day, subject to prior booking -
Breakfast 37p, lunch 44p, dinner 44p
VGC marquee for tea, coffee, snacks between times

Entertainment The Club has a film projector and some gliding films: other films and slides from VGC members would be appreciated.
(I also have an original copy of the Derby & Lancs VERY RUDE SONG BOOK: should I bring it? - Frances)

We don't often ask you to complete a booking form, but in view of the many arrangements for this week-end and the need to be as helpful as we can to the Derby & Lancs Club in return for their most generous hospitality, a booking form is attached. First come, first served - in order of return to Frances.

And as regards the Annual Dinner, we have to guarantee a minimum number to the hotel: an inaccurate 'guestimate' could result in a loss to the Club, or insufficient dinners.

Annual Awards

We again plan to present small trophies for the Best Vintage Glider Flight and the Best Effort on a Vintage Glider at the Annual Dinner. We have thought about asking for larger pots to be presented annually and returned, but have decided against this for several reasons. It is nicer for the winner to be able to keep his award - more magnificent annual awards are a bind in getting them returned, cleaned, repaired and insured. We hope members go along with this thinking: if not, you have only to tell us.

Ways and Means

We do sincerely thank all those members who send somewhat more than just the subscription renewal. Without their generosity many things would not be possible.

Annual Accounts

Copies of the accounts to 31st May 1975 will be available at the Camphill meeting together with the books, for your inspection. Copies of the accounts will be sent to members not present at Camphill with the first News Letter after the meeting. Please don't hesitate to raise any queries with Frances - this is YOUR MONEY!

Circular Programmes and Rectangular Horizons

Now this country of ours is long and thin, true a bit bent to the west at the bottom end, but that just makes things worse. All this makes for a fundamentally unsatisfactory rallying situation for a "nationwide" club. If we meet in the south, it is too far for those in the north, and vice versa, and if we meet around the middle - well, it's fine for some, but not good for the northern and southern members. So, what is to do? I suggested at the last Annual Dinner the notion of local groups with the advantage of inter-rallies between adjoining groups. Each local group to appoint a 'linkman', who would provide the liaison and be the correspondent and represent the views of those members on the future running of the Club. We hope that the Autumn Rally and Annual Dinner gathering will enable this proposal to be more fully considered and acted upon if you, the members, so wish.

Competition Enterprise June 7 - 15 1975: Devon & Somerset Club

That was North Hill, that was indeed, a week to remember with a continuous period of the finest weather. Finest for sun-bathing, but certainly not necessarily the best for gliding, with extremely stable conditions under a 'high' of great magnitude. Blue thermals yes, but the "Blunt Nails" don't necessarily have that amount of penetration to search around for the best places. So all credit to Mike Russell in winning the Vintage Class Goal Race of the week (as it turned out to be) to Bodmin 110 kms. The overall winner of the Vintage Class happily goes to club member Tony Smallwood in the Gull - a consistently professional (airline pilot) performance.

Well, Enterprise did not make the cross-Channel attempt this year, so we still have that for the future. How long is it since a 'Vintage' machine made the crossing? Now it is a much more sophisticated problem of air lanes and all that. For a fuller report, see the next S. & G.

Ken Crack
Rally Secretary

Kenya Ken Crack

Ken says that the prospects for gliding in Kenya are good, and is writing a short note for the next issue of S. & G. Overseas News at the request of Doc Slater. We welcome a new member there, Bim Moleneux at Nakuru and perhaps we might join him for a Christmas Rally in mid-summer conditions (it's all a question of a cheap enough charter - any member in that business?).

It seems that Ken has increasing difficulty with "them" in fitting in his various travels between and around rally dates, and once he is nabbed somewhere, he can't always get back on time. He feels that to be fair to the club, the time is fast approaching when we should get ourselves a new Rally Secretary.

Those who have been to rallies organised by Ken may well consider the amount of work he has done before, during and after, and shudder at the idea of taking the job on. But hope is at hand if one stops to analyse the work.

We need someone to be overall Rally Secretary, able to negotiate on a sensible, friendly basis with Clubs. If he is not mobile like Ken, then he would need to call on a member, possibly of the Club whose invitation we are accepting, or near by, to act as liaison with the Club for that one Rally. If he hasn't got a first class Secretary for a wife, like Ken, then another member to whom he can send draft letters for typing. At the Rally we need a practical man for fixing lighting, projectors and organising our side of things under the local CFI. At Rallies we also, unless Frances can get there, need someone to collect Rally fees, organise refreshments and generally run the ground part.

If you want your Club to go on growing and maintaining its present excellent reputation, then this isn't the time for modesty.

Volunteers please for:

Rally Secretary
Rally Secretary's Secretary
Mr. Fixit, preferably a BGA categorised instructor
Lady Housekeeper/book-keeper

Welcome to new members:-

Kite 2A Andrew Stephenson, 15 Beeches Close, Saffron Walden
BGA 689 Essex CB11 4BU/Peter O'Donald, 13 Archway Court,
Cambridge, CB3 9LW

Willow Wren Bill Manuel, 60 Thames Mead Terrace Road, Walton
on Thames, Surrey KT12 2ST/Chris Wills/Mike Russell

Associate

Dr. Martin Collins, Leggatts, Fishbourne, Chichester, Sussex

B. W. Gowans, 9 Combemartin Road, London, SW18 5PP
(a Canadian at Imperial College)

Charles H. Sawyer, III. 4215 N. Craycroft Road,
Tucson, AZ 85718, United States

Jim Robson, 321 Ryhope Road, Sunderland, Tyne & Wear

Australia

Jaskolka Kenneth Gregory, 20 Spedding Road, Hornsby, NSW 2077

Kenya

Hütter 17B A. I. (Bim) Molineux, P.O. Box 181, Nakuru, Kenya

FOR RESTORATION

The Shuttleworth Collection at Old Warden has a pair of Grunau's, each in need of attention but basically complete. The Trust's terms of reference prevent these machines being sold, but some arrangement is possible whereby a suitably qualified person can have one or both on long loan to restore and operate, subject only to -

1. Title remaining with the Shuttleworth Collection
 2. Realistic insurance
 3. Agreement to display it (or them) at Old Warden occasionally when required (two or three times a year)
 4. Returning it (or them) to the Shuttleworth Collection in the unlikely event that a historic glider section is formed
- and 5. Finding some way of publicising the Shuttleworth Collection when the machine(s) appear(s) at flying meetings.

Anyone seriously interested in something on these lines is invited to put forward a realistic proposition, in writing, to David Ogilvy, General Manager of the Shuttleworth Collection at Old Warden Aerodrome, Biggleswade, Beds.

FOR SALE

Kirby Cadet Mark 1 for sale in Somerset. Said to be in good condition. Fuller information from Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent.

NEWS FROM FRANCE - from Aviasport April 1975

Of the 1,142 gliders now airworthy in France, no less than 176 are old gliders built before 1950. This is 15 less than there were at the end of 1973.

This 176 figure breaks down into the following types:-

Air 100 (first built in 1946)	27
Nord 2000 (Olympia Meise, - built 1947)	27
Nord 1300 (Grunau Baby 2B - built 1945)	25
C.800 2-seaters (prototype flew in 1942)	35
C.25S 2-seaters (prototype flew in 1942)	17

This leaves 45 sailplanes unaccounted for. These could be Emouchets (the prototype based on the Polish Salamandra flown during the early 1930s), Castel 310P (the prototype of which flew in 1942), Castel 311P (the prototype flew in 1950) and perhaps a very few Milans (a French 1949 built Weihe. There may be other French types still flying but it is unlikely that German and French war-time or pre-war built sailplanes are still allowed to fly. It is very possible that a large number of old French and German sailplanes are now 'grounded' in France. Some of these are destined for the Musee de l'Aire which is soon to be gathered together at Le Bourget airfield: others may well be for sale. It is believed that there are two Habicht aerobatic sailplanes in France.

NEWS FROM THE U.S.A.

Meanwhile the hunt for the elusive Horten 4 goes on. The Vintage Glider Club is greatly indebted to Doug Lamont, the Editor of SOARING, for personally searching for the machine. He has not only telephoned and interviewed many famous people for us, including Jack Northrop, but he has visited the Movieworld Planes of Fame Museum at Orangethorp, California. It would seem that this Museum now exhibits only the automobiles of famous film celebrities and that all the aircraft have now gone to the Paul Mantz Air Museum at the Orange County (California) Airport. Doug Lamont has promised to make further enquiries for us, one of which will be a 'phone call or a trip to the Paul Mantz Air Museum. Should the Horten 4 be there, it may have a better home as this museum has previously restored aircraft to flying condition. Doug Lamont has kindly sent us a very fine photograph and transparency, made for us by Gus Usveges, of the Horten 6 at Northrop's Plant. We cannot thank them both enough.

OUR MOVEMENT IN AUSTRALIA

Martin Simons, one of our Australian members, wrote in a letter dated 13th June that there is to be a Vintage Glider Rally in South Australia later this year, probably in November. Aircraft expected at the Rally range from Grunau Babies (at least two in the Adelaide area) to the extraordinary Pelican 2 which is flying regularly again after a long period of storage. It is a 2-seater built at Adelaide and Waikereke during the late 40s: imagine a T.21 with a huge closed canopy and a 'fat' pod and boom fuselage. Other 'old gliders may be enticed from other states, such as the Golden Eagle built in 1937. There are several Olympias about and at least two primaries of uncertain origin.

Martin has the remains of a Manuel Kestrel in his garage after he had removed it from the hangar roof at Gawler, where it had been for 15 years. It is one of three Australian Kestrels and was built by the Igguldens during the later war years, and flown quite a lot afterwards. It is in fairly good condition except that the ailerons are missing and there is a very bad twist in one wing. Martin is not sure whether he will be able to find time to restore it, but he hopes to find someone, or a group, who will.

Also at Gawler is a Kirby Cadet which could be restored. Martin is not sure whether it was imported whole or in kit form. Even more interesting, a Hawkrige Venture that was built in Dubbo in NSW during 1952 or 1953, has been rediscovered and is up for sale. It is very probably going to be bought and restored.

Nice work, Martin - the flame of our Movement has undoubtedly been lit in Australia.

We have received more news from Norman Ellison about Gulls 1 and 4 in Australia.

Gull 1 Ray Ash of North Parramatta, NSW now has a set of drawings almost complete for a Gull 1. He apparently had some Gull 1 drawings but these have been made more complete by Norman Ellison who has sent him some from the Slingsby loft. Ray Ash is thinking of building a Gull 1.

Gull 4 In about 1950 there was a fine white Gull 4 at Dunstable. It was sold to Australia in about 1956. In Britain it was known as BGA 602, in Australia it became VH-GFA. It is now about to be restored by its present owner, Leo Boin, of Warridale, South Australia and drawings have already been sent to him from Slingsby. Not many Gull 4 drawings could be found but he needed wing drawings, which were sent. The only other Gull 4 still flying near Lincoln is the prototype, BGA 565, owned by a syndicate headed by S. Hurt, 57 Lincoln Road, Washinborough, Lincoln LN4 1EG. This machine is believed to be considerably modified.

The Gull 4 in Australia once went to 26,000 ft. in a thunderstorm. At this height the pilot was overcome by lack of oxygen and the machine descended into the tops of some gum trees, which slowed it - somewhat broken - and the pilot to the ground. Although he did not know exactly where he was the pilot wrote on the wreckage that he had gone south. Luckily this was the direction of the only road where he was later found by a search party.

The Gull 4 was built during 1947 by Slingsby Sailplanes who built four. This was because it was in direct competition with the Bon Olympia of which 100 were built at that time. Nevertheless, the Gull 4 was a very fine sailplane which may well have been slightly superior in many ways to the Olympia. Two of them were flown by the British team at the World Gliding Championships at Samaden in Switzerland in 1948, and one of them was flown by P. Mallett in the British team at the World Gliding Championships at Orebro in Sweden in 1950. The Gull 4 was the 15 m. span forerunner of the Sky which it resembled in every way.

NEWS FROM NEW ZEALAND

Our member in New Zealand, Harry Smith, has asked for some drawings so that he can repair his Weihe. This was formerly G-ALKG, BGA 535 and now is ZK-GAE. The machine has held nearly all the British and New Zealand gliding records when owned by Philip Wills and later by Dick Georgeson. The VGC has sent Harry Smith copies of drawings of all bulkheads between the wing and tailplane and a fuselage GA drawing with dimensions. We are still waiting to hear whether these are all the drawings that are needed.

SWITZERLAND

The following is the list of entries which are to take part in the Third International Vintage Glider Meeting at Gruyere in July:-

	<u>Date of</u> <u>Prototype</u>	<u>Registration</u>	<u>Pilot</u>	<u>Home</u>
<u>West Germany</u>				
Olympia Meise	1939	D-7504	Gunther Frey	Worms
Olympia Meise	1939	D-0042	Erwin Martini	Virmheim
Minimoa Go 3	1936	D-1163	Max Müller	Munster
Grunau 2B	1933 (1939?)	D-7087	Herman Scheurer	Neu Isenburg
Weihe 50	1938	D-7080	Wolfgang Tchorz	Cologne
Grunau 2B		D-1197	Thomas Walter	Bernhausen
L.10 Libelle	1954/56		Adolf Zöllner	Rheinstetten
<u>Great Britain</u>				
Petrel	1938	BGA 418	Ron Davidson	Stapleford
Rhönbussard	1934	BGA 337	Graham Saw	Staines
Kite 1	1935	BGA 394	Ted Hull	London
Grunau 2B	1933	BGA 578	Rodi Morgan	Worthing
Weihe	1938	BGA 448	Angus Munro/ Francis Russell	Redbridge
Rheinland	1937	BGA 1711	David Jones	Coventry
DFS Kranich	1935	BGA 1092	Chris Wills	Nettlebed

Unfortunately Ken Crack's Goevier has had to be withdrawn because of damage during an accident at North Hill, but Ken Crack and his wife Edith will be present.

Switzerland

Hütter 28	1935	HB-223	Eugen Aeberli	Erlenbach
Moswey 2A	1937	HB-257	Martin Badertscher	Duch
Moswey 3	1944	HB-374	Willi Bischof	Winterthur
Spyr 4	1941	HB-336	Martin Bruttishauer	Ffaffikon
Meise	1939	HB-381	Georges Buricod	Geneva
Moswey 3	1942	HB-373	Alois Derendinger	Olten
Meise	1939	HB-388	Peter Egger	St. Ursen
Spyr 5A	1946	HB-509	George Fliss	Littau
Weihe 50	1938	HB-530	Jost Frei	Monthey
Meise	1939	HB-384	Rene Notter	Steinhausen
Spalinger S.19	1937	HB-225	Werner Roth	Amlikon
Moswey 3	1943/44	HB-380	Norbert Schäfli	Herzogenbuchsee
Spalinger S.18-2	1935	HB-309	Willi Scharzenbach	Prilly
Moswey 2A	1936		Attila Ziermann	Duochs
Minimoa	1936	HB-282	Werner von Arx	Bale

LASHAM OPEN DAYS: 21 and 22 June

The Lasham Open Days Committee asked for six gliders to be invited so no general invitation could be sent out. Those who accepted were: MU 13D-3 - Martin Breen: Petrel BGA 418 - Mike Russell: Rheinland - BGA 1711 - David Jones Minimoa BGA 1738 - John Coxon: Gull 1 BGA 378 Dick Green: Prefect BGA 599 - Colin Street (1947 prototype) and Peter Allen's Grunau.

There was very good weather on both days. On the Saturday many long thermal flights were achieved outside the rather flexible flying programme. On the Sunday, due to a strong wind and a rather tightened up flying programme, our glider flying had to be contained into a rather short period in the flying programme.

Robin Traves, National Secretary for Air Education, put on a most interesting indoor exhibition of Gliding as a Sport and Hobby. Our Vintage photographs included a Reihier 3's wing GA drawing and some beautiful Horten flying drawings done by our member Paul Williams.

NEWS FROM BRITAIN

Martin Breen was able to take his MU 13D-3 to 8,500 ft. in wave lift at Shobden during the early days of June.

Rodi Morgan's Rhönspërber at Tangmere is now being worked on continuously and one day 'the most beautiful Rhönspërber that ever was' will fly again for the first time since 1939. Careful records have been made so that it can be restored in its colour scheme of that time. It will be the last airworthy Rhönspërber: four others are in foreign museums.

The Minimoa, BGA 1639 and the Rhönbussard BGA 337 are both having their wings partially reglued in Mr. Paton's workshop at Wycombe Air Park. The damage to the Minimoa's wing is not so extensive as that to the wing of the Rhönbussard, but both will soon be repaired and the Rhönbussard will be ready in time to go to Switzerland.

Plans are afoot to repair Ken Crack's Goevier: this is a modified, shortened fuselage version built after 1952. There are more of these newer Goeviers about in Europe and some are for sale.

Issued by Chris Wills, Huntercombe End Farm, Nettlebed, Oxon
Ken Crack, 45 Church Crescent, Finchley N3 1BL
Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent

(Apologies again for more or less typing it as it came through the post to me in view of the need to let you know about the CANCELLATION OF OUR PARTICIPATION AT SYWELL)