The Vintage Glider Club of Great Britain

NEWS LETTER

March 1975

FROM THE RALLY SECRETARY

Very soon we will be underway for 1975 - things look good. I have been able to visit both the South Wales Club at Usk for the Easter Rally, and Haddenham for the end of April 'Safari'. The information sheets should cover all the points you need to know: if not, give Frances or myself a call - but do not delay getting accommodation booked for Easter, if you need it, it is filling up rapidly in the area.

I hope to see most of you at Usk - think of all that lovely wave! Frances will be there in the Dormobile, and at less civilised hours I will be at the Bridge Inn, Chainbridge, Gwent (I doubt if you will ever find it on the map), if you get stuck, give a call to Nantyderry (087.384) 243, and we will come along with a tow rope and tools (but special "refreshment" costs to those who have not got their trailers into good shape - see page 3 of the January News Letter).

Great news for the International Meetings in Switzerland - at last the breakthrough in the big bugbear of the cost of the channel crossing. So far all the rates have been "harmonised" - a sweet way of describing a high cost monopoly - but we have in the last few days been able to find the crack (oh the pun!) to breach the dam (after much, much fruitless writings, enquiries and implied horse deals): a new route, Sheerness-Flushing, at appreciably less than the "harmonised" rates:-

OLAU Line of Copenhagen
Sheerness - Flushing

say typical car and trailer = 45 ft overall	first 35 ft = £30 + 10 ft at £1.5 per ft =	£30 15
		£45
+ 2 passengers at £4		8
	Total	£53

Short Sea Route (BR, Thorensen, etc)
i.e. Dover / Folkestone) Boulogne / Calais

say typical car and trailer = £45 ft overall	first 23 ft =	£28.00
	+ 22 ft at £1.8 per ft =	39.60
		£67.60
+ 2 passengers at £5		10.00
	Total	£77.60

If required Cabin A 2-Berth £3.00 per person
Cabin B 2/3/4 Berth £2.50 per person
Reclining Chairs £1.00 each

Booking:- Deposit 10%, balance four weeks before departure.

A discount to the Club is under very active discussion; I am suggesting that we would fly their banners on our trailers for an appropriate consideration. In the meantime I have made a Club groupage reservation for 10 glider trailers and cars with 20 passengers, but we must confirm within 4 weeks or take pot luck after that (and I don't think there will be much spare space on this route once the news gets out), so pass your reservation to Frances quickly to get on the group list.

Regarding sailings, these are currently scheduled as:-

Depart Sheerness	13.00	or	21.00
Arrive Flushing	20.00	or	00.40

If taking the overnight sailing, cabins are available and can be occupied up to 4 hours after arrival. I am negotiating on a basis that the main group would travel overnight Wednesday, 16th July, with any others in the subsequent sailings up to the week-end, with open return options.

Now, we have not forgotten that our membership spreads North and South, but I cannot find any other ferry operator who is (or was!) prepared to make any worthwhile concessions of use to us, but if any members feel that they need to use a more Northern route (i.e. Hull/Felixstowe - Rotterdam/Zeebrugge), please contact Frances and we will see what pressure we can bring to bear for better terms.

A reminder that we are arranging a car seat exchange for the Swiss Rally for those members not taking a glider, this is a useful way of sharing and thereby reducing expenses. Would you please let Frances know if you need a seat (or seats) or have seats to offer.

In the January News Letter I promised an article on various excursions which would be organised if there were enough non-flying attenders to the Swiss Rally - this has had to be held over due to space limitations and will appear in the next issue in early May.

KEN CRACK

AN ALL THE YEAR BONUS

for those days between Rallies

For members who would like to make a personal or group outing to the Sussex area, contact our member Rodi Morgan (now a Senior Inspector) at Halnaker (024 353) 493 or 449, and with any luck (and subject to a few local varying considerations) he will be able to arrange very favourable launching facilities.

BRING AND BUY

Rodi Morgan wishes to sell his Grunau open trailer. This is a very strong construction and would be suitable for adaption for other types of glider. Contact Rodi Morgan at Halnaker (024 353) 493 or 449.

THIS AND THAT

Many thanks to Martin Breen (Thames Valley) for making a trailer available to Bruce Gibbs for his Tutor.

The old chassis from Ken Crack's "unstable Mabel" will soon be available for any V.G.C. memberto collect free from Dunstable. Ken says, it's O.K. up to 30 mph - if you can keep awake at that speed.

These columns are yours - Sales and Exchanges, and items of your local news and interest - allow two weeks before the next issue date of early May. We need to hear a lot more of our members' activities and remember - most seriously - there should be two more cups for presentation at the next annual dinner for the most meritous vintage glider effort and flight, and we must rely on you in and around your clubs to bring to notice such commendable efforts; modesty won't get you a cup!

We are hoping to develop a formation flying group, particularly of the stylish machines that have the more public eye catching wing shapes, to meet the requests for the Club's attendance at flying events (with flying costs paid or tugging provided). This is a new adventure that will need a lot of time and organising to develop satisfactorily. Pat George at Dunstable has kindly offered to stretch himself further to take on the handling of this activity. Would all members interested please contact Pat, through Frances. The Shuttleworth meeting in May will provide the first opportunity in this direction, and we want to put on the best possible display; Haddenham could provide a useful try out and practice opportunity. Please come forward all those Equestrians of the Air.

THE 1975 EASTER RALLY - SOUTH WALES GLIDING CLUB

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Friday, 28th March - Monday, 31st March

Arrival on Thursday will be welcome (the Essex Club are visitors for a "Wave" week), but familiarisation flights cannot be assured. Stay over until Tuesday is also welcomed, but fully organised launching facilities may not be available; however, if the weather is good, a tug is likely to be to hand.

Address South Wales Gliding Club, Usk, Gwent.
Club House Phone: Raglan 536.
(Emergency Contact: Denis Bryan, President SWGC, Usk 2429)

Location 51°43'N - 2°51'W
(Note: The position of the Club is shown incorrectly on the air maps at approx. 2 miles too far North)

Approach Two routes, sketch map available:

The shorter, but hilly route by the B4235 Chepstow-Usk road, or the recommended A449 new Trunk Road.
Warning: It is not recommended to go into Chepstow on the way, the roads are narrow, twisting and circuitous one way and may be a problem with a glider trailer.

About the Club

We are assured of a friendly welcome. A modern adequate Club house with bar and kitchen; some catering provided, otherwise help yourself basis (Calor Gas stove). Electricity by own 240v AC generator. The water mains have not yet reached the Club, so drinking water is brought in by container; toilets very civilised (per roof rain water storage). No Bunk House yet, but if necessary, the Club Room floor can be used with your own sleeping bag. Ample tent space (but bring a ground sheet), trailer and parking space by roadside up to the Club. The V.G.C. marquee will also be available for self catering and general use with our own equipment.

Charges Reciprocal membership for the period for V.G.C. members £1.50 (otherwise 50p per day), plus please 50p V.G.C. Rally overhead contribution.

Winch Launch	£-.50	all inclusive VAT
Aero Tow to 2000 ft	2.70	
Air Time (2-seater familiarisation)	4p/min.	

Payment daily, or accumulating costs held on a Bar List for settlement the evening before departure.

Please bring

Torch (for overnight when generator shuts down)
Water container (filled) - if available
Log Book
Glider Insurance Certificate
Air Maps (if flying cross country)
Barograph (if available)

Program Friday 10.30 a.m. at the Club - Briefing and introduction to the area by the Chairman, Norman Evans and C.F.I. Lyn Ballard, familiarisation and check flights. General flying and (hopefully) wave exploration.

Saturday, Sunday, Monday 10.00 a.m. at the Club - Apart from Gain of Height and Spot Landing continuing contest, it is hoped during the period to have an interflight cross country to Shobden, with members of the London Gliding Club flying the other way, giving the opportunity for integrated aero tow retrieves (it halves the cost).

Evenings Friday: V.G.C. slide presentation by Chris Wills for the Usk Club and visitors

Saturday: Club night with the Usk members - the V.G.C. Barbeque will be on duty (bring your own bangers)

Evenings Sunday: Party night at the Helmaen International Cabaret Club (we have a limited reservation at £1.25 per head) Grill Suppers - Show - Music - Dancing - Bar (and local, non-airborne, birds)

You will be surprised at this find - it was nearly booked out in January.

Monday: For those that can stay on - the best of the locals.

Accommodation There are several Guest Houses nearby, as well as various pubs and a high class hotel. Those needing details, and sketch map of route to the Club, pleas send SAE to Frances (Mrs. F. Furlong, Otford House, Otford, Nr. Sevenoaks, Kent)

THE HADDENHAM SAFARI MEETING

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Saturday, 26th April - Sunday, 27th April

Location 51°46'N, 0°57'W

Address None

Approach From the NE: Aylesbury-Thame A418; 5.75m approx. from Aylesbury, crossroads (offset) turn left marked "Haddenham 1 Kingsley 2½"; at 0.8m crossroads turn right marked "Thame 3" - Banks Road. Proceed through village of Haddenham (zig-zag) for 0.5m (last road on the left is "Wykenham Way"); at end of houses on the left is the works of "Claremont Automatics Ltd. - Peter Simper, Aylesbury". Immediately opposite are two metal gates leading by concrete road to the peritrack, turn right or left (according to wind direction for launching) at the junction onto the peritrack and follow the peritrack round, although in places the peritrack has been lost into a new factory estate (based on the old hangars), but skirting the fence on the grass track past these areas, the peritrack will be picked up again. Continue round to the Upward Bound Trust Club single decker bus and follow the signs to the launch area.

From the SW: Thame-Aylesbury A418, 0.75m approx. from Thame, take right fork "Haddenham"; then 0.65m just over the railway, immediately past the works of "Harper Stedall, Machine Tools" are the gates on the left referred to above.

(If these simple directions are not likely to be clear, send a a.a.e. to Frances, and we will send you a sketch map)

NOTE: There is no access direct from the Aylesbury-Thame A418 road.

About the Club

Absolutely basic - full volunteer manning and operation, but based on the Glider Pilot Regiment tradition of orderliness and good companionship.

Our marquee (and a chemical toilet) will be as usual available, with our cooking facilities and lighting by the Rally Secretary's generator.

You bring everything you need - this is a Safari (not a package tour); the kitchen sink will be provided by the use of the Rally Secretary's caravan, which will also serve as the temporary Bar - you bring your own drinks.

There is no accommodation list - there isn't any accommodation! If anyone does not like the smell of their trailer interior, they can sleep in the V.G.C. marquee or under the Rally Secretary's caravan - it has good clearance - a polythene ground sheet will be provided.

Charges Reciprocal membership for the period to V.G.C. members £1, plus please V.G.C. rally overhead contribution of 50p.

Winch Launch	50p
Aero Tow	on call from Dunstable
Air Time (2-seater familiarisation)	- by courtesy of Chris Wills and the Kranich

Please Bring All the things you need (as list for Usk), including especially food for the camp fire/barbeque cook-up on Saturday evening; also 1 bottle of hospitality "refreshment" per head (or cans to equal).

Programm Friday p.m. As the site only opens over the weekend, would those members coming from afar stay overnight Friday en route. Ken Crack will be at Dunstable from 7.30 p.m. and Chris Wills at Booker from 5.30 p.m. to welcome those that wish to stop at these clubs overnight. Some accommodation may be possible depending on the loading of the courses; contact Frances, advising of numbers, if in need.

Saturday Rendezvous on site for 10.30 a.m. (this gives those via Dunstable time for a club breakfast at 9 a.m., departing 9.30 a.m.).

Erect marquee (etc.) and set up camp.

General flying, according to conditions and members' and our hosts' requests. Practice for the display at Old Warden.

Saturday evening — Camp Fire and Barbeque - all self cooking. This should very well fill the whole evening (however, those of craftiness bring experts of the other sex skilled in this art while they get on with the technical socialising); if wet, in the club bus, opening on to the "hospitality communal bar" in the Rally Secretary's caravan.

Lights out - when the generator runs out of fuel.

Sunday — a.m. - bugle call by Chris.

General - It is hoped to do mutual cross-country with the various adjacent local clubs, who will be invited to afternoon refreshments as guests of the Vintage Glider Club subject to their arrival (non powered) by air - I hope they give us tea if we get to their clubs.

Scoring, by those that wish to: Distance^2 over Time, Triangles allowed - (min. 12m : 19 km, initial 2000 ft. max.).

Mutual aero tow retrieves are hoped to be arranged, otherwise V.G.C. ground retrieving.

Evening - Strike camp and clear up - any time (and energy) remaining to be expended at a country local of our hosts' choice, the Rose and Thistle, Haddenham.

Overnight - Those wishing to use Dunstable or Booker, please advise Frances.

Lastly — We hope that all members (and guests) will enter into the spirit of this gathering, encouraging us to have an annual "Safari" event.

Have Field - Have Winch - Have Glider -
what more in life can one need (apart from good soaring weather)

FROM THE PRESIDENT

FIRST AMERICAN VINTAGE GLIDER MEETING

This Meeting was held during a week-end last August at Harris Hill, under the auspices of the National Soaring Museum. It was first reported by SOARING in December and it could not be described in our last News Letter through lack of space. Present were seven gliders - an LK-10A (flat-topped), a Kirby Gull 1, an LK-10A, a Goppingen 1 Wolf, an SGU 1-20, an SGU 1-19, and an MU 13D from Canada. To increase the size of the line up. a beautifully restored 1929 primary glider and the Minimoa, N 16823, which had once been flown by Richard du Pont, were brought out of the Museum and rigged. The occasion was made even more colourful by the arrival of several vintage cars of the Elmira Chapter of the Antique Automobile Association.

During Saturday afternoon a contest was set, based on max. altitude gained, time (one hour's duration flight) and a spot landing. The weather - a light wind from between North and West prodicing intermittent hill lift and thermals. The Wolf and its pilot were in tremendous form. After a towline break at low altitude over the valley, the Wolf was seen to struggle back to the slope, work its way up to circuit height in hill lift, which was then luckily available, and set off in thermals for the duration attempt. Its owner then succeeded in landing it, without spoilers or brakes (it has none) with its tailskid on the spot.

During Saturday evening, there was a grand 'cook out' followed by entertainment, films and prize giving. The LK-10A and its owner received the award of aircraft with most promise. The MU 13D - The Height Prize. The Gull 1 - The Restoration Cup. The SGU 1-20 - Aircraft with the most restoration Potential award. The SGU 1-19 - Award 'for aircraft with the most pilots'!

Sunday morning Meeting of pilots and crews to exchange information on aircraft present and discussion on restoration plans. Liam English, speaking on behalf of the Museum, asked whether there was interest for an Annual Vintage Event. There was unanimous assent. A Vintage Sailplane Association was formed. Liam offered the facilities of the Museum for publishing a News Letter. Geoffrey Steele of Arlington, Virginia, was elected President. An initial donation of $5 per person was requested for charter membership. Those who wish to join should send their $5 to: The Vintage Sailplane Association, c/o National Soaring Museum, RD1, Harris Hill, Elmira, New York 14903, USA.

Description of the European Sailplanes present:-

Goppingen 1 Wolf. This is unique since no other machines of the type now exist. This Wolf was built in the USA from German plans during 1941/44. The machine has had major repairs twice and its nose is no longer original. The Wolf was Wolf Hirth's first design at Goppingen (Martin Schempp's factory) after he had moved there from Grunau in 1935.

Kirby Gull 1 This machine was built from Slingsby plans in the USA by a cabinet maker, Herman Kursawe, during 1940/44.

MU 13D This machine was thought to have died in Canada many years ago. However, it was in club use until a severe accident during 1973. Peter Masak and Rod Gottens bought the remains and restored the machine last winter. Technical details: Flaps, empty weight 320 lbs., a fully flying tailplane, no wheel, corresponds to an early MU 13, before 1938.

NEWS FROM ABROAD

Willi Schwarzenbach, who was on a business trip to SOUTH AFRICA, sent us a letter in January to say that he had found some vintage gliders at the Johannesberg Gliding Club. One was a T.31, another a Moswey 4. This is similar to a Moswey 3 but has a deeper front fuselage in order to house a retractable wheel. The machine was probably built in 1949. Rene Compte flew it in the Swedish 1950 World Championships, representing the USA, and later took it to South Africa where he and the Moswey made the famous film 'On Silent Wings'. The machine now has a fixed wheel and has flown many Diamond distances. The third old glider was a Kite 1 in good condition. This can only be the Kite 1 which was taken to South Africa and flown there in 1936 by Philip Wills. He is amazed and delighted that the machine still exists. Perhaps the Hjordis is still stored, forgotten, in some hangar roof somewhere in South Africa?

An original pre-production 1939 DFS WEIHE is for sale in FINLAND. The price is 10,000 DM. The machine is airworthy, is fitted with instruments, but a trailer is not included. The machine is painted white and can be seen at Jyvaskyla Airport. This is the only pre-production Weihe that we know about, and is probably unique. Regretably it has not got its original canopy. Photographs of the machine are being sent to Chris Wills. Interested parties should write to Gunnar Linberg, Keski-Suomen Ilmailijatry, Jyvaskyla, Finland.

This machine differs from later Weihes by being more refined, having less dihedral, thus having less lateral stability but a higher performance, and by having slightly different main wing fuselage fittings, probably. It visited England in 1954 to represent Finland in the World Championships. Seppo Relander was placed 5th in her. Then, the machine was mainted light blue (similar to the folour of the Finnish Flag) and was registered OH-WAB. It is now registered OH-133.

H O M E N E W S

KRANICH 2 BGA 1147 (ex RAFGSA 215), Constructor's Number DFS 821, manufactured by Schleicher, Poppenhausen during 1942/43, has been bought by MIKE RUSSELL. The machine has been languishing on Carlton Moor for many years. It is still in original condition except for a modified canopy. The machine will be brought south during April and will probably be stored at Duxford until it is restored. Mike Russell now owns a half-share in the Petrel (built 1939), the Wren (built 1932) and the Kranich: their ages add up to the staggering TOTAL OF 113 YEARS!

Last year, of the 5 KRANICHS in Britain that we knew about, only one was being worked on after an accident. All the others were languishing almost without hope. Now, one of them is airworthy and three others are, or will be, worked on. The only Kranich that still lies unattended is that owned by the Midland Aviation Society. However, plainly now there is a good chance that the species will survive.

THE WILLOW WREN has a clean bill of health. This 1932-built machine was inspected during February by Lou Glover and its structure and fabric have been found to be sound. This the way is now clear for the machine to be restored to an airworthy condition. Materials have now been bought for a trailer and it is planned to fly the machine during 1976.

JOAN PRICE, whom we are very pleased to welcome as a member, has asked about the fate of her first Rhönbussard, BGA 145, which she imported in 1934. Our records show that this machine and three other Rhonbussards were flying in Britain at the outbreak of war. All four were impressed for military service and all four were seen at the first post-War Gliding Meeting at Rearsby at Easter 1946. The other three machines were BGA 335 (original C. of A. dated October 1937), BGA 337 (original C. of A. dated April 1938) and BGA 395 (original C. of A. dated May 1939). BGA 337 is flying at Wycombe Air Park (this was the second Rhönbussard Joan imported) and BGA 395, flown before the War by the Passold brothers, is flying at Doncaster. So the fate of the first two, BGA 145 and BGA 335, is in question. One was certainly crashed by an ATC Instructor during the 1950 Camphill National Contest, the other may have gone to Ireland, where it was probably destroyed. However, our records do not show which Rhonbussard crashed where. CAN ANYONE HELP WITH INFORMATION PLEASE.

RHÖNSPERBER BGA 260 now owned by Rodi Morgan and kept at Tangmere airfield. This machine received its British C. of A. in May 1936. Joan Price ordered this machine from Flugzeugbau Schweyer after General Ernst Udet had allowed her to fly his Rhönsperber. She was so impressed by the Rhönsperber's flying qualities and handling that she could not resist buying one for herself. She was at the time staying with Rhonvater Oskar Ursinus at Frankfurt am Main. Unfortunately, when she returned to England, she found that she could not quite afford the Rhönsperber so she formed a syndicate with Jack Dewsbury, Phil Cooper and Kit Nicholson. The aircraft was originally painted in almost exactly the same colours and style as Ernst Udet's machine. As its dark blue nose made the machine look rather heavy, Kit Nicholson in 1937/38 reversed the light and dark to its present colour scheme. As Kit had great artistic talent, he created one of the most beautiful Rhönsperbers in existence. This aircraft once held the British Distance Record (120½ miles on 17 April 1938) and won the 1939 British National Contest.

REPLICA OF THE 1925 PLATZ GLIDER has been built by our member Peter Fletcher and should very soon be undergoing flight trials, probably at Wycombe Air Park. Imagine a yacht, main sail, mast, job and slender keel, motionless on a sea of glass. Below it would be its entire reflection upside down. Turn the yacht and its image onto the horizontal plane and you will have the plan form of the glider which was flown successfully by the engineer Platz in slope lift over the sand dunes on the Dutch coast in 1925.

The pilot sits on a seat, astride a slender skid, ahead of the mast and mainsails. He controls the machine in pitch and roll by raising and lowering the trailing edge, inboard corners of the jibs. The jibs are fastened at their leading edge inboard corners to the front tip of the skid which is curved upwards. Thus the jibs, or foreplanes, are supported on a higher plane than the mainsail, which is attached to the dihedralled boom, below and slightly behind, the pilot's seat. The aircraft is thus in canard (German - Ente) form. The aerodynamics of this machine would be very similar to those of a yacht. We hope that the construction and flying of this glider will inspire the Hang-gliding fraternity to have more controllable aircraft.

CORRECTIONS TO THE MÜ 13 ARTICLE

The 482 km distance flight on 24th May 1939 did not take pla during the Rhön Contest. The figures in the Table, taken from the book 'Die ruhmstesten Segelflugzeug' were only the empty weight of 170 kg and the maximum cockpit load of 100 kg, corresponding to an MÜ 13D. All the other figures quoted are from different sources, notably the 'Flugzeug Typenbuch 1944'. As I hope all readers will have relised,, the 3-view drawing of the MÜ 13 with flaps, above the German article 'Die MU Konstruktionen', is of an MÜ 13 prototype.

FROM GIRL FRIDAY

SUBSCRIPTION RENEWALS

Reminders are sent out with the News Letter nearest the expiry date, and the next ... and the next. So far we have only lost one member from nnn-renewal, and even he may turn up at a Rally with £1 in his hand. If a member has made a loan to the marquee or has an airmail fund, then I take the money out of one paper bag and put it in another.

NAME BADGES

The price of the plastic name badges has rocketted to 13p each, so PLEASE REMEMBER TO BRING YOUR NAME BADGE AND WEAR IT. It helps fellow members to know their own, and helps our hosts to be friendly by addressing us by name. And if you have as rotten a memory for names as I have, it is very much appreciated.

MARQUEE LOANS

We have just made the first repayments to those who made loans towards the Marquee. Our sincere thanks to you. And to those members who felt able to make a gift towards it.

STICKERS

We now have two sorts of V.G.C. sticker, sticky on the front for windscreens and sticky on the back for trailers and gliders. These are 12p each: please say which sort when ordering.

CAR BADGES also available at 60p each.

CHANGES TO THE CLUB LIST

Please note the following corrections and additions:-

GOEVIER	Ken Crack: B.G.A. No. is 1783
GOEVIER	Richard Hoskin: B.G.A. No. is 1992
TUTOR BGA 442	Add: Michael Hodgson, The Garden House, Watchbell Street Rye, Sussex
RHEINLAND BGA 1711	David Jones, 170 Lavender Avenue, Coundon, Coventry
PREFECT BGA 599	Add: John Light, Icknield, Church Lane, Horton, Ilminster Somerset TA19 9RN (BGA SENIOR INSPECTOR)

ASSOCIATE MEMBERS

Chuck Bentson, 6200 Wiesbaden, Ruckerstr. 1, West Germany

Keith Emslie, 12 Riversleigh Avenue, Lytham, Lancs FY8 5QZ

Bob Pitchfork, 64 Chiltern Drive, Berry Lane Estate, Rickmansworth, Herts WD3 2JY

Mrs. Joan Price, Wingcliff Cottage, Undercliff Drive, St. Lawrence, Ventnor, IOW

Eric Rolph, London Road, Moreton in Marsh, Glos.

John Wickenden, 'Hartford', Rectory Road, Norton-sub-Hamdon, Stoke-sub-Hamdon, Somerset TA14 6SP

ITALY

Giorgio Evangelisti, Via Venezia N.5, 40068 San Lazzaro di Savena, Bologna, Italy (Pilot, Journalist and Writer in Aeronautical field)

MEMBERSHIP DRIVE

So far we have taken every opportunity to attract new members: by writing to quite a list of Sailplane & Glider subscribers: by seizing upon names of owners and purchasers of vintage gliders. This year we would like YOU to help. Please let me have the name and address of anyone likely to be interested so that I can send them a membership form and a copy of the current News Letter. The more members we have, the more "weight" we carry, the more news we can gather, and the more interesting people we can meet at Rallies.

THANK YOU to Margaret Dickens, who 'volunteered' (typical Gliding fashion - will you please ...) to help Ken Crack at Rallies, and to Pat George for undertaking the work of the Display Team. If anyone sees a job that needs doing, do please come forward ...

NEXT NEWS LETTER

Don't forget - news items by end of April, or better still, third week in April, for the next News Letter - to Chris Wills, Ken Crack, or me.

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