The Vintage Glider Club of Great Britain

NEWS LETTER

FEBRUARY 1976

RALLY CALENDAR FOR 1976

EASTER	YORKSHIRE GLIDING CLUB, Sutton Bank Saturday 17 April - Monday 19 April inclusive with further flying until Saturday 24 April for those who wish
SPRING	BRISTOL GLIDING CLUB, Nympsfield Saturday 29 May - Monday 31 May inclusive
COMPETITION ENTERPRISE	DEVON & SOMERSET GLIDING CLUB, North Hill Saturday 5 June - Sunday 13 June inclusive
SAFARI	BUCKMINSTER GLIDING CLUB, Saltby - midway between Grantham and Melton Mowbray Saturday 3 July and Sunday 4 July with further flying on Monday 5 July for those who wish
INTERNATIONAL VINTAGE GLIDER RALLY	LONDON GLIDING CLUB, Dunstable, Beds. Saturday 31 July - Saturday 7 August with further flying until Saturday 14 August for those who wish
LATE HOLIDAY	MIDLAND GLIDING CLUB, Long Mynd, Shropshire Saturday 28 August - Monday 30 August inclusive
END O' SEASON	COVENTRY GLIDING CLUB, Husbands Bosworth Saturday 2 October and Sunday 3 October. This Rally will also include the Annual Dinner.

Detailed information will be issued in News Letters in advance of each event.

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EASTER RALLY

We are to be the guests of the Yorkshire Gliding Club at Sutton Bank and our stay will be from Saturday, 17th April to Monday, 19th April - further flying is available until Saturday, 24 April.

We are advised that a course will be operating on the Friday and therefore no accommodation at the Club is available although those people with their own tents, mobile homes and 'ambulances' may arrive on the Friday. Limited accommodation is available from Saturday 17 April. Kitchen facilities are limited as there are no kitchen staff over the holiday period. We are, however, invited to use their kitchen providing we can find our own cook and this offer embraces our 'Vintage Evening' - please bring films, slides, etc.

An accommodation list of addresses within 4 miles of Sutton Bank is available from Frances, stamped addressed envelope please. Also road directions to the site. If you want accommodation at the Club contact Mrs. H. Gregson (Sutton(Thirsk) 237 - STD 08456) as soon as possible. For any queries relating to flying, contact Henri Dokter or M. Wood - same telephone number.

Fees and charges will be:

Reciprocal membership for the week-end		£1.50	
" " daily		.50	
Winch launch		.75*	
Aero-tows:	to 1,000 ft. minimum charge	2.00*	
	per 100 to 2,000 ft.	10*	
	to 2,000	3.00*	*plus VAT
	per 100 ft. thereafter	10*	
Dormitory:	per bed per night	.90	
Bring your own sheets or hire at		.50	

The Club will generously allow us to park caravans, mobile homes and tents without charge.

See you all at Sutton Bank - Tony Maufe is our local 'link man' - telephone at Work: Norwich 29571 - it should be great fun!

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Last year we planned to hold a Rally on an airfield which became a swimming pool with the unexpected appearnace of 'springs' ... not the type that improve landings, either! As the Committee had no idea who planned to attend this Rally, all members had to be contacted at enormous postal cost, notwithstanding the worry that somebody may have been missed.

This year to avoid the same situation would those people who plan to come to a Rally, just drop me a card with your name, the Rally and your telephone number on it. Should there be any last minute cancellation, I will then know who to contact. As an alternative to writing, you may prefer to give me a ring at home the evening before to confirm that the Rally is a 'go' event. (01-550.9983). I don't mind how many people telephone and while, of course, nothing will go wrong, will it?.... it could just save a wasted trip.

COMPETITION ENTERPRISE

Information booklets are available from Frances - 10p in stamps to cover postage and large envelope.

Again the Devon & Somerset Gliding Club are allowing us a discount on the entry fee: £25 per glider plus VAT, instead of £30 plus VAT. If you want to participate write for a booklet and entry form immediately as the number of entries is limited to 30.

FOURTH INTERNATIONAL VINTAGE GLIDER RALLY

Quite a number of possible participants have expressed interest by completing the 'information' slip enclosed with the last News Letter. Whether nor not you completed that slip, please complete the entry form enclosed and return it as soon as possible if you wish to receive further information. Any deposit may accompany the form or be sent separately later, but both form and deposit MUST BE RECEIVED IN THE OFFICE BY FRIDAY 23 APRIL 1976.

We have happily been able to complete our budgeting for the Rally, this will valuable information from 'our Man in Switzerland' Willi Schwarzenbach, who was a leading figure at last year's meeting at Gruyeres, and who kindly stopped on during a recent visit to London to have a meeting with 'them three' (CW, AM and KGC). The amounts for the week's attendance will be:-

For each participating glider and crew	£25
(payable 50% by 23 April for U.K. participants)	
For each party, not with glider, VGC member led	£3
non-VGC member led	£5
(100% payable by 23 April)	

This will cover use of all the facilities at Dunstable, including caravan and camping facilities (also temporary membership as necessary in respect to the Licensing Laws requirements, etc.).

We know it will be a family holiday for many, and we would like to have the fullest information on the form enclosed on the number of children and their ages with each party: we hope to provide some 'diversions' for children if justified by the numbers involved.

ANGUS

FROM THE TREASURER'S DESK

Why a Treasurer? - our dynamic secretary does marvels in the handling of the office work and the book-keeping - but there comes the fundamental point:- The book-keeping shows you where you have been financially - but not where you may be heading - black or red.

As our club grows from strength to strength, so inevitably the cash involved increases. This year, 1976, with the International Rally, it will be well over £1,000 through the books, so in the interests of all the members we must anticipate where we are going financially and see to it that we keep on course, with a reasonable amount of inbuilt contingency cover. We can't guarantee perfection, but there will be infinitely less possibility of having to come back to the members or the Rally entrants to ask for more.

We will continue the basic financial policy of the club to keep contributions and costs down to a minimum. Unfortunately it has become necessary to increase the annual subscription from a purely nominal amount (£1) to a very modest sum (£2), but the fantastic increase in services charges over the last two years, particularly postage, cannot be escaped, with undoubtedly more increases to come.

We are most grateful to all those members who send an extra amount with their subscriptions, this enables us to purchase stock (paper, stencils, envelopes, etc.) in larger quantities and beyond our basic budget, and thus go some way to holding back, at least temporarily, some of the worst effects of inflation, and also purchase additional items of equipment for general use at the Rallies.

Here you can all help in a simple, but most effective way. Please buy your petrol at garages giving Green Shield (or other) stamps and send them to Frances periodically or with your annual subscriptions, or at any rally just empty them out of your car into her Dormobile, where a special tin will be kept. Undoubtedly her grandson Christopher will bring the tin round - don't disappoint the lad - remember: Green Shield stamps for the V.G.C. in future! it is amazing what extra items we can get for the catering side of our meetings. (P.S. Ask your lady to keep her stamps for the V.G.C. as well.)

Well, nothing succeeds like success, I am sure that 1976 is going to be an outstanding year.

KEN CRACK
Hon. Treasurer

KEN CRACK WASN'T STANDING IN THE MIDDLE OF A FIELD when he made the report given in our last News Letter. He pointed out to me that I'd made it sound as though he had been waving his arms at the local flora and fauna. Apologies to Ken - and I'm sure you realised he spoke after the President at the Annual Dinner - or did you? Sometimes the sub-editing involved in the News Letter gets a bit beyond me. Frances

C. OF A. PRICE INCREASE

A reminder to all owners that the BGA charge for issue or renewal of C. of A. was increased to £8.64 (including VAT) on 1st January. Please ensure that the correct amount is sent with your application to the BGA so that the paperwork is not delayed in their accounts department.

AUSTRALIAN GLIDING, Official organ of The Gliding Federation of Australia.

All the news and views on gliding, technical articles, details of new aircraft, equipment. Annual subscription includes AUSTRALIAN GLIDING YEAR BOOK with all statistics, records, aircraft registrations, GFA and state officers' addresses, etc. Annual subscription Australia and New Zealand $5/USA $2.50/UK £5.00 to Australian Gliding, Box 1650, G.P.O. Adelaide, South Australia.

CORRECTIONS AND ADDITIONS

Addition to the article on the Swedish Weihe SE-SCN. This machine also set up a World Height Record of 8050 m. flown by Axel Personn in 1947. He also became World Champion in it in 1948.
Omitted from page 3 of the last News Letter were the fine flights by our members Mike Russell (Petrel), Tony Smallwood (Gull) and the T.21 pilots during Competition Enterprise. They all accomplished flights of up to 70 miles.

NEWS FROM BRITAIN

The 'NEW' Rhönbussard D.5700, was obtained during November 1975. Although the Münster Oldtimer Club kindly brought the machine to the Dutch docks, it was still necessary, on the insistence of the Authorities, for the trailer to be accompanied both ways over the Channel by a tow-car, thus involving extra cost. The RAF say that this is not always so.

The machine is at present at Tangmere awaiting its C. of A. by Fred Stickland, who has been ill. If anyone has, or knows of, a suitable closed trailer for the machine, would they please contact Ted Hull, 30 Bramley Close, Southgate, London N14 4HJ (Tel: 01-449. 9024)

The 'NEW' Olympia Meise The December Sailplane & Gliding mentions that the Woodspring Gliding Club (a civilian gliding club now operating at RAF Locking, Weston-super-Mare) made an expedition to Germany during which Toby Fisher acquired an immaculate Meise.

Toby Fisher, a close relation of Chris Wills, was a designer for Slingsby Sailplanes before the war. He designed the Kite 1 in 1935, after being instructed to base it on the Grunau Baby, and also the later Gull 2, 2-seater. The Olympia Meise that he has acquired was built probably during the 1950s by an enthusiast in Germany from the original drawings. WE NOW HAVE IN THIS COUNTRY AN ORIGINAL OLYMPIA MEISE, COMPLETE WITH ITS ORIGINAL FRAME CANOPY. The machine had hardly been flown in Germany because its owner also has a Geier (The Geier 1 first flew in 1955). The Meise is therefore still in perfect condition but has an open trailer. The machine is already flying and the Gliding Club have had it at Portmoak.

It is possible that many more Meises, still with their original canopies, may exist in Germany, Austria and France (where they are known as Nord 2000s). The German Meise was at least 40 lbs, lighter than the Eon Olympia.

THE WARTIME BUILT MEISE IN CORNWALL BGA 449. This is the last of three Meises that came to Britain from Germany after the war. One was owned by the Royal Navy, and was crashed about 1957, another came via Sweden (BGA 998?) and was condemned about 1963. BGA 449 was once owned by Andy Coulson, Frank Foster, Mike Fairman, etc. It is now apparently no longer being flown - its owner is L. S. Phillips, 14A Kenwyn Street, Truro, Cornwall.

THE LAST GULL 4 (in Britain - there is another in Australia)
On the airfield at Bardney, near Lincoln, there is a small nest of vintage gliders. They even thought they might have their own vintage club!

Among them is the Gull 4 which was one of four built as the type 25 and flew first in 1948. Two of these machines were among the six British entries (besides them were two Eon Olympias and two Weihes from the RAF in Germany) in the 1948 World Championships at Samaden in Switzerland. However although it still flies very well, this Gull 4 is no longer 100% genuine because, after a bad accident, a Kite 2's fuselage was converted to replace the original. However, as the Kite 2's fuselage was similar, the machine can still be recognised as a Gull 4. The machine's original canopy was dropped and broken five years ago - it now has a Sky canopy.

WEIHE BGA 1021 Swedish built in 1943. This was originally imported by a well-known Dunsfable pilot and flown into an electricity sibstation in 1970. It then had another wing fitted. This Weihe was ground looped during 1975 and badly damaged. We believe that its whole fuselage is now being reskinned.

EON BABY BGA 1252 This was the last Eon Baby built. The type first flew in 1948. BGA 1252 is currently damaged as a T.21 ran into it during September 1973, uctting one wing off. From Norman Ellison's book 'British Gliders and Sailplanes'it seems that this was the 47th Eon Baby built, originally owned by the RAFGSA, numbered 255. After 047 was crashed, it was rebuilt as 048.

The above information was gladly received some time ago from Steve Hurst, 57 Lincoln Road, Washingborough, Lincoln LN4 1EG.

THE 1923 PLATZ REPLICA This was test flown by Peter Fletcher along the runway of Wycombe Airpark. Being towed into wind by a car, one side only of the sail filled causing the machine almost to turn over. We hope that further tests will be carried out with the machine unmanned and tethered, over a slope, with the air actually coming up underneath it to ensure total inflation of sails.

MANUEL CONDOR Corporal Manuel writes that his latest machine should be ready for its first test flight at Easter. This is an open framed, nacelled, side by side 2-seater in the style of the old Poppenhausen tandem 2-seater of before 1930.

FILM AND SLIDE EVENING at the London Gliding Club on the 6th December was organised by our members Francis Russell and Glyn Ellis. Some astoundingly fine colour slides and films were shown to a packed, enthralled audience. Of very great interest was the film lent by Dudley Hiscox of gliding in England and Germany. We believe that he took the film between 1930 and 1935. Our thanks to all those involved.

1952 WORLD CHAMPIONSHIP WINNING SKY has been obtained by Martin Breen, who is repairing it at Wycombe Airpark. One wing and the fuselage ahead of the wing trailing edge are badly damaged, the machine having been spun in many years ago at the West Wales Club.

BEING REPAIRED are the GULL 3 BGA 643. One wing was badly damaged by damp while outside in its covered trailer last winter. As far as is known, the repair has not been started The owner of Slingsby's finest pre-war Gull is Fred Rawlings. The machine is in its trailer at St. James's Farm, Clifton, Geddington, Oxon. Tel: Geddington 302.

MINIMOA BGA 1639 After being damaged by damp last winter, the wings are at Chilterns Sailplanes, Wycombe Airpark. The damage is not great, 18" of one wing tip having deteriorated. However the job has been put aside in order that more urgent work on other sailplanes can be completed first because the Minimoa has no dry trailer and, at present, no C. of A. The fuselage and tailplane of the machine are stored in its trailer in a dry barn at Chris Wills's home at Nettlebed. A new, more spacious metal trailer is being laboriously built for the machine at Dunstable.

DAMAGED KITE 2 at Usk (South Wales) has been sold and will be repaired.

BEING RESTORED The Swedish built KRANICH BGA 1092: is being recovered and repainted. A German built Kranich 2 is being restored at RAF Colerne by Fred Porton. We understand that the fuselage is almost done. Chris Wills built a new tailplane for it so the wings are now the big task ahead.

1935 SCUD 3 BGA 283 owned by Mike Garnett at Nympsfield is nearly ready and should be airworthy by this summer.

1947 PREFECT 1 BGA 1152 owned by Pat George and partners at Dunstable is nearly structurally complete and ready to be fabric covered. Pat George's EON ETON SG 38 also at Dunstable only requires two or three days' work to be made airworthy. The German built 1944 GRUNAU BABY 2B BGA 1289 owned by Geoff Moore and partners at Dunstable is also to be overhauled and recovered this winter. Terry Perkins at Dunstable writes that he now has workspace and hopes to have his 1935 prototype Kite 1 BGA 236 airworthy for the International meeting.

STORM DAMAGE Gales during the first week in December threw a Blanik upside down at Dunstable. A second series of gales of incredible fury struck during the first week-end of January. The hangar at Enstone was blown down and all the gliders in it were broken. However the Rheinland and the Gull 1 from Wycombe Airpark were safe at Eric Rolph's home. The vintage gliders at Dunstable were not so lucky. The Blanik had a large metal trailer, which was to have been offered for sale in this News Letter. This trailer took to the air and descended on other trailers badly damaging the almost completed Scud 3 BGA 684 owned by Les Collins and the wing trailing edges of the 1943 original German Weihe BGA 448.

Our heart felt condolences go to the owners. We hope that the damage is not so bad as first thought. If only the Blanik syndicate had read our last News Letter on the securing of trailers....

Tony Maufe and his father Michael are working on a second Kite 1 (BGA number please): they already own one .. BGA 285.

Ken Crack's original Fokker 1947 Goevier BGA 1642, previously affectionately named Mobey Dick, is now shared with Margaret Dickens. It now has a bright yellow fuselage and white wings. Margaret has the wings at her home in Northampton and the fuselage is at Dunstable. The aircraft is having a major overhaul but should fly next summer.

To be restored are the WREN BGA 162, the KRANICH 2 BGA 1147 and a Slingsby Dagling which are in Mike Russell's custody. The parts for the Wren's trailer are all ready to put together and every effort will be made to have this machine airworthy for the Internationals.

As can be seen, VGC members in Britain are working on a very large number of vintage silplanes, which include also the Rhönsperber BGA 260, the Avia 40P at Perranporth and perhaps soon an H.17A.

If only half these machines can be made ready to attend the Internationals at Dunstable, together with those already airworthy, it should be a meeting not quickly forgotten.

HELP WANTED - FOR SALE - WANTED TO BUY

GULL 4 BGA 565 has been bought by Steve Hurst: this was the prototype originally at Dunstable before going to Camphill. If anyone can remember the original colour scheme please write to Steve Hurst, 57 Lincoln Road, Washingborough, Lincoln LN4 1BG.

FOR SALE Olympia 2B BGA 504, C. of A. first issued May 1947, current C. of A. expires October 1976. Total launches 5,700, hours 2,800. Dark blue fuselage, white wings. Instruments: ASI, altimeter, T & S, 2 varios, closed trailer in good condition. Price £1,500 Write to R. A. Robertson (Treasurer), Ray Jefferies or Mike Munday at Bristol Gliding Club, Nympsfield, Nr. Stonehouse, Glos. Tel: 0450386 (Uley) 342.

WANTED an original Weihe canopy for a Weihe recently bought by Arthur Cleaver. If available, please contact him at 10 Badger Road, Tytherington, Macclesfield, Cheshire Cheshire SK10 2EP (Tel: Macclesfield 21127.

FOR SALE Weihe built with Casein glue in 1953. 1162 launches, 780 hours, built-in wheel. New fabric and paint in 1964. The machine has no instruments or trailer but has a C. of A. Its price should be about 4,600 DM (£900). The machine is painted white and in very good condition and is owned by an Austrian Gliding Club. Interested buyers should contact Hans-Günter Heinen, D-5130 Geilenkirchen, Jülicherstrasse 7, West Germany.

FOR SALE, also from Hans-Günter Heinen, address above. An Olympia Meise. Ivory coloured with clear doped wings and control surfaces, pre-war fashion. Built in 1957. Casein glued. Jettisonable undercarriage. Wing D-box filled with foam for perfect wing surface. With basic instruments, open trailer with canvas cover. 800 launches, 420 hours. Built by an enthusiast. Price to be negotiated but around 6,500 DM (£1,250). Last major overhaul and fabric recover in 1971. With C. of A. The glue is said to be in excellent condition.

ERIC ROLPH now has a fine set of Grunau 2A drawings for reference. Telephone him at Moreton in the Marsh (STD 0608) 50530 if you are interested.

A new FABRIC is now available for covering vintage gliders. It is called "Aerolene" and can be obtained from Southdown Aeroservices at Lasham.

The advantages of the new fabric are:

a. The fabric is initially 'tautened' by ironing, thus reducing the amount of tautening dope required.

b. The weave is very much closer and requires less filler dope, and produces a superbly smooth finish.

c. It is lighter and at least twice as strong, the weight saving for example on a fuselage covered in "Aerolene" is about 10 lbs.

d. The life expectancy is considerably higher than madapolam.

e. The fabric lends itself to the "Vintage" clear transparent finish.

f. At 53p per yard (approx 42" width) it is much cheaper than madapolam.

(Above information from Colin Street, 'Badger Lodge' Redlands Lane, Ewshot, Farnham, Surrey)

Issued by Chris Wills, Huntercombe End Farm, Nettlebed Oxon
Ken Crack, 45 Church Crescent, Finchley N3 1BL
Angus Munro, 22 Grangeway Gardens, Redbridge, Essex IG4 5HN
Frances Furlong, Otford House, Otford, Nr. Sevenoaks Kent

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