The Vintage Glider Club of Great Britain

NEWS LETTER

April 1976

NEWS FROM BRITAIN

Rhönbussard BGA 2077 (D-5700) This machine has some control movement problems (airbrakes and ailerons) which have to be sorted out before it can be flown. It is owned by a syndicate of 7 at Dunstable and Ted Hull is now building a trailer for it. He has already built four trailers but can see no alternative to making another one.

Gull 3 BGA 643 Fred Rawlings has started to repair this machine.

Weihe BGA 1021 This machine should be flying again soon at Bardney. Its repairs have cost its owners almost as much as it originally cost from Sweden.

Eon Baby BGA 1252 Repairs have started on this machine.

Weihe BGA 1025 has been bought from a syndicate at the Humber G.C. (RAF Lindholme) by Arthur Cleaver, who has started to build a trailer for it. This Weihe was originally SE-SCM and is the most recently built Swedish Weihe. It was built in 1950 for the American Paul Macready who flew it, as the only US entrant, in the 1950 World Championships at Orebro in Sweden. Flying with remarkable precision, using his best speeds to fly calculator (a modified version of the one used by Wolfgang Späte when he won the 1938 Rhön contest) Paul Macready went into the lead on the fifth day with a 326 km distance flight.

The Swedish organisers had said that they hoped that the wind would never blow from the south as towards the north, after the first 216 kms, there was nothing but virgin forest and tundra. On the sixth and last day, with the first eight competitors within a few points of one another, the wind blew from the south and gave rise to one of the most exciting and nerve shattering ends to any World Championships. 16 of the 29 pilots chose to land at the last airfield in civilisation 216.6 kms out, but the seven leaders decided to fly on. Among these were two Yugoslav entries, one of them flying the prototype Orao, and the previous Swedish World Champion Pelle Persson who decided to return to the last airfield. On the airfield pilots listened by radio to the drama in the air with the leaders fighting for lift at 100 m over the forest with no hope of a landing. The Yugoslav pilots had flown off their maps and their retrieve crews were trying to borrow others. It so happened that Billy Nilson, flying the Swedish Airforce's Weihe SE-SCN (a plan of which was illustrated in our September 1975 News Letter) had his home, a log cabin, up in the north. He knew that if he could get there he would find a field just large enough to land a Weihe in. He made it and his distance of 427.6 kms was far enough to win the contest from Paul Macready who had managed to get down intact in a swamp after 342 kms.

Other great distances of the day were:

Borisek	Yugoslavia	Orao	412. kms
Arbajta	Yugoslavia	Weihe	370.2 "
Lof	Sweden	Weihe	391 "
Alm	Sweden	Weihe	313 "

Final points were: Nilson - 866,756 and Macready 842,989.

More recently Peter Treadaway of the Essex Club has been to over 17,500 ft. in an evening wave over Portmoak in the machine.

Thus four Weihes, BGA 1297 (formerly SE-STN) based at Hinton-in-the-Hedges, BGA 1021 at Bardney, BGA 448 (German built 1943) at Dunstable, and BGA 1025 are all now airworthy and in safe hands.

There remains one more Weihe, formerly at Tarrant Rushton, which was sold to a Mr. Genney, Ashby-cum-Felby, near Grimsby, four years ago. The aircraft has German-built wings and a Swedish built fuselage. News of its present whereabouts and condition would be gratefully received.

Avia 40P BGA 680 This, the oldest airworthy French glider, had its wing trailing edges damaged when a pane of glass fell on them in the workshop at Perranporth during the gales earlier this year. Its owners are repairing the damage and hope to bring it to the International Vintage Rally at Dunstable. For this news we are endebted to our member John Saunders of Redruth, Cornwall.

Rhönsperber BGA 260 A new wing is to be built for this machine using rib jigs constructed from ribs off the first wing. The jibs are all ready so progress is expected to be rapid. A spar exists for the new wing and metal fittings have been made. Work on the fuselage structure is complete and the fuselage is ready for skinning.

Kite 2 BGA This machine has been bought and repaired by Rodi Morgan after its down wind landing last spring at Usk. The machine was once owned by Arthur Doughty and flown on a 300 km goal flight by him. Rodi hopes to fly this 1946 Slingsby machine at some of the VGC meetings this year.

Grunau Baby 2 VM 148 Mike Russell has been offered this damaged machine and parts of other Grunau Babies by the Shuttleworth Trust on condition that he makes one airworthy and allows it to be flown at some of their meetings. This Grunau Baby was one of a number of German aircraft brought to this country in 1945. The machine has a British military number and almost certainly has never had a BGA number.

Mike Russell has thus added to his collection which includes a Dagling, the Willow Wren, a Kranich, parts of an Eon Olympia and the Petrel. He has had little time for restoration this winter because of involvement in his airline's training scheme, but he hopes soon to be flying the Petrel again which is now equipped with a 6 channel radio. The Dagling is believed to be BGA 492 built by Hawkridge Glider Co. in 1947 with four others.

Mike has now definitely been told that two 1935 Slingsby Falcon 3 2-seaters were acquired from the RAF by a Mr. Kuehl in about 1960. Both machines were kept, and at least one of them was flown, in South Wales. Both the aircraft were damaged and subsequently burnt by Mr. Kuehl. He had worked for Edmund Schneider in Grunau and had joined the Luftwaffe during the war. After the Falcons he owned the 1943 Swedish-built Kranich BGA 907 which he later gave to the RAF at St. Athans. This is the machine that Tommy Boyle sold to a Mr. Bowles at RAF Locking for rebuilding. It is believed to be nearly ready to fly.

Cévier BGA 1992 1943 German built has been flying well at Husbands Bosworth.

Slingsby T.38 Grasshoppers TX Mk 1 This machine was built as a competitor to the Eon Eton SG 38 in 1952. It has a simplified SG 38 type fuselage and Cadet Mk 1 wings. These machines were supplied to many ATC units in preference to the Etons. The Grasshoppers are now believed to be surplus and are in danger of being destroyed. Some are known to be at RAF Spittalgate and others were at White Waltham. Our members who wish to sample the thrills of open primary flying might be able to acquire one or more of these machines.

Already the soaring season has started. When not working on his Sky because of the cold, Martin Breen has been flying his MU 13D in 6 knot thermals.

Since March 1968 the RAF have been flying a 1952 German built Grunau Baby 2 (RAF 377), originally built and owned by Segelfluggruppe Issartal. As far as we can make out, this machine may now have the parts of three German Grunau Babies incorporated D-1821, D-8122 and D-5401. The machine was first flown at RAF Cosford, then sold to Eric Rolph for overhaul, and has now been bought by our member Harry Chapple of Little Rissington, Glos. It is now flown by its civilian owners at RAF Bicester and so the RAF may have use of it.

Kranich BGA 907, 1943 Swedish built, ex SE-SPT was sold by Cpl Boyle at RAF Locking, Weston-Super-Mare, to a nearby farmer for rebuilding. The work is reported to be nearly completed and the machine will be returned to Cpl Boyle for finishing.

C.25S 2-seater has been imported from France by Rodi Morgan. This is one of a series of sailplanes designed by the Engineer Castello, and the first prototype flew in 1942. This and the C.800 were the two standard training 2-seaters in France after the war. 100 C.25S were built between 1948 and 1950 by Fouga at Aire sur Adour. Other vintage French sailplanes still flying from 1941/42 are the C.301s and C.310P and Cuudron C.800 and

Emouchet, which originated during the early 1930s. Rodi's C.25S is the first French vintage glider imported into this country since the Avia 40P in 1951.

Gull 4 BGA has now been bought by Steve Hurst at Bardney. He wanted to know its original colour scheme, and Martin Simons writes from Australia that it was originally ivory-coloured with clear doped and varnished fabric. LONDON GLIDING CLUB was printed in black capital letters along its fuselage sides. Martin has many photographs of this Gull 4 in its original state. He says that this is now the last Gull 4 as the one in Australia is now just wreckage, hardly fit even for a Museum. It may go to the Tucumwal Museum but it is at present in a cake owner's shop in Adelaide, SA.

Kranich 2, BGA 1258 is now to be moved to a new workshop near Inkpen, where it will be worked on by Fred Porton, and Bill and Helen Patterson. Hoped for date of completion of restoration work is February 1977 according to information from Bill Patterson.

More on the Olympia

Following the article on the OLYMPIA with the last News Letter, there are some corrections and extra information has been received. Both Harold Holdsworth and Norman Ellison have pointed out that Chiltern Aircraft should have read CHILTON AIRCRAFT. Harold says that the firm was named after Chilton Lodge, where it was situated. Harold also mentions that the man killed with the Hon. Andrew Dalrymple in the Storch was Mr. Denys Phillips, ex RAF, who had brought the aircraft from Germany. He was a draughtsman, not the manager. The machine crashed and burnt and there were no remains of aircraft or crew at Hughes Farm.

Harold Holdsowrth points out that the Chilton Olympia was the only British Olympia built to metric dimensions. There was a great row at Chilton Aircraft about whether the metric system should be retained or not. Metric won. However all the Eon Olympia drawings are in inches and decimals of an inch which was standard British aircraft practice, as opposed to the fraction system which was standard British engineering practice. Harold thinks that the second British Olympia built may be the one at the Kerry Gliding Club in South Ireland.

Norman Ellison writes that the Chilton Olympia was brought from Eire to Slingsby Sailplanes on the 8th July 1967. It was left in its trailer outside during the winter 1969/70 and was ruined by water and snow standing in the aircraft. It was probably burnt.

Martin Simons writes from Australia that he knows of four Olympias in that country - three of them airworthy. Among the airworthy ones is the YELLOW WITCH, which still has its strange orange colour and Witch emblem on its nose. It now has a wheel built on underneath with its fuselage deepened to fair it in. Martin says that a Mr. Forester Lindsay, who now lives in Sydney, wrote saying that he had RESTRESSED THE OLYMPIA while at Elliotts of Newbury during 1946/47. Another Australian Olympia arrived in a box from England which was much too small for it. It was bought as a damaged but repairable aircraft. However its parts had been cut in halves to fit it into the box. This machine was well equipped with instruments. Could it have been from the Empire Test Pilots' School? This machine is currently being restored.

Felix Kracht, who led DFS during the war and who had previously designed the Rheinland's wings, and tested the machine and put it into production, said in an interview in 1945 that during the Meise mass production at the Schmetz needle factory during 1941, its production timehad been improved from 4000 man hours to 1,200 man hours. So it seems that the Germans also found the Meise to be over-complicated originally.

Norman Ellison has sent the following very interesting figures for Olympia production. In Switzerland, by the firm of SFZB Zurich, registered HB-381—HB-391, HB 463 and HB-464 HB-491 and HB-492 HB-514 A total of 16 aircraft (built during 1944/45?).

German Focke Wulf production 1956 25 aircraft. Holland Fokker Olympia production was only 6 aircraft in 1946/47. PH-172 to PH-177, Works Numbers 6054-6059. Sweden Two Olympias were built by A.B. Svenska Kanoverken SE-SAI and SE-SAK. Also they were built by Kockums Flygindustri Works Numbers are 1 - 13. Therefore the total number of Olympia Meises built was about 15 aircraft.

These total, plus the 650 built in wartime Germany, plus the 100 built in France, the one in Australia and the 150 built in Britain add up to the astonishing grand total of 963 aircraft! Until this time, this far exceeded the numbers of any other one type built and may only have been exceeded since by Blanik production in Czechoslovakia. However more Olympias have been built than those listed above by enthusiasts and clubs in Germany, Austria and other countries.

These, including the prototype, may well add up to around 1000 aircraft.

We very much appreciate our members sending corrections and more facts: only in this way can an accurate, complete picture be built up.

Norman Ellison confirms that the empty weight of the German Olympia Meise was 352 lbs. and that of the Eon Olympia was 450 lbs. However perhaps the German empty weight quoted was that of the prototype and that later Meises were heavier than this. But there is no escaping the fact that the Eon Olympia was heavier by at least 50 lbs. Norman writes that he now has three sets of Olympia drawings, the original German drawings, the Chilton drawings and the EoN drawings.

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IT'S MY MONSTER NOW By Roy Sonnex
(Snaffled by FF from the Southdown Gliding Club News to whom thanks)

My camera is altogether too modest. The only gadget on it is the one that is supposed to make it impossible to put thirteen exposures on to a spool of film twelve exposures long. But it doesn't even do that. It doesn't even make it difficult.

As long as thirteen continues not to go into twelve without a fairly drastic sort of compromise the consequence is both predictable and inevitable. What is not obvious is the reason why the eleven unmarred exposures turn out always to be unspeakably dull whilst the twelfth, or mystery object, carries not one but, in inseparable combination, two of the most facinating photographs I have ever taken.

Sometimes it is the pure artistic beauty of the composition that is spoiled. Sometimes it is the sheer creative skill I've shown in handling the tonal graduations. Mostly it's just a case of me fumbling a lucky chance to photograph something interesting for once.

Like the time I photographed a Rhonbussard .. twice ... from opposite sides ... in a bad light .... on the same square of film.

That was at the Jubilee Celebrations at Firle. Several very old and very splendid machines turned out; the Minimoa being perhaps the most spectacularly beautiful of them. But it was the Rhönbussard that captured me and I fell head over heels in love with it on the spot. So I photographed it twice ... from opposite sides .... in a bad light .... etc ....

To say that I decided there and then that I would own one of these enchanting machines would be stretching a point a bit; particularly since at that time there were only two in the country and neither of them showed any signs of becoming available in their owner's lifetime. And anyway, who would want an aircraft that so far as my records were concerned could be shown to have a nose at each end, two tailplane and rudder assembles somewhere near the middle, four mainplanes and a bewildered expression.

But I did want one, warts and all, and when the incredibly lucky chance to acquire the Doncaster syndicate's machine turned up by way of an announcement in the Vintage Glider Club's News Letter I was up there before the ink was dry.

"The rest you know", as they say. Or at least some of it. Like the fact that it takes only four strong men no more than forty minutes to rig ... That it must not be launched in anything but the most idyllic conditions. That if the air gets anywhere near dewpoint the glue all dissolves and runs out of the bottom ...

But ..... It's my monster now. I've got to love it!

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FROM BGA NEWS MARCH 1976

A new scheme has been introduced which extends to second-hand aircraft the arrangements that already apply to secondhand cars and boats etc, whereby VAT is charged only on the seller's margin. This new scheme came into effect on 1st March and copies of VAT leaflet No. 721 with full details are available from any Customs and Excise VAT office.

AMERICAN NEWS

The Second Annual Vintage Sailplane Regatta was held in spite of marginal soaring conditions during the week-end 16 - 18 May 1975 at Harris Hill, Elmira, NY, coinciding with the National Soaring Museum's Spring Symposium (1975's topic 'The use of sailplanes in atmospheric research'). The following six sailplanes took part:- Wolf, Schweizer 1-19, LK-10, Gull 1 and the MU 13D from Toronto, Canada which had trailered all night to get there. Along the side of the trailer was written 'Danger. Long Load. 35 ft. (Snakes)'. The MU 13D (revealed in a photograph to be the same as the 1943 built MU 13D-3 BGA 1937 owned by Martin Breen in England) took the height and duration prize by 'camping out' at around 6,000 ft. for 4 hours 7 mins. The Wolf narrowly defeated the Gull 1 in the spot landing contest. Awards were presented during the Saturday evening joint NSM Symposium/VSA Regatta Banquet where the Guest Speaker was Dr. Ernst Steinhoff, who was one of four pilots to achieve the World's first over-500 km flight from the Wasserkuppe to Brno (Brunn) in Czechoslovakia during the 1935 Rhön contest. He was flying a Jacobs/Schleicher Rhönadler. Other machines to complete the flight were a Rhönsperber, Condor and a DB-10.

Again Liam English and his staff of the National Soaring Museum ran the meeting.

The first regional VSA meet was booked for the 19-21 September at Frederick County Airport, 50 miles WNW of Washington DC as part of the celebration of the 46th Annual Richard Dupont Memorial Flight from Waynesborough, Virginia to Frederick, Maryland. High performance sailplanes do his flight every year to celebrate the World Distance Record set up by Richard Dupont of 158 miles in a Bowlus Albatross sailplane on the 24th June 1934. It was suggested that this time the Vintage Sailplanes should fly locally at the airport to minimise danger of 'off-field' landing. However cross countries could be attempted provided that the Vintage Sailplane pilots brought their own retrieve crews.

Our member Dean MacMillian sent us some time ago lots of coloured photographs of the parts of an Albatross, similar to the one that made this historic flight, stored in a garage next to a school. Unfortunately the wings were damaged probably by members of the school. The fuselage, tailplane and rudder were all complete and the wings might not be an impossible problem to rebuild. We are sure that Dean MacMillian would gladly supply its address to the VSA and that a good owner and restorer could be found for this most beautiful of old American sailplanes. A 3-view drawing of this sailplane was published in our News Letter of July 1974.

Dean has now got a superb vintage Taylorcraft aeroplane, and a hangar for it in the desert. With this aeroplane he visits people and aircraft over a wide area. He has found that his lovely, very historic ZANONIA sailplane is now in the excellent hands of Paul Gibson, Bellview, Washington. He hopes also to track down the Polish ORLIK 2 and its owner. This is the only pre-war Polish sailplane that is still air-worthy because all the others were destroyed or taken to Russia by train in 1939. Dean flies his BABY BOWLUS in superb desert thermal conditions. He mentions how he once got it up so high that Gold C distance would have been easy, but he was deterred by lack of a barograph. However in winter there, it is very, very, cold.

HORTEN FLYING WING SAILPLANES IN AMERICA

During 1945-47, four Horten Flying Wing sailplanes were taken to the USA, all of them to be used as reference by the firm of Northrops which was engaged in flying wing research. The aircraft were:- 2 Horten 3s, a Horten 4A and a Horten 6. Liam English, the Director of the National Soaring Museum and Doug Lamont of SOARING magazine have done their utmost to track these machines down for us and we cannot thank them emough. The Horten 4A, which was registered in Germany as LA-AC (and therefore is the third out of the four built), was originally brought to England for Robert Kronfeld. It is now the property of Ed Maloney, Director of the MoviewWorld Planes of Fame Museum, W.W. (World War) 2 Cal Aero Field, Chino, California, USA. Ed Maloney has told Liam that he would be willing to turn the ship loose for restoration to someone qualified to do the work and asked for takers among the VSA membership. A Horten 3, also thought to be at the Museum has been destroyed. A second Horten 3 is at the Maryland 'Farm' of the Smithsonian Institution and is awaiting restoration. Liam English reports that Lew Casey, Curator of Aircraft at the Smithsonain might be willing to let NSM/VSA rebuild this ship for display at the National Soaring Museum on permanent loan. The Horten 6 which was at Northrops' factory, has disappeared. The VSA are still try to run something down on this aircraft.

Other machines to be restored by VSA members are a Schweizer 1-20, by the VSA's President Geoff Steel and an aged Cinema 2-seater. Also efforts are being made to locate a Weihe for restoration by VSA members.

Our member Dale Busque has been asking whether anyone has any Hutter H.28 drawings so that he can restore his H.28 which was once flown in Denmark and took part in the 1950 World Championships in Sweden, being flown by 'Cowboy' Jensen. Only two H.28s still exist, the other being owned by Eugen Aeberli in Switzerland.

NEWS FROM NEW ZEALAND

Our member Harry Smith, taking notice of our recent News Letter conoerning trailers in winter, has started recovering his Weihe's trailer with plywood. The original plywood covering of this Rice trailer, built in 1946, is now completely rotten. Having made the trailer sound, he will then start on the Weihe's repair. This is the only Weihe in the Southern hemisphere. It was badly damaged some years ago by a gliding club instructor undershooting it on final approach during his first flight in the machine. This Weihe, ZK-GAE was formerly G-ALKG BGA 433 and held most British and New Zealand records. It was one of three Weihes rescued from American Forces on the Wasserkuppe in 1945 by Philip Wills (one of the others is BGA 448), and was believed to have been built in Czechoslovakia during 1942. Philip Wills owned this machine in Britain during 1946/51 and won the 1949, 1950 and 1951 National Championships with it. He also set up National Distance, Goal Flight and Distance Record with it during this time. During the winter 1953/54 he took it to 30,000 ft. near Mount Cook in wave. At this time, Dick (SH) Georgeson had gained the NZ records for Height and Distance with it, once doing a 200 mile flight in three hours. It would have been the World Speed record over this distance but no one could witness the start from 20,000 ft!

NEWS FROM HOLLAND

Reineer J. Meijer, Duchattelstraat 9, Den Haag,has been filing and re-photographing Antony Fokker's old films, in an old German wartime concrete fortification on the coast, just ½ mile south of Den Haag. Among some fantastically interesting films was one taken during the 1922 Rhön contest. Although not too good photographically it shows Antony Fokker's 2-seater and many other famous machines from that time in action.

From our member Ary Ceelen, Editor of PLANEUR comes the news that our member Bim Molineux's H.17 at Nakuru, Kenya is indeed an H.17A and not a post-war designed B as shown in our address list. The machine was built in Holland and registered PH-2[illegible] It was built during the 1950s and KLM made its fittings from stainless steel: its builders were Ernst Sanders and Nico Molenaar. This 9.7 m span sailplane went to Kenya in 1969 and is currently in excellent condition. Bim Molineux is the driving spirit behind the Nakuru Gliding Club. The airfield is at 6,000 ft. and cloudbase is often at 17,000 ft. Professor Ulrich Hütter celebrated his 65th birthday on the 18th December 1975.

NEWS FROM DENMARK

Our member Signe Skaf Möller has been ill in hospital: we wish her well. In the meantime her MU 13D is stored dry at her home. It is one of two short squre fuselage MU 13D that we have definitely located, the other being in the Krakow Museum. This t pe is 80 lbs. lighter than the 1943 MU 13D-3 and its design originated from about 1938. Signe believes that here was built in one of the Baltic States and found itself in Denmark after the war. This, and Dale Busque's H.28, were the only two high performance sailplanes in Denmark, until the importation of two Eon Olympias, after the war. Signe's MU 13D was entered in the 1958 World Championships at Leszno, Poland by Aage Dyr Thomsen, but was replaced at the last minute by one of the Eon Olympias.

YUGOSLAVIA

Two letters to the Embassy and Aero Club have gained us no information about Weihes, Kranichs and other old gliders which are believed to be lying neglected in that country.

NEWS FROM SPAIN

The Museo de Aeronautica y Astronautica has written that they will let us know if they have any vintage gliders for disposal. The Museum is still in the formative stage and is not yet open to the public. The collection is housed in one very large hangar on the airfield of Cuatros Vientos near Madrid, where Martin Breen's Sky won the World Championships flown by Philip Wills in 1952. It is understood that the Directors have not yet decided which sailplanes will be needed for display and which might be available for exchange or sale. The sailplane collection is thought to be some 6 - 8 aircraft and to include Weihe, Kranich 2, Kranich 3 and Sky. More information when available.

NEWS FROM SWITZERLAND

Klaus Heyn has sent us information that the Swiss built Jacobs Rhönadler HB-312 was crashed by a German pilot at Samaden during 1960. Its remains were burnt. Klaus heard this from its builder. Therefore we have only been able to locate one surviving Jacobs 1932 Rhönadler, which is now part of a collection. The address - Larry Gehrlein, Thermal G Ranch, Gliderport and Soaring Museum, Waterford, Pennsylvania, USA.

NEWS FROM CANADA

The MU 13D CF-ZPQ, owner Pete Masak, 911 Brimorton Drive, Scarborough, Ontario Canada MIG 2T8 has won the major prizes at the first two American Vintage Glider Rallies held at Harris Hill. The aircraft seems identical with the 1943 built MU 13D-3 owned by Martin Breen in England. We have sent a letter to Pete Masak in which was enclosed a photograph of the MU 13D in Britain. Unfortunately the letter was held up for a long time by a Canadian postal strike, and may not yet have been received. CF-ZPQ came to Canada, with three Grunau Babies, secured outboard on the deck of a Canadian destroyer in 1945. The Executive Officer, a gliding enthusiast, had found the gliders on an airfield near a German Baltic port at which the destroyer had been docked at the time. On arrival in Canada the sailplanes were seized by the Authorities as war prizes, no doubt to the fury of the Executive Officer. Not knowing what to do with them the Authorities transferred the machines to the National Research Council which in turn allocated them to the newly formed Canadian Soaring Association. The CSA gave them to four Clubs so that 'aeronautical research' could be conducted with them. The Gatinau Club, the University of British Columbia GC and the Queen's University GC each received a Grunau Baby, while the MU 13 went to the McGill University GC, which was absorbed by the Montreal Soaring Council in late 1948.

Exposure to the elements during the Atlantic crossing and subsequent summers of rain and sun in Eastern Quebec caused the glue in the wings to deteriorate. Despite efforts to inject new glue to make the machine structurally safe to fly, the glue continued to deteriorate. The McGill Club last flew the MU 13D in the summer of 1955. After that it was declared surplus and was put in a farmer's hayloft somewhere in Eastern Quebec. Walter Piercy bought the machine for 100 dollars in 1959 and restoration work was begun. A massive rebuild was completed by May 1963 and the MU was test flown during the week 19 - 25 May and subsequently sold to the York Soaring Association. In the autumn of 1973 the machine was damaged on landing. Teo Televi and Peter Masak who repaired the machine are now the owners.

NEWS FROM AUSTRIAZ

There will be an Oldtimer Meeting from the 20 - 23 May on the alpine airfield of Kapfenberg in Styria. Entries have been received from Denmark, Switzerland and Germany. The purpose of the meeting will be to 'further international contacts flying historic aircraft'. The meeting will not be competitive and flying will be carried out with the Kapfenberg Flying School. We imagine that vintage gliders are allowed to take part?

NEWS FROM AUSTRALIA

Martin Simons has sent us the following news in two letters, the first dated 19th December 1975.

Australia has had its first Vintage Glider Meeting on a Boy Scouts' airfield at Blanchtown, a small settlement on the river Murray, about 70 miles from Adelaide. The airfield had been cleared of scrub and opened up by the South Australian Boy Scouts a few years ago. The Scouts have a post-1951 ES.49 (the type was first designed by Edmund Schneider in Germany at that time), and carry out winch launched training circuits with it.

The Rally was organised by Kevin Sedgman, who has been gliding for years and is much connected with Scouts. He also owns a rather strange modified Eon Olympia - strange because it has been converted to take an engine, although it is not known whether the engine has ever been installed.

Unfortunately the two-day rally got off to a bad start with the weather. On the Saturday the wind was so strong that no one could even risk bringing their gliders in trailers to the Rally. On the Sunday the weather dramatically cleared and there was so much flying by the 11 aircraft present that it was almost impossible to get them all together at one time for a Concours d'Elegance judging. Most of the aircraft were Australian from the Edmund 'Harry) Schneider stable. He was the great Grunau Baby builder in Germany before and during the war, even mass producing them as late as 1944. As his factory was at Grunau, in Silesia, which is now Poland, he managed to retreat before the Red Army and get to West Germany,

An Australian glider pilot offered to set him up in a glider business in Adelaide during the early 1950s, so Edmund and his son Harry emigrated to South Australia and have built a whole range of Australian gliders. Edmund eventually returned to Germany and has since died. Harry married an Australian girl and has continued the business in Adelaide. He still uses Casein glue because of its flexibility and it is not usually damp in South Australia.

Present from the Schneider stable were a Kookaburra 2-seater, the ES.49, a M[illegible]h, a Joey (a baby Kangaroo): not from Edmund Schneider were the E.P.1 and the Pelican 2. This latter machine was probably the most interesting being a side-by-side 2-seater built partly at Waikeree and partly at Adelaide during 1948. After lying idle for many years, Jock Barratt, who was a founder member of the Waikeree Club in 1937, and still flies every week-end, restored the machine to airworthy condition. Also present was Kevin Sedgman's Olympia and two Grunau Babies. One of these was a Mark 1. This is probably the last Grunau Baby 1 still flying. It is owned by Geoff Wood, an ex-student of Martin's, and it is kept in excellent condition often doing cross countries and out-flying the glass ships. The second Grunau Baby was a 2B. It was not flown as it was un ergoing a 20 year C. of A.

Also present flying were a Rhön Ranger Primary (this is probably an American design and is much lighter in construction than a Zögling), and an Ursula Hänle Hippie - this is the first Hippie to be imported into Australia. The meeting was held in conjunction with Vintage Aircraft and Cars: only one aircraft turned up and no cars: and two Hot Air Balloons. Only one of these was able to fly.

It is hoped that the next Australian Vintage Glider Rally will be held at a hill site and will be reserved only for Vintage Gliders.

The greatest problem to overcome in getting Vintage Gliders together in Australia are the immense distances involved in getting from one State to another: 1000s of miles between New South Wales and South Australia. Nevertheless only the weather prevented more vintage gliders from coming from South Australia alone. Had the Victorian contingent also arrived the airfield might not have been large enough to hold them all.

Martin has decided to let the old Dunstable Kestrel stored in his garage go to Bryan Head of Frankston, Victoria. Martin just could not find time to rebuild the machine and Bryan Head has promised to get it flying again.

Martin has built a superb 1/5th scale radio-controlled model of Kurt Schmidt's MU 13 (second prototype), the 'Atalante'. This was the machine which won the1936 Rhon contest. A colour photograph sent by Martin shows the machine to be in its original 1936 colours. The model has so far proved tricky to fly. We believe Martin has been building this model for years and we hope that such a masterpiece will not get damaged.

ALEXANDER LIPPISCH

Alexander Lippisch has died at the age of 81 years. A few words will not describe the life's work of one of the greatest aeronautical designers. During the 1920s on the Wasserkuppe he designed nearly all the gliders that were needed for the young German gliding movement. The Zögling, Prüfling, Falke, Rhönsegler and Professor are the names of just a fewof them. These machines later played an important role in starting the gliding movements in other countries. Specially important in restarting the British gliding movement was the Falke, built under license by Slingsby Sailplanes as that firm's Type 1, the Falcon 1. Robert Kronfeld in his Wien (also designed by Lippisch as an improved Professor) inspired British pilots towards performance flying. Also in Britain were Prüflings and Professors.

In 1930 Lippisch designed the magnificent Fafnir 1, which set new standards in sailplane design. Its beauty has never been surpassed and it should be regarded as the true grandfather and inspiration for the sailplanes of the next 20 years, until the age of laminar flow wing sections. In 1934 Lippisch designed the Fafnir 2, which was named 'Sao Paulo'. The German population of the Brazilian city Sao Paulo sent some money for its construction. The machine was of extreme beauty and aerodynamic efficiency. Unfortunately its planned empty weight of 190 kg (428 lbs.) was exceeded by 60 kg (135 lbs.). However its excellent aerodynamics more than made up for this and not surprisingly the machine was capable of great speed for the time. It was brought to the Wasserkuppe towards the end of the 1934 Rhön contest and caused a sensation by, on its third flight, flying from the Wasserkuppe to Liban in Czechoslovakia, a World Distance record of 376 kms. Its pilot was the young Heini Dittmar, who later won the 1937 International Meeting at the Wasserkuppe with this machine.

After the two Fafnirs Lippisch working at DFS turned his attention more and more to the designing of flying wings and delta aircraft. During the 1920s he had already designed several flying wings and deltas, among them the Storch and the Herman Kohl. During the period 1928-31 he taught the young architect Hans Jacobs to design what many people believe to have been the finest sailplanes of the 1930s. Thus the work of Lippisch lives on with us to a certain extent through the many designs of Hans Jacobs that are still flying with us to-day. Also one last example of Alexander Lippisch's 'Falke' can be seen in the Göppingen collection. The Horten brothers, inspired by Lippisch's designs, continued to design flying wings during the 1930s and 1940s.

From the Fafnirs to the fastest aircraft on earth. After the DFS 194 Lippisch designed the first ME 163 and Heini Dittmar was its test pilot. Lippisch first intended this to be a high speed, unpowered, subsonic, research aircraft. Already during 1941 H. Dittmar had dived the little tailless machine at speeds in excess of 500 mph. Ernst Udet, then Director General of Luftwaffe equipment, was so shattered when he saw it for the first time, flitting soundlessly at great speed, again and again round the airfield, that he rushed up to Lippisch and asked what its power unit could be. When told that it had none, Udet became very enthusiastic and championed the little machine before the RLM (Air Ministry) as a rocket powered fighter. The machine was not suited to combat conditions as, among other problems, its gliding angle was so good at its over 100 mph landing speed that even Heini Dittmar once 'overshot' the Messerschmitt test airfield at Augsburg, sailing out of the airfield between two hangars, he had to land it in a field some way off.

Its flying characteristics were superb and on the 2nd October 1941 after an aerotow to over 13,000 ft. Heini Dittmar started its rocket motor and became the first man in the world to exceed 1000 kph (624 mph) in level flight. Immediately afterwards it plunged out of control because of going through the sound barrier, which it had not been designed to do. To mark this feat, Dittmar, Lippisch and Professor Walter, who had designed the rocket motor, were each awarded a Lilienthal Diploma. Furthermore, Herman Goering, Commander of the Luftwaffe, asked to be kept informed on the progress of further tests. This was a quite exceptional honour as at that time in Germany, any thoughts on defensive weapons, as opposed to attack weapons, were considered deafeatism and were not given priority production contracts.

The later operational version, the ME 163B 'Komet' was to have an even more powerful motor and gigantic fuel consumption. It was moreover very prone to premature exploding. To illustrate what this later version was capable of, one of them once flew at 702 mph sustaining damage in the process - . . . . . , while another reached 49.500 ft. with the pilot using a captured American pressure suit as the Komet was not pressurised. The problems of bringing this fastest aircraft in the world into combat cannot be gone into here. That they were never fully overcome was not due to Alexander Lippisch as he had not intended the aircraft for combat anyway. Furthermore he declared that he would have nothing more to do with the machine if it exceeded a certain take-off

weight. As this weight was eventually exceeded by at least one-third it is not difficult to imagine that this was one of the reasons why he was unable to continue working with Willi Messerschmitt who had been charged with building and developing the aircraft for operational use.

At the end of April 1943 Lippisch and some of his old DFS team went to the Aeronautical Research Institute in Vienna and was able to continue to work on a variety of fields closest to his heart. These ranged from the development of Lorin type ram jets to a variety of aircraft incorporating his advanced aerodynamic theories. One of these was the small DM-1 wooden delta. The DM-1 Delta is now at the Smithsonian Institute Museum, Washington. 'Komets' are in the Science Museum, the Imperial War Museum, the RAF Colerne Museum and the Cranfield and Westcott Museums, the Deutsches Museum, Munich and many other Museums in the USA.

The DM-1 delta weighed less than 1,100 lbs. From aerotowed launches to over 12,000 ft., its handling and stability characteristics surpassed the most optimistic hopes. The next step was to design and build another delta, the P-13A, which was to be ram jet powered and fuelled with coal dust. A liquid fuelled rocket was to have launched the machine. It was planned eventually to take this machine through and beyond the sound barrier in level flight. Another of his ideas was to jet power an ME 163 (the P 15). All this work went on in spite of allied bombing until the area was overrun by the Soviet Army.

Lippisch's ideas on deltas and the revolutionary coal dust fuelled ram jet impressed the Americans so much that they encouraged him to emigrate to the USA. We know little of his work in the USA except that he must have had widespread influence on their swept wing and delta designs. We do know that towards his retirement in America he was engaged in designing wingless aircraftwhich were levitated by means of ducted fans.

After his retirement he returned to Germany during the late 1960s and continued to design aircraft. One of these was a low powered skimmer machine which, making full use of 'ground effect', was able to proceed across, just above, Lake Constance in no uncertain fashion, flown by his old friend, Wolfgang Späte, winner of the 1938 Rhön contest and later Kommodore of the operational ME 163B 'Komet' units. We do not yet know whether the Germans intend to produce Lippisch's skimmer aircraft in quantity.

Now the great three from the old days at the Wasserkuppe are gone ... Fritz Stamer the organiser and instructor, Professor Georgii, the incomparable meteorologist, and now Alexander Lippisch, who designed all the gliders that were needed. We are certain they will never be forgotten.

Alexander Lippisch was born in Munich on the 2nd November 1894. His aeronautical design career spanned over 50 years. Neither of the Fafnirs exists. The Fafnir 1 was destroyed when the Berlin Museum was bombed. The Sao Paulo was burnt by the RAF Regiment, who had been ordered to destroy all aircraft, at Darmstadt-Griesheim in 1945. At present we have no news of the fate of the Wien.

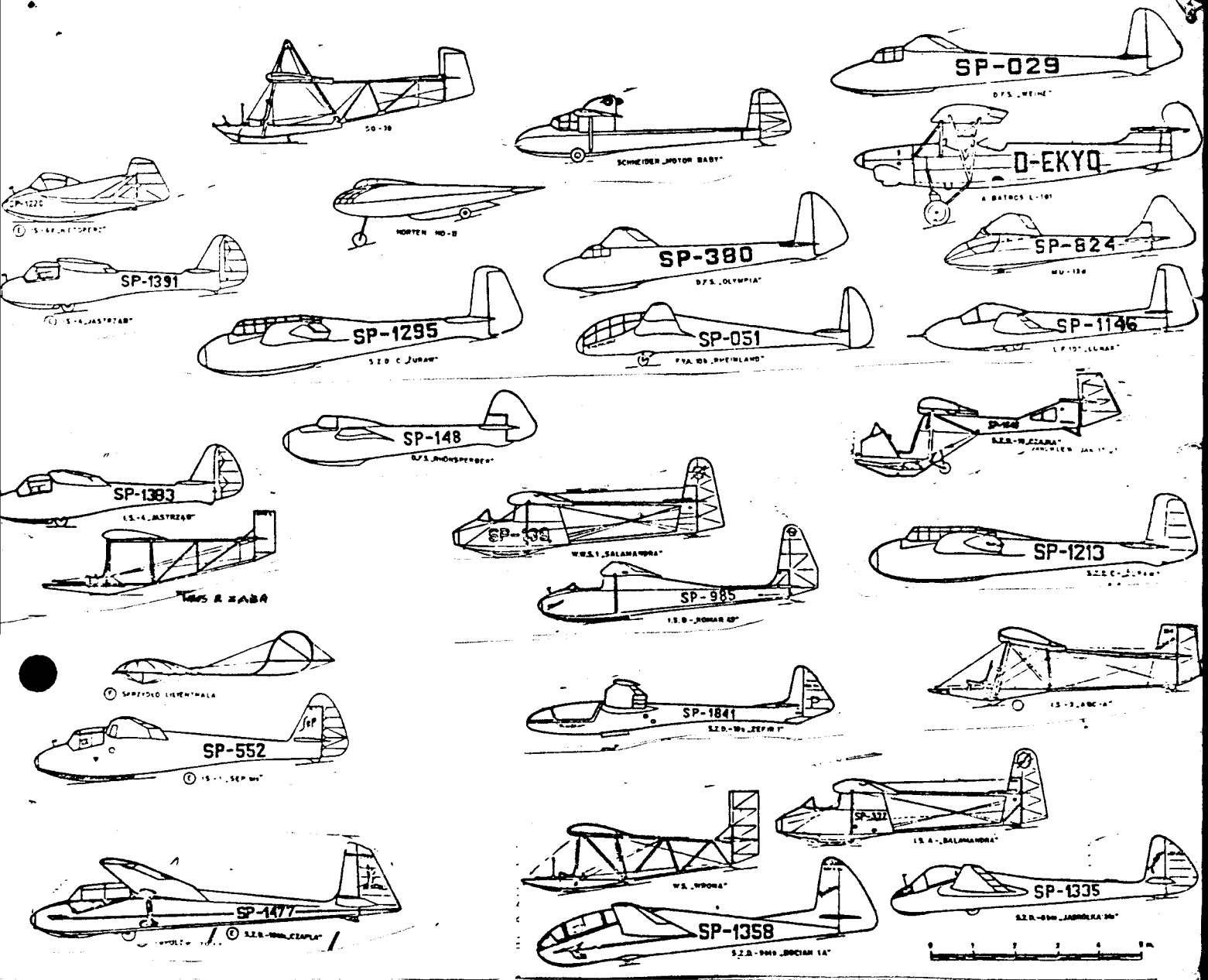
Hans Jacobs is still alive. He is now very old and had to work in a furniture firm since the war. The firm offered him employment and security in the hard times after 1945 but got him to sign an employment contract for life.

Heini Dittmar was killed in 1960 while testing his "Möwe' aeroplane.

Wolfgang Späte and Heini Dittmar's older and younger brothers, Edgar and Walter, are still alive.

NEWS FROM GERMANY

Klaus Heyn, not having enough room to construct the wings of his replica F.S.3 Ferdinand Schulz's 1924 World Duration Record Bessenstiel (Broomstick), which is eagerly awaited by the Deutsches Museum, Munich, has filled in the time by building the nose and cockpit of Kronfeld's Wien and an air driven, rotating cup type A.S.I. (Schalenkreuz Geschwindikeitsmesser). This type of instrument was fitted to many aeroplanes and gliders until after 1930 and was originally built by Morell in Berlin. The instrument had a considerable lag at low speed which caused many pilots inadvertently to stall. Lou Glover at Husbands Bosworth has an original example of this instrument.


SP-029
D-EKYQ
SP-824
SP-380
SP-1391
SP-1295
SP-051
SP-1146
SP-148
SP-1383
SP-1213
SP-985
SP-552
SP-1841
SP-1477
SP-1358
SP-1335

THE WASSERKUPPE

The Ursinus Haus, named after the founder of the German Gliding Movement, which has stood on the Wasserkuppe for 50 years and is the last building left from the pioneer days, is threatened with demolition by the state building authority of Fulda, which wants to replace it with a weather station. The old building is not too dilapidated to be restored for many years of further life. Letters of protest should be sent to Professor Gottfried Klessow, 82 Wiesbaden 12, Biebricher Schloss. He is Head of the Land Office for Denkmalspillage (Memorials pillage). Since 1945 the central buildings of the former Reichsfliegerschule have been used as living quarters for the men of an American Radar Unit. As such the buildings were out of bounds to glider pilots except for guided tours. Now the Radar Unit has been taken over by Germans. We wonder whether the buildings will be any more, or less, accessible to glider pilots.

The RHÖNSPERBER that was in good condition on the Wasserkuppe during our Second International Meeting in 1974 is now we believe going to be installed in the Deutsches Museum, Munich. The Deutsches Museum also has the wings of a HORTEN 4A which was the one used by the RAF during the early 1950s. The RAF have revealed that they sold the machine to the Gliding Club at Frechen, a few kms SW of Cologne. As a search for the centre section has found nothing, the Deutsches Museum is now hungrily looking at a side by side 2-seater HORTEN 15 (built during the 1950s) of 18 m wingspan. The machine is at present grounded at the Klipperneck, as it does not come up to present German stability requirements.

We are very pleased to welcome as a new member, Dipl. Ing. Hans Sander. For his Diploma he was responsible for the design in 1932 of the FVA (AAchen University) 9, 'Blue Mouse 2', named in honour of the famous 'Blue Mouse' of 1921 in which Klemperer set up new Distance and Duration Records. Through careful design and wind tunnel testing, the FVA 9 weighed only 90 kg (202.5 lbs.) and it therefore was an excellent hill and thermal soarer. Hans Sander moreover was responsible for restarting glider design activity at the FVA. The students had been giving themselves rather more to flying than building aircraft during the previous 10 years. Through Hans Sander's kindness we have been in touch with Arthur Getto, who designed the FVA 10a's fuselage (The FVA 10B was the first Rheinland) and Felix Kracht, who designed the Rheinland's wings, test flew it and finally put it into production with the new fuselage in 1939. He also designed the FVA 11 Eifel sailplane and directed DFS during the war. Among the DFS designs during this time was the DFS 228, a prone-piloted, pressurised cockpit glider. The machine was launched from the back of a Do 217 at 33,000 ft. It was planned to rocket launch it later to 75,000 ft!!! Felix Kracht is now Production Manager for the Airbus at Toulouse.

NEWS FROM POLAND

The Aeronautical Museum near Krakow (Muzeum Lotnictwa i Astronautyki w Krakowie) has on display a most remarkable collection of old German and Polish gliders from before the war. It also has a unique collection of aeroplanes on display, many of which came from the bombed Berlin Museum in 1945.

Marian Krzyzan, Zielona Gora, Skrytka pocztowa Nr 3 (Post Box), Poland, has sent information and side view drawings of all the aircraft in the Museum and the VGC (Chris Wills) can provide photocopies of these pages.

The gliders are: From Poland SZD Czajka SP-1640 (Lapwing). This open frame wooden primary was originally designed by A. Kocjan in 1930 (killed Warsaw 1939) - he designed the Orlik in 1936. It was an outstanding success and it is believed that they were again built in Poland after the war.

WS Wrona (Crow). It was also first designed by A. Kocjan in 1932. It was an open primary similar to the SG 38.

IS.A Salamandra and WWS 1 Salamandra SP-322 and SP-139 respectively. The latter machine was genuinely built in 1937 and, surviving the war, it was used during 1946 by Marian Gracz and Rudolf Matz to prepare detailed drawings for continued production of the Salamandra after the war.

The wings of the Salamandra secondary (open framed, nacelled) machine were used as a basis for the famous French secondary glider, originally designed well before the war called the Emouchet. SP-322 was built and flight tested during March 1947.

IS-Komar 49 (Gnat). This is probably the last example of Poland's most loved pre-war intermediate sailplane. It was first designed by A. Kocjan during 1932. More than 100 Komars were built, some of them under licence in Bulgaria, Estonia, Finland, Palestine and Yugoslavia, and it is possible that another may exist in the Belgrade Museum. The example in the Krakow Museum, SP-985, was built at the IS Biala factory in 1949 after the drawings had been got back from Yugoslavia in 1947. THE DRAWINGS OF THE KOMAR B ARE OBTAINABLE FROM OUR MEMBER MARTIN SIMONS IN AUSTRALIA. These drawings were apparently at Slingsbys.

Other Polish types on display are WWS 2 Zaba (Frog), an open framed primary glider designed in 1936 as a replacement for the Wrona, by Waklaw Czerwinski (who later co-designed the Harbinger now at Camphill, and the DH Chipmunk in Canada). 60 or 70 of the Mark 1 were built and 150 of the Mark 2. One survived the war and was re-constructed by the Biala factory in 1946. Czerwinski built the Zaba from memory during the war in Canada where it was known as the CWA Wren.

Another primary, the IS 3 ABC-A, we believe was built after the war. Among the post-war designs is the Sepp, IS 1. Seppp bis, SP-1391. One of this type represented Poland at the first post-war World Championships held at Samaden, Switzerland, during 1948 and therefore it qualifies as a vintage type, being almost 30 years old. Other Polish machines in the Museum are the aerobatic LS-4 Jastzab (Hawk) SP-1383, Jaskolka, Bocian, the prototype Zefir (1959) and the Nietoperz flying wing and a Czapla. These were all built during the early 1950s.

A unique collection of German vintage types is also there. A Lilienthal monoplane glider which probably came from the Berlin Museum, two Zuraw 2s, which are Polish built Kranich 2s. These were either built in a factory in the Warthegau (territory near the river Warthe annexed by Germany in 1939) or in factories in Silesia and Pomerania (two states which became Poland in 1945). In Silesia was the German Gliding Centre of Grunau which was started by Wolf Hirth before 1930. Most of the German gliders in the Krakow Museum must have come from airfields in Silesia and Pomerania.

The Zuraws are registered SP-1213 and SP-1295. Other types are an SG 38, a Horten 2 flying wing, a Motorbąby (a motorised Grunau Baby of which several were bu[illegible]), a Rhönsperber SP-148 - this is the fifth Rhönsperber that we know to exist, an FVA 10B Rheinland of 1936, SP-051 - this is an original Rheinland with the early fuselage. Thus we now know of two Rheinlands, one early and one the later version. MU 13D SP-824 this is one of the two early square fuselaged MU 13Ds that we know to exist (built between 1938 and 1943). Weihe SP-029 - the drawing makes this look very like a pre-war production DFS Weihe built during 1938 or 1939. Meise Olympia SP-390 - this machine is in original 1939 condition.

Marian Markowski has been Director of the Museum since 1965 and Mr. Krzyan says that photography in the hangar is nearly impossible. The Museum is housed in one of the pre-war Polish Airforce hangars at Czyżyny airfield. Before going to visit, one must find out whether the collection will be open to view.

FOR SALE

Aircraft instruments, Cosim varios with flasks, 19B altimeters, climb and descent indicators, Horizons air driven and electric, compasses, etc. SAE for lists, mail order only. Eldun Electronics, 16 Raven Road, Timperley, Cheshire NT14 (From Exchange & Mart, 4th March 1976)

FOR SALE

Castel C.25S 2-seater and spare parts, m.s.d. 1949. Always hangared and in good condition, 'flyable' Contact Michael Duhamel, 5 Rue de St. Jean, 02200 Soissons, France

FOR SALE

Airworthy Slingsby Prefect and T.31 in good condition Telephone Lincoln 64681 (From Exchange & Mart 25/31 March 1976)

FOR SALE IN FINLAND

Weihe of Weihes. Coloured photographs seem to suggest that this 1939 pre-production DFS Weihe is in superb condition, stored de-rigged, in a dry hangar. The machineis painted white and has been modified from the original with a very good one-piece moulded canopy and a landing wheel. Main wing fittings have been changed from the original to the wartime production Weihe fittings. Because of a changed financial situation the Club now not quite so keen to sell this Weihe, but would consider any reasonable offer. This is probably the oldest Weihe in the world.

Anyone interested in its purchase should write, in English, to: - Gunnar Lindberg, Keski-Suomen Ilmailijat ry, Jyvaskyla (Finland)

FOR SALE

Olympia 2B BGA 504, details in our last News Letter. Bristol Gliding Club.

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SACKCLOTH AND ASHES DEPARTMENT

It was Dilys Yates who helped to organise the film evening with Francis Russell at Dunstable. Our humblest apologies to her for giving another name in error.

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NEWS CONCERNING TRAILERS IN BRITAIN

The trailer mustnot have an unladen weight of more than ONE TON under any circumstances. If the trailer is not to be towed at more than 40 mph, any size of car, no matter how small, may legally try to tow it. The trailer need not have its own brakes.

If however the trailer is to be towed at more than 40 mph, it must have:-

1. Its own braking system
2. Its laden weight written on its curbside forward end
3. The unladen weight of the towing car must be written on the curbside rear end of the car
4. The laden weight of the trailer must not exceed 75% of the unladen weight of the car.
5. The sign 50 must be displayed on the rear of the trailer. This represents the legal never-exceed speed of a glider trailer.
6. The trailer must display reflecting triangles and lit number plate, brake lights and direction flashers at its rear end, whether it is allowed to do 40 or 50 mph.

These rear lights must never be allowed to go out if the trailer is broken down and parked on the hard standing of a motorway after dark. Do not disconnect your car, thus depriving the trailer of lights, in order to obtain help in such circumstances.

New cars are now being sold with the maximum permissible 50 mph towing loads printed in their handbooks, i.e. for a Marina 1.8 it is 18 cwt. The above is given after careful preparation and is believed to be correct but no responsibility can be taken for any error or ambiguity.

FROM FRANCES

RALLIES THIS YEAR

LINCOLN GLIDING CLUB at Bardney Airfield are holding two Flying Weeks, 17 - 24 May and 7 - 12 June both of which are open to all comers. We are cordially invited and for those without caravans, accommodation is available in the village 1 mile away. Further details, charges and so on from Steve Hurt, 57 Lincoln Road, Washingborough, Lincoln LN4 1EG.

YORKSHIRE GLIDING CLUB 17 to 19 April. Unfortunately the charges we were given to understand have not been confirmed in writing. We further understand that the charges are now £1.15 per day plus VAT reciprocal membership.

Those who have said they are going include Mike Russell and family, Brian Coombes, Rodi Morgan, Michael Maufe, Tony Smallwood, Angus Munro and Peter Moran. Suggest these check with Angus Munro on his home telephone number 01.550.9983 if charges need to be confirmed, road directions required, etc.

FOURTH INTERNATIONAL VINTAGE GLIDER RALLY

The preliminary entry lists includes:

Rene Notter	Switzerland	Olympia Meise
Waldemar Schmitt	W. Germany	
Werner Roth	W. Germany	
Attila Zierman	Switzerland	Mosey 11A
Gunther Frey	W. Germany	Olympia Meise
Willi Schwarzenbach	Switzerland	Spalinger S.18 II
Werner Tschorn	W. Germany	Weihe 50
Werner Von Arx	Switzerland	Minimoa
Jost Frei	Switzerland	Weihe
Hermann Lederer	W. Germany	No glider
Gerhard Gottstein	W. Germany	No glider

John Light	Prefect
Peter Moran	Eon Baby
Peter O'Donald	Kite 2A
Arthur Cleaver	Weihe
Chris Wills	Kranich
Rodi Morgan	Rhönsperber or Grunau Baby or C.25S
Mike Garnett	Scud III
Peter Allen	Eon Baby
John Coxon	Minimoa
Francis Russell	Weihe
Stephen Kingswood	Tutor
Ron Davidson	Petrel
Tony Smallwood	Gull 1
Mike Russell	Petrel
Terry Perkins	Kite 1 (if restored in time)
Roy Sonnex	Rhonbussard

We have also had several enquiries from France mentioning C.25S, so maybe there'll be a mating pair with Rodi Morgan's - or even a menage a trois.

A full report on progress of arrangements for the Internationals will be included in the next News Letter. In the meantime lists of accommodation and details of caravan hirings have been sent to all those who have asked: if you would like a copy and it has not arrived, let Frances know immediately.

Please note that only entrants who have paid the full entry fee by the 24th April can be sure of acceptance. After that date it will be first come, first accepted with payment of the entry fee up to the limit that has been agreed with the London Gliding Club.