# The Vintage Glider Club of Great Britain

NEWS LETTER

May 1975

## FROM THE RALLY SECRETARY

EASTER AT USK Up, Up, Up: it's not a myth - ask Rodi

For those that stayed at home there was snow - and snow, but we left it behind to have four flying days ( - and the dancing girls at the Helmaen Cabaret Club, sadly missed by the Rally Secretary in the cause of duty). The event had gathered a lot of local publicity, including the BBC/TV with Rodi Morgan (Grunau 2B) having returned to the land of his fathers getting almost celebrity status.

The wave eluded us, often so near, but still too far in the strong wind conditions, even for Rodi who stayed on an extra day in hope - but wait, all was not over. As Rodi was on his way out, the Wave Expert, Ivor Shattock stopped him with a thump on the trailer and a shout of "There's a slot overhead, come and have a go with me in the K.13". Rodi abandoned car, trailer and all thoughts of home and was airborne by tug at 7.19 p.m. And up, up, up to 8,800 ft from the dusk into sunlight. They set a limit of 8 p.m. and came down through a gap into the late gloom. Rodi found their position by reference to his childhood village and from that the airfield. At Haddenham he was still drunk with the wonder of it and promises us a full report for the next News Letter.

Our thanks to the South Wales Club for a happy long week-end, their warm welcome and many kindnesses.

HADDENHAM SAFARI All mod. cons

What goes up must come down, and so it did. The rain over the many weeks before not only left the field at Haddenham saturated, but caused a collection of springs which not even the Vintage Club could subdue, so the meeting had to be put back a week.

We were compensated by having two good flying days, with useful thermals, although broken by the strong wind. But the wind gave us a new opportunity - to practice 'kiting' up on the excellent winch and cables of the Upward Bound Trust: quite an experience to get 1,500 ft. and more from a winch launch.

Chris Wills tried for Bicester but having got in sight, the wind was too much and he ran for home, but didn't make it and the Kranich had to be manhandled out of the muddiest field for miles, by brother Stephen and our newest member Roger Hoefling, whose first experience it was of a retrieve. Never mind, Roger, we promise you that was the worst.

The Weihe was seen overhead from Dunstable, and while we looked for a landing, it quietly stole away. We checked and found that David Adams had been aboard getting his Silver C Distance: congratulations.

This meeting, although rather thinly attended due to the last minute change of date showed us that we can be self-sufficient as regards 'life-support' facilities, the VGC Marquee for food and sleeping, our two-ring cooker and toilet tent. Remember that these facilities will always be available where necessary at our meetings, so do not hesitate to drop in, ground borne or from any height. Our thanks to the Upward Bound Trust and the Glider Pilot Regiment Association for an interesting week-end.

FUTURE EVENTS (Mainly by Ken Crack, but later developments added by Frances. Ken's popped off to Nairobi to mend a fuse there: my joke he's a high voltage engineer - some fuse)

OLD WARDEN 25-26 May 0°19'W 52° 5'N (Sunday and Monday)

Shuttleworth Aircraft Collection, Old Warden Airfield, Biggleswade, Beds. Approach well signposted from the A1 at Biggleswade roundabout.

These should be two extremely interesting days, especially if you have not visited Old Warden on flying days before. If you are coming it is ESSENTIAL that you have a pass to get into the airfield side. Please send a stamped addressed envelope to Frances giving the number of people coming and whether breakfasts and/or suppers will be required and for which days. (See later note in News Letter).

David Ogilvy tells me that while vehicles will be able to get in on Sunday and Monday, it would be better if people could arrive on Saturday and get themselves into the right place before things get too congested.

Permission has been given for our Marquee to be put up on the airfield side (next the Control van and crash wagon) for use for storage, sleeping and refreshments. A snack bar and restaurant provide meals during the day, but breakfast on Sunday and Monday will be in the Marquee, also late suppers as required.

A Stampe has been arranged to tug on the Monday afternoon for the Flying Display, and it is hoped to select several from the static display to take part. In case the Stampe cannot get from its home base because of bad visibility, I am trying to get a firm promise from the London Club for an emergency last-minute stand-by tug. The Shuttleworth Trust are making a contribution to Club funds of £50 to cover expenses, including the tug from Dunstable if this can be arranged.

Non-participants are also welcome, so please ask for a pass so that you can visit us in the Marquee on the airfield side of the public fence Sunday and Monday.

If you are bring your glider for static display and please support the Club in this way if you possibly can, bring also:

A commentary, double spaced and clearly written, preferably typed, giving information about the glider, its manufacture, history and the pilot - for use in the Flying Display (by Roger Hoefling, our newest member)

A board with peg to stick in the ground, minimum size 18" by 24" with information about the glider readable from several feet away.

Both the commentary and the board will also be needed at Sywell.

COMPETITION ENTERPRISE Saturday 7th June to Sunday 15th June

Those VGC members entering are: (and apologies to anyone omitted as the list has been obtained over a bad line in a hurry)

| | |
|---|---|
| Olympia 1 | Margaret Dickens |
| T.21 | Guy Gothard/Lou Glover et al |
| T.21 | Scouts Association, Lasham |
| Gull 1 | Tony Smallwood |
| Petrel | Mike Russell |
| Goevier | Ken Crack |

Ken will have the two-seater Goevier at the Competition, but no crew, so any members who would like to go along would be very welcome to share the flying and crewing in rotation. There will be a spare bunk in Ken's trailer for accommodation as well as space in the VGC Marquee. So that Ken can cope with the rush, a call beforehand (01.346.8094) would be appreciated.

SYWELL 4 - 6 July Friday to Sunday 0° 48' W 52° 18' N

More details of our participation in the Popular Flying Association's Rally at Sywell Airfield, Northants. Approach from east side, off A43, halfway between Northampton and Kettering, follow route signs for "PFA Rally".

Gliders are needed for static display for the three days: two or three will be selected for Flying Display on Saturday and Sunday. Tugging for display is being arranged by the PFA and it is hoped that launches will also be possible on Saturday and Sunday after the displays from around 6 p.m. until dusk.

Over 400 aircraft are expected, including home-built aircraft and hot air balloons so there will be a lot to see even if you come without an aircraft, or with one for static display only. All members coming with aircraft MUST contact Frances (s.a.e.) at least a week beforehand to ensure having an etry pass for their car/trailer and for themselves. This is a very large meeting and a considerable amount of vehicle control has to be maintained by the Organisers supported by the local police. In the absence of a vehicle pass you will either have to pay or move on: there will be no facility to stop, enquire or attempt to get an entry pass at the gates.

If you intend to participate with an aircraft, tents and caravans can be put on the field itself without charge. The VGC Marquee will be there for refreshments, sleeping space under cover, etc. The PFA are arranging hot snacks of the chips and chicken leg variety. The PFA are offering a Silver Cup for award to a Vintage Glider: conditions yet to be decided by the VGC.

If you want to visit the Rally without a glider, you can put a tent or caravan in the field next door: charges are 60p per night for two people, 5p per night each additional person. Water and sanitation available. Admission to the Rally will also have to be paid.

If you are bringing your glider for the static display, and possibly to fly please bring the information board and commentary mentioned under 'Old Warden': there will be a lot of 'informed' spectators around!

THIRD INTERNATIONAL VINTAGE GLIDER RALLY, GRUYERE, SWITZERLAND

We have heard from 'Our man in Switzerland' (the incomparable Willi Schwarzenbach) that all the British entry has been accepted (subject to verification by the Swiss Aero-Club) and that the full number of entries has been reached: however we could always start a waiting list in case anyone has to drop out.

If anyone is planning to go cross-channel a week before the Swiss meeting, we have been invited to attend a "Hobbyflug 1975" from the 11 - 13 July on the Dornier-airport Oberpfaffenhofen, 40 km west of Munich. Further information from Frances.

We have had problems with the Bluett Shipping Co. (OLAU Line) Sheerness/Flushing. Briefly they are now charging £12 for the first 18 ft., imposing a surcharge of 50% over 6'6" and disallowing any footage over 6'6" from the first 18': arithmetic shows that this now makes them the most expensive way of getting across the channel. The Company did not feel disposed to honour the arrangements made with a member of their staff who has since been 'fired'. Ted Hull is now going Felixstowe/Zeebrugge and Ron Davidson is considering Dover/Ostend. A travel agent tells me that there is still space on most cross-channel routes and the cost works out £30/40 cheaper than Bluett's new charges.

The car seat pool is still open for non-aircraft members and Ken will have the two-seater Goevier at Gruyere, so anyone who would like to make the trip could end up doing some flying and retrieving. Bring the family: the Organisers are arranging a programme of excursions and other happenings for the non-flying attenders.

IMPORTANT. The Swiss are asking for minimum Third Party Insurance of One Million Swiss francs: this works out around £150,000 and is still more than the new British minimum of £100,000 (see note later in this News Letter). Enquiries show that this should not be too difficult or expensive to arrange. Also the Swiss are asking for Accident/Sickness Personal Insurance, but no further details are available. Possibly those going to the Rally could get an extension to their own insurances, or possibly the BUPA 'holiday cover' which we understand covers 'sport flying' could be used. Willi Schwarzenbach is making enquiries about covering the excess Third Party requirement in Switzerland: any further details direct to those going.

Those going are: David Jones: Rheinland. Ron Davidson: Petrel. Chris Wills: Kranich. Ted Hull: Kite 1. Francis Russell/Graham Smith/Weihe. Rodi Morgan - Rhonbussard, also we think Angus Munro and Derek Murray. Confirmation from these two to us please.

STOP PRESS

We are in the course of arranging a SUMMER BANK HOLIDAY RALLY in Shakespeare country from Friday 1st August to Monday 4th August. More information in the next News Letter, but book the dates and do try to come - especially if you are not going to Switzerland.

AUTUMN RALLY — Camphill: Friday 19 September to Monday 22 September: more details later, but will include our Second Annual Dinner.

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## THIS AND THAT

HAPPY — 10 year Major inspections not required from 1st January 1975

SAD — The BGA Operational Regulation governing Third Party Insurance for all gliders has been increased to a minimum cover of £100,000 as from the 1st June 1975.

ACHIEVEMENT — Angus Munro (Weihe: London GC) got his Silver C Height at Usk (subject to official confirmation), to go with his Silver C Duration.

Francis Russell flew from Dunstable to Lashan in the Weihe on 16th March in a snow storm. Apart from snow on his wings, he had a NNE wind of 20 knots and kept well west of track, and flew over Newbury. His best height was 3,000 ft over Basingstoke. The Vintage Weihe outflew Libelles and Nimbus on that day and completed Lofty's Silver C.

RELIEF — Ken Crack's trailer "Unstable Mabel" has now been fitted with a complete new suspension system and vacuum brakes and has become very docile. Ken says he can now get scared about flying instead of towing: his Goevier will be back in the air again now that he can move it to get its C. of A.

LEARN BY EXPERIENCE - the Club has rather expensively done just that. On Tuesday 22 April we were advised that the airfield at Haddenham had sprung seven springs and would be unusable for our week-end, though probably all right for the following week-end 3-4 May.

WE DIDN'T KNOW WHO HAD BEEN PLANNING TO COME! And this meant a considerable expenditure on 7p postage - to those in a large area centred on Haddenham - and to those at a distance who might have been planning to come: and more important to cover those far-flung members to save petrol.

FOOD — Another problem we found was that with no idea of numbers for meals at various Rallies, it just had to be mainly tinned stuff, and we were saved by Rodi's 6 lb. of sausages at Haddenham! Frances has a number of savoury flans, steak and kidney pasties in the freezer (home-made) ready to be used, (profit to Club funds) so do give an idea of requirements and the quality of the food can be improved.

## V. A. T.

The BGA has already made a strong protest against the effect of the higher VAT rate on gliding clubs. After discussions between the BGA and the Head Office of Customs, decisions have been agreed which clarify the effect on clubs from 1st May 1975. The changes are as follows:-

1. 25% VAT will apply to the hire of gliders (i.e. flying fees) unless it is a 2-seater with an accompanying instructor giving a flying lesson.
2. 25% VAT will apply to the BGA fee for issue or renewal of a C. of A. (i.e. £6.25 total from 1st May).
3. 25% VAT will apply to the sale of gliders and parts for gliders such as instruments, etc.

Other services not affected which remain taxable at the standard rate of 8% include launch fees (winch or aerotow), two-seater instructional flying and course fees. Please note that in order to keep launch fees at the standard rate it is necessary to account them separately (i.e. package deals offering an aerotow and ten minutes free flying in a single seater would render the application of 25% VAT).

The alteration, testing, repair or maintenance of gliders will not attract the higher rate, only the C. of A. fee and the cost of parts supplied.

INSURANCE INFORMATION

The following two firms deal with Glider Insurance in varous forms:-

Bernard Tubbs
Pickford, Dawson & Holland Ltd.
8 Northumberland Alley
Fenchurch Street
London EC3N 2PP
Tel: 01.481.9601

Ben Poole or Mr. Jordan
Sedgewick, Forbes Aviation Ltd.
King William Street House
Arthur Street
London EC4
Tel: 01.626.5432

These names are offered purely for information and come with no recommendation or responsibility from the Club.

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FROM BRITAIN

Mike Russell has now brought the Kranich 2 BGA 1147, south fromCarlton Moor to his home at Henham, near Bishop's Stortford. In spite of having been left for manyyears in a hangar at the Newcastle'Gliding Club's site on top of a Yorkshire mountain, the Kranich's glue still seems to be in good condition (this says much for 1943 Schleicher workmanship). The impression is that the Kranich could be made airworthy in six weeks' concentrated work. However, Mike is involved at present, not only in earning a living, but in building a trailer for the 1931 Willow Wren. Cedric Vernon of the BGA Technical Committee very kindly offered to inspect the Wren soon to work out some stress figures for the aircraft; none are available from the old days.

At our meeting in South Wales we were very glad to have with us, for the first time, some members of the RAF Gliding Club at Colerne. They brought with them a T.31, a Slingsby type that originated in 1949. Among this RAF team was our member Fred Porton who not only rebuilt the T.31 but is currently rebuilding another type (the second that we know of in Britain) a 1942 German-built Kranich 2. Fred was able to have a flight in the Swedish built Kranich at our meeting at Usk and we hope he was inspired.

Flt. Lt. Bob Lyndon, our member at the Chilterns Gliding Club, Weston-on-the-Green, reports that his Club has nearly finished rebuilding a Doppelraab 2-seater. This has a steel tube fuselage and a wing rather similar to that of a Grunau Baby. The type was built in Germany as one of the first ultra-cheap 2-seater gliders after the ban on gliding was lifted in 1951. We hope to see it soon at our meetings.

The Chiltern Gliding Club also has a Ka 4 2-seater. This Schleicher machine was built during 1953/54: the type is still much in use on the Wasserkuppe.

HAS ANYONE ANY KIRBY CADET SPARE PARTS PLEASE? Our member, Paul Williams, together with Neville Marsh and Fred Dumbleton have started to rebuild the Midland Aviation Preservation Society's Slingsby Type 7 Cadet. The following items are missing - wheel, hook, pitot, instruments, windscreen, tailplane strut and main rigging pins - also rigging drawings for the rear fuselage and front tailplane mount would be useful. If anyone can help, please write to N. P. Williams, 96 Yarningale Road, Willenhall, Coventry. This will almost certainly be the last Cadet airworthy.

Severe glue failure has been reported in one wing, parallel to the aileron of the GULL 3. This was caused by rain leaking into a very old trailer which had been left outside during the winter, and happened in spite of the fact that the trailer's interior condition had often been inspected. Fred Rawlings (Home Farm, Clifton, Nr. Deddington, Oxon. Tel: Deddington 302) is to do the repair in consultation with Eric Rolfe. The Slingsby type 15 GULL 3 BGA 643 is the cantilever version of the Type 12, Gull 1. Only one of the type was built, during 1939/40. We hope that this machine will be saved as it is one of the best of Britain's pre-war sailplanes. Type of glue - casein.

Severe glue failure has been reported in the tailplane of the Rhönbussard BGA 337, which normally flies from Wycombe Air Park. The damage was again caused by rain leaking into an old trailer which had been believed to be water-tight. Luckily this Rhönbussard has a spare tailplane and so it should very soon be flying again. Type of glue - casein.

Severe glue failure has been reported in 18" of the wingtip of the Minimoa BGA 1639, which normally flies at the London Gliding Club at Dunstable. This resulted from the aileron gap being filled every time it rained due to a leaking trailer. The damage will almost certainly be repaired professionally. Type of glue - casein.

REMEDY 1 No trailer should be left outside with an old glider in it during the winter. The risk is not worth taking.

REMEDY 2 Should a vintage glider become wet in a rainstorm, extra care should be taken to make sure that water has not entered into any of the components. Should the components of the glider be put into a trailer in a wet condition, the very fact that the flying surfaces are on their leading edges will mean that the water will not be able to escape through drain holes and may well lie along the spars. The water will not be able to soak away as the interiors are often varnished. Every opportunity must be given for the water to escape if there is the slightest suspicion of water inside.

CASEIN IS A FORGIVING GLUE BUT WE MUST NOT EXPECT MIRACLES FROM IT

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Pat George of the London Gliding Club has recently acquired an Eon Primary (a British-built 1948 version of the SG 38) BGA 1625, ex RAF No. WP 267. It was built by Elliotts of Newbury in 1951 and was used until 1972 by the Woking Squadron of the ATC. Since then it has been in store. Pat George hopes to have it flying within two months. The aircraft is now in the London G.C.'s Private Owners' workshop and it does not seem to be in bad condition. The aircraft were often supplied to Public School ATC Units, hence their name 'Eton', and ensured that a large number of boys were involved in bungey launching them and having short flights. A few are believed to be still in use. One is known to be at RAF Bicester and others may be airworthy at Lasham.

Peter Fletcher's Platz Sailwing is now in the Thames Valley G.C.'s workshop at Wycombe Air Park, complete except for sails. The central frame, upon which the pilot sits, has been beautifully welded up, out of steel tube, by Martin Breen and the booms and rigging cables are all ready. Ary Ceelen, one of our Dutch members and Editor of Planeur, writes that this machine was flying over the Dutch coastal sand dunes as early as 1923, not 1925, as stated in Flugsport.

## FOR SALE IN BRITAIN

DAGLING PRIMARY GLIDER The machine was expertly restored, except for its wing fabric by the adult instructors of an ATC unit some years ago. The ATC unit now has to move to smaller premises. Mr. Stretch would like if possible to retain ownership and would prefer to loan it to a society for exhibition, properly insured, but the machine must be found a new home.

Write to I. E. Stretch
48 Heyhouses Lane
St. Annes on Sea
Lancs.

The Dagling was the British-built version of the German Zogling and the first were built by the RFD Sailplane Co. in 1930. Others were built, as the Slingsby Type 3, between 1933 and 1939: other companies built it as well.

The Dagling is a twin frame SG 38, without a sprung landing skid. The twin frames are of V-plan form, the apex of the V originating from behind the pilot's seat. The ends of the V carry the tailplane. The whole structure is braced with cable and therefore it must be more rigid than that of an SG 38. Later Daglings were also supplied with a nacelle. It is incredible that any of these machines should still exist.

CUMULUS For sale - £600. £200 for the aircraft and £400 for the fibreglass trailer. They must be sold together. The machine has a current C. of A. and was built in Germany in 1949 in secret because, at that time, gliding was forbidden in Germany. The machine has a neat steel tube, pod and boom fuselage and Grunau 2B wings. The cockpit has a fine enclosed moulded perspex canopy. As the Cumulus' flying speeds are similar to those of a Grunau Bay, it should soar very well.

Contact: Earl Durrant,
South Wales Gliding Club
Usk, Monmouthshire

KRANICH 2 BGA 907 Swedish built 1944 with spoilers and no pitch elevator trim. The machine was at St. Athan RAF airfield until last November.

Offers to: Cpl T. Boyle
1 Mariners' Close
Milton, Weston-super-Mare
Tel: Weston 412481

RHÖNBUSSARD with trailer BGA 395, original C. of A. dated May 1939. This machine was originally owned by the Passold Brothers. During the 1950s it was the property of the Handley Page Gliding Club. Since that time the glider has been restored and now has an alternative closed canopy as well as the original. A Rhonbussard has superlative handling and climb performance: it is also a small, reasonably light vintage glider. The machine is thought to be in first class condition. The rest of Peter Young's syndicate want to fly modern machines though Peter himself would like to retain his share but obviously could not if the machine leaves Doncaster.

Offers to: Peter Young
26 Hampton Road
Town Moor, Doncaster

NEWS FROM AMERICA

The American Vintage Sailplane Association now has its own News Letter 'Bungee Cord' which they are sending to us. From Volume 1, Number 1 (March 1975) we have learnt that the Second US Vintage Regatta is to be held at Harris Hill, Elmira, New York during the week-end 16-18 May. Comments and contributions to 'Bungee Cord' should be sent to: The Editor, Bungee Cord, c/o National Soaring Museum, R.D.1 Harris Hill, Elmira, New York 14903.

Following a letter that we sent to the Association, Mr. Doug Damont, editor of SOARING, said that he would personally investigate the fate of the Horten 4 Flying wing sailplane, which is at the Planes of Fame Museum, Orangethorpe, California. He has also made enquiries for us at Northrops where 4 Horten sailplanes were belived to have been sent after 1945. A guarded reply from Northrops may well indicate that they still have the Horten 6 (78 ft. span, max L:D 1:42 calculated - built 1944) in store. We cannot thank Mr. Lamont enough for his help.

NEWS FROM GERMANY

Klaus Heyn, of the Goppingen Collection of vintage sailplanes says that he has now finished his Rhönadler rudder. This was completed with the help of a Japanese who was on a glider consturction and repair course at the Hornberg, and also with the help of some drawings from the Slingsby loft which were sent to him by Norman Ellison. The rudder has been finished in the style of a Rhonadler which took part in the 1935 Rhön Contest, complete with the black, white and red colours of Prussia (now the colours of Egypt). He has also finished a Grunau i's rudder. These two latest additions are to be suspended from a gigantic mobile together with well over 20 other rudders from historic sailplanes. This seems to be a most original idea and may be an excellent way of displaying the rudders.

FOR SALE IN GERMANY

H.17B with light open steel tube trailer and Olympia Meise, with damaged port wing and no canopy. Offers to Fritz Ulmer, 732 Goppingen, Waldeckstrasse 15, West Germany. Telephone (he speaks only German) 07161.73673. The H.17B is a very much improved version of the pre-war Hütter H.17A which is not entirely unknown in Britain. (One is at Aston Down). The H.17B has a longer fuselage and an enclosed canopy and was built during the 1950s. We do not know when the Meise was built, but probably 1943 or 1956.

KRANICH 2 with dive brakes and elevator pitch trim, and Condor 4, 2-seater built during the 1950s. The Kranich has a C. of A. valid in Germany until March 1976. Offers to Helmut Dette, Ferienzentrum Holm. Reinhold Gottsch KG, 2306 Schonberg, West Germany. Telephone: (for Germany) 010.49) 4344.94200. He speaks English.

CAN ANY OF OUR GERMAN MEMBERS HELP PLEASE?

We have been trying to trace the addresses of the two official German glider photographers from before the war. Dr. Slater has told us that one was called H. Eckert of Eisenach, Holzastrasse. This is now behind the Iron Curtain. However his daughter escaped with her father's negatives and her name and address in West Germany was Frau Hilde Seifert-Eckert, 20b St. Andreasberg, Harz (Tel: 1307). However a letter sent to that address was returned to Dr. Slater in August 1966 marked 'Unknown'. Can anyone help with her present address please?

NEWS FROM SWITZERLAND

Willi Schwarzenbach in a letter dated 20 March gives the following information about vintage gliders in Switzerland.

One Rhönbussard, HB-112 is stored at Schupfart airfield. It has no broken parts and it is to be restored to flying condition again. One Spalinger S.18, HB-130 (?) is stored on Zweisimmen airfield and should be completely overhauled before flying. One Minimoa is stored at Basel Airport (Mülhausen) in a hangar with four or five vintage aeroplances. The Minimoa should be in its trailer and in excellent condition: it is owned by Mr. von Arx.

NEW MEMBERS

Please add to the Club List:-

| | |
|---|---|
| Eon Baby | Jack Aked syndicate/Ursula Thompson, 161 Manor Road Wallasey, Merseyside, L44 ONE |
| Grunau 2B | Howard Hill-Lines, Lord Leycester Hotel, Jury Street Warwick, CV34 4EJ |
| Skylark 2 | Roger Allton, 22 Hollies Drive, Edwalton, Nottingham |
| Skylark 2 | Robert and Pat Baker, 7 Larch Close, Hall Farm Bingham, Nottingham |
| Olympia 463 | Len Redding, Bennett End, Radnage, High Wycombe |

Associates

Lt. Cdr. John Sproule, 342 Upper Shoreham Road Shoreham by Sea, Sussex

M. A. Mikulski, Esq., 34 Huron Road, London, S.W.17

Bernard Thomas, 27 Stumperlowe Mansions, Sheffield 10

Ralph Jones, Southern Sailplanes, Membury Airfield, Lambourn, Berks

John Saunders, 2 Agar Crescent, Illogan Highway Redruth, Cornwall TR15 3NG

Roger Hoefling, 44 Souldern Street, Watford, Herts WD1 8EU

0256

780274 — Fred Stickland, One Fox Lane, Newfound, Basingstoke, Hants

John Tournier, 'Avalon', 13 Greenlands, Flackwell Heath, High Wycombe, Bucks