The Vintage Glider Club of Great Britain

NEWS LETTER

MAY 1976

WELCOME TO THE NEW SEASON

EASTER RALLY AT THE YORKSHIRE GLIDING CLUB, Sutton Bank, 16 - 19 April 1976

VGC aircraft taking part were:-
(in no particular order)

1. Petrel - flown by the owner Mike Russell, BGA No. 651. Mike has installed a radio in the Petrel and his ground call sign is 'Antique Base" . . . . I love it.
2. Grunau/Eaon Baby (a mixture of the two) BGA No. 1409 flown by Peter Allen and Ian Wilson from Cranfield.
3. Kite 2, BGA No. 663 flown by the owner, Terry Wright from Sutton Bank. This is Frank Irving's much modified Kite 2.
4. Weihe, BGA No. 448 flown by myself and Lofty (whenever I let him) I'm such a hog.. tee hee....
5. Eon Baby BGA No. 629 flown by Mary Thompson, Tommy Gornall, Roy Greason and Peter Moran of the Blackpool and Fylde Gliding Club. The glider has the curved back of the first Eon Babies. All the later ones had straight backs. The glider is said to fly at 30 kts. IAS, which is slower than the later versions, possibly because it is slightly lighter.
6. 'Rhon Saw' BGA No. 337 flown by the owner Mr. R. Bussard .... I know I've got it right, the list of entrants is here before me...
7. MÜ13D BGA No. 1937, flown by the owner Martin Breen from Wycombe Air Park.
8. Eon Olympia BGA No. 1417 flown by Graham Adison of the Northumbria Gliding Club.
9. Grunau Baby 2B BGA No. 578 flown by the intrepid Rodi Morgan from Tangmere.
10. 1936-built Kite 1, BGA No. 285 flown by Tony Maufe.
11. 1952 Slingsby Sky, flown by David White and owned by C. G. Stones of the Doncaster Gliding Club.
12. In the Hangar were spotted two Slingsby Tutors, BGA Nos. 799 and 904, one of which flew on the Saturday, and a Motor Tutor G-AYAW which I saw fly on the Friday.

FRIDAY

Having failed to terrify Tony Maufe, who checked me in the T.21, I was able to launch and scrape about an hour in weak thermals during the afternoon. Sutton Bank is indeed a beautiful site. I must confess to having enjoyed discussing the various merits and technicalities of the new Weihe trailer and was about to start charging an entry fee when Rodi Morgan appeared with his 'soopermobilehomecum-trailertourer' for elegant gliding personnel. Rodi's Billie did us all great kindness by feeding us with coffee, cake and Easter eggs after the guided tour.

People are really getting organised now for these rallies with Mike Russell and family in their caravan and Martin Breen in his new Rallymobile - Martin has converted an oldish van into a camper and it is terrific!

Saturday .... was the day, with the wind initially from the South but gradually during the day, it worked its way around to the West. After a marginal condition start (during which I allowed Lofty to fly) all the gliders were allowed on to the hill and several of us ventured all the way along the ridge, bay by bay to the end, some 7km along. During the day, cloud base rose and towards the evening fantastic wave clouds filled the sky illuminated by the sinking sun. As I opened the Weihe cockpit upon landing, I gazed up to enjoy the view and had it thoroughly spoilt for me by the sight of Tony Maufe soaring in the wave at 2,700'.

Best height was achieved by David White in the Sky at 3,600' ASL with R. Bussard in the RhonSaw at 3,400' ASL. I find it unforgivable!

One of the highlights of the day was a 5 hour duration flight to complete a Silver C by Ian Wilson in the Cranfield Grunau Baby. He started at 11.55 a.m. when the cloud base was barely 3,000 ft. above site. Just after Ian took off, his partner said to me ... "If I can freeze to death for five hours, why souldn't he ...?" Congratulations, Ian.

On the ground, we met the Slingsby worker who had originally built the 1936 Kite and the 1938 Petrel. His father had done the leatherwork around the cockpit and behind the pilot's head too (no, it didn't hurt the pilot) on the 1936 Kite 1. Does anybody know his name please?

In the evening, the Yorkshire Club invited us to join them for a Buffet Supper. What a spread .... and what an evening.

Sunday

Sunday morning began a little later for most of us. The wind was easterly with little flying attempted. The previous day the wind strength had convinced Martin Breen and yours truly that a bungey launch was 'on'. After tugging our gliders to the other end of the field, however, the air was discovered to be 'dead' at ground level just behind the hill and to themoans of the onlookers, we aborted the idea. However, back to Sunday morning and Tony Maufe suggested some ground hops with the bungey to demonstrate just how well the aircraft would have been launched. The point was made with two low launches along the field and the whole thing was a very valuable lesson for the future.

Monday

Monday, I am reluctant to admit, produced good driving home weather which, after a pleasant chat with everybody to savour the vintage gliding scene a little more, we did. As we towed out, the Eon Baby was being rigged ... there's just no stopping some people.

Why Sutton Bank? ... two reasons ...

1. To include some of our North country members who may feel a bit left out of things, and
2. Selfish reasons - I wanted to fly there!

Our sincere thanks go to the Yorkshire Gliding Club whose members and staff lent over backwards to ensure that we all had a great time. My personal thanks go to 'Mr. Theakston' for producing such fine beer, and special thanks must indeed go to Tony Maufe, our member and instructor at the Club. He organised and looked after us very well ... and he's ever so polite on check flights ...

SPRING RALLY at Bristol Gliding Club, Nympsfield Saturday 29 May to Monday 31 May inclusive with arrivals on the Friday evening welcome.

To quote from their letter to me ... accommodation is a 'fairly grotty bunk-house, but it is clean'... they also offer caravan and tenting sites ... ambulances and other swish motor homes welcome. Local hostelries abound. For further details contact the Club Manager on 045.386.342.

We have been offered their Clubroom for an evening ... can we dig up more films - with suitable projector, etc.? I must say that I don't know where all these films come from but they are a success so please dig out your attics. As a touch of luxury, this time we have a map so that you can get lost without my help. (At the time of typing this: oh have we - perhaps they'll come in the post tomorrow FF).

Club tariff as at 24 December 1975.

Reciprocal membership: £1.50 per pilot per week, or part of week.
South Hangar slot: 50p per week
Workshop: £2.00 per week or part of week, plus 8%
Caravan Park. In their tariff they say £5.00 per week plus 8% but I have negotiated either free park or some nominal fee, not sure which yet and it may be a function of the number of caravans present.

Flying Charges

Launch tickets - winch 75p
2,000 ft. aerotow £3.00

Launch prices

	Credit Rate	Debit Rate	Standard Rate
Winch launch	0.70	0.90	0.75
2,000 ft. aerotow*	2.90	3.50	3.00

*Other heights proportionately: check with Angus for definition of 'credit' 'debit' and 'standard'.

Aerotow retrieving: £10 per hour
Tug joyriding £10 per hour
Tug passenger on tow: 50p per aerotow

Nympsfield is a very beautiful site and I think that we will have a great time. Let's see some of those wonderful aircraft that we rarely see at rallies, the Gull and the Rheinland and many others!

FOURTH INTERNATIONAL VINTAGE GLIDER RALLY

To the entry list published on page 14 of the April News Letter, please add the following:

OVERSEAS

Werner Roth	Switzerland (not W.Germany: my mistake FF)	Spalinger 19
Gerard Lauthier	France	Castel 25S (Rodi Morgan's Castel has already made advances)
Wolfgange Habedank	W. Germany	- ...

BRITISH

Lou Glover	Viking I
D. G. Jones	Rheinland
Martin Breen	MÜ 13D

This year it is Britain's turn to be the host country for the International Vintage Rally and it is to be held at Dunstable. Apart from luck with the weather, the Rally can only be as good as we wish to make it. The event will not succeed solely with the efforts of the few but will only work well with the enthusiasm and ideas of each and every one of us. These few paragraphs are information on the Rally to date.

Firstly, ideas are required for 'tasks'. It is intended to set 'distance' tasks but for those who do not wish to attempt cross countries, local soaring tasks will be set ... spot landing, height gain, spot the tyres in a field and so on. If we want to try any novel ideas, I suggest we try them at Nympsfield and Buckminster and see how well they work. Small daily prizes will be given and everyone will receive an attendance memento.

For those days when the weather beats us, trips are planned to Old Warden, the Shuttleworth Collection, to the Royal Air Force Museum at Hendon, etc. The local facilities include swimming, riding, bowling, cinemas and PUBS. Other places of interest include Whipsnade Zoo and Dolphinarium, Luton Hoo (Werner Collection), Woburn Abbey and Wild-life Kingdom, Hatfield House, Knebworth House and so on. It is hoped that wives and 'nippers' who generally have little interest in flying, will visit some of the above places of interest, so that they too will have a good week's holiday. Talking of 'nippers' - can anybody lend us a climbing frame for the fortnight?

Briefing

At the opening of the event, there will be a short ceremony of welcome and a general briefing with respect to the site and the air space situation. NO PILOT MUST BE LAUNCHED AT DUNSTABLE WITHOUT AN ADEQUATE BRIEFING.

IMPORTANT

With this News Letter more detailed information is being sent to entrants in this country and overseas. If you do not receive this or these extra pages, it means that the office has no record of your entry - or has slipped up, so write to Frances IMMEDIATELY.

Several people made preliminary enquiries which have not been followed up. If your booking is confirmed, there is a CONFIRMATION SLIP with this News Letter. If you do not receive a confirmation slip then no further Internationals information will be sent to you - apart from general information in the News Letter.

THE ENTRY LIST IS NOW COMPLETE but it may be possible to accept another one or two entrants if we can persuade the London Gliding Club that there are bound to be one or two cancellations but that 'reserves' need to be able to make their arrangements now and of course to fly whether there are cancellations later or not.

Several entrants have not send the necessary 50% minimum of the entry fee of £25: please send this by return if you want confirmation of the acceptance of your glider and party for a place in the INTERNATIONALS.

ANGUS

THE BRITISH GLIDING ASSOCIATION

Following the BGS's recent A.G.M. the Association has a new Chairman and a new Executive Committee. Roger Barrett of the London Gliding Club is the new Chairman and will be familiar to most of us as Manager of the 1974 and 1976 British World Championship Teams. He has previously had a spell as Flying Committee Chairman and more recently has been Chairman of the British Balloon and Airship Club.

In addition to our VGC member Roger Barrett as Chairman, the BGA Executive Committee also has Joan Cloke, Frank Irving and Tom Zealley from the Vintage Glider Club. We think this might be some sort of 'Club' record.

So that the BGA office can deal with badge claims promptly, please ensure that the correct fee is sent with each claim. For your information, these are -

A & B, C or Bronze C endorsements	£1.00 each
Silver, Gold or Diamond Legs	£1.50 each
A & B or C badges	35p each
Bronze C or Silver C badges	50p each
Gold Badge	£1.10
C of A issue or renewal	£8.64
Official Observer renewal	£1.50

PAYMENTS FROM OVERSEAS

Would our Overseas Members please note that it is probably better to send us their currency equivalent to the amount in sterling for renewal, airmail postage or technical articles. Recently the Bank took 55p (11 shillings) for cashing an American cheque. On small amounts the Bank deduction can be as much as one-fifth or one-quarter!

NEWS FROM GERMANY

A 5 hour flight was recently carried out by Rainer Willeke in the Minimoa at Münster. He was instrumental in rescueing this machine from Montargis in France about five years ago. A youth group at the gliding club of Greven nearby has rebuilt a French Grunau Baby 2B (a Nord 1300) which was also obtained from Montargis.

Werner Tschorn's Weihe 50 has also already flown many hours this year near Cologne, and has been to 2000 m. altitude.

Both the Münster Minimoa and the Cologne Weihe will be at the Inter-National Rally at Dunstable in August.

NEWS FROM THE U.S.A.

Marginal weather, last minute transportation problems and other contest schedule conflicts kept several pilots and ships away from last September's first regional VSA Meet at Frederick, Maryland. Only two oldtimers finally appeared, a Schweizer 1-19 and Jan Scott's well known Göppingen 1 "Wolf". Although the sky was covered with overcast which prevented much thermal development, the local club's high performance sailplanes did manage to stay up - just. However the oldtimers had to content themselves with an informal spot landing contest which Jan Scott won, by stopping the "Wolf" squarely on the spot - in spite of it having no spoilers or air brakes. The two old machines could not stay up and had to confine themselves to circuits near the everlasting Frederick County Airport.

The Horten 3 at the Smithsonian Institute. This has been stored for years in two crates located at the Silver Hill Smithsonian storage facility. During the last 1960s one of the crates was opened and photographs taken of the contents which appeared to be in good condition, though possibly it is not complete. The officials of the Smithsonian Air and Space Museum, Washington, are quite receptive to the idea of the machine being loaned to members of the VSA for restoration and then for it to be placed on permanent loan to the National Soaring Museum, Elmira (Harris Hill). It is hoped that the restoration of this aircraft to flying condition by VSA members could be based on such a schedule as to allow it to be completed at the same time as the Museum's new building, so that it could be a static exhibit when the new facility is opened.

The Third VSA National Regatta is planned for August 1976 at Elmira, Harris Hill. It had originally been scheduled for 22-23 May at the same location, but members suggested that the May date was inconvenient for holidays which it is easier to take later in the year.

An attempt was made recently by the VGC to purchase photographs of the Horten 3 and the Lippisch DM-1 delta from the Smithsonian Institute. Unfortunately although good photographs of the DM-1 were available, they would have cost 10 dollars each and something in the region of £5 per photograph was thought to be too expensive.

VSA members are restoring several old sailplanes. However, work has stopped on a Grunau Baby 2 owing to incomplete drawings. Some members are also considering the purchase of a Swedish-built Weihe in Oklahoma which is still in original condition.

NEWS FROM BRITAIN

Rhönbussard BGA 395

This machine was involved in an accident during the Easter holiday and it has been written off its insurance. The Rhönbussard is believed to have spun during a last turn in to land and that one wing and the fuselage are badly damaged. We are sorry to hear that its owner Roy Sonnex was hurt and had to go to hsopital. We hope that Roy is better now. Also we cannot believe that this Rhonbussard, which first arrived in this country during 1938 and was owned by the Passold Brothers, will not be rebuilt. It has a new trailer.

Rhönbussard BGA 2077, D-5700

Since last February and during the whole Easter holiday, Ted Hull has worked to make this machine airworthy. The Rhönbussard, which was possibly actually built in 1934, was modified during the 1950s in Germany with Goppingen System air-brakes and short span ailerons. Quite plainly it had never been flown with these

modifications as it was impossible to move the airbrakes from the cockpit and the ailerons had almost no movement, not to speak of differential movement. Ted, with some help from Peter King, has completed a new trailer for the machine: the eighth Ted has been involved in. He has also made the airbrakes work. During the last two week-ends with the help of BGA Inspector, Dick Green, he has achieved a break-through towards solving the ailerons' problem. An aileron push rod (from the fuselage torque tube) has been made of wood, which has given the ailerons the necessary differential movement. This will be substituted for two metal push rods made by Dick Green. The problems had originally seemed almost insurmountable. We hope that Ted will have enough energy for the final onslaught to bring the machine into the air for the International meeting. Of such stuff are heros made.

Swedish Weihe BGA 1093

Arthur Cleaver has written saying that his Weihe is BGA 1093 (ex SE-SHU) and not BGA 1025 (ex SE-SCM). SE-SHU's log book states that it was the first of the Series 2 Swedish Weihes and was built in 1950.

BGA 1025 (SE-SCM) was owned by a Mr. Gordon Whitehead of Aberdeen and was crashed and burnt at Turriff in 1966. It is hardly likely that SCM could have been built after SCN, which was built in 1943 and became the World Championship winner in 1948 and 1950. SCM was the Weihe flown by the Wedish pilot Tage Lof who came seventh in the 1950 World Championships.

Arthur's Weihe, I still believe, was the Weihe flown by Paul MacCready who came second in the 1950 World Championships and was the only Weihe to have been built of the proposed Series 2 production run in Sweden.

Arthur was hoping to have this Weihe at Nympsfield. However setbacks and wet weather have made completion of the trailer by the date less likely.

Swedish / German Weihe (BGA 999 and BGA 1230) (See previous article on glue)

We mentioned in our April News Letter that we had not been able to track down a fifth Weihe owned we believed by a Mr. Genney at Grimsby. We have just received a letter from our member Steve Hurt who flies at the Lincoln Gliding Club at Barndey. We quote some of his words as they describe the sort of grand experience that some of us have been lucky enough to have in the Vintage movement. "If anybody tells you that the age of fairy tales is past, the following story should go a long way towards proving them wrong. After our talk at Sutton Bank about the Weihe at Grimsby owned by Mr. Genney, I 'phoned him and asked whether I could come over and see the Weihe sometime. He said come anytime and I went across last Monday, 26 April. We went across to a wooden shed at the bottom of his garden which was surrounded by various bits of junk O old tyres, fence posts, bits of machinery, etc. and he opened the door. Inside was a Weihe - which looked as if it had just come out of Hans Jacobs' Works - it was immaculate."

Steve continues in his letter "Mr. Genney told me that he had bought the aircraft four years ago from Tarrant Rushton (Dorset GC) and flew it, by himself, on the old wartime bomber field at Waltham near Grimsby. There was only himself and his wife, so he made a cradle. Using this the two of them were able to rig the aircraft and launch it by auto tow. He fitted small castering wheels to the wing tips because there was no one to hold the wing. He flew the aircraft for about a year, until the C. of A. ran out and then because his children and business took up so much time, he put the Weihe into storage .... I stayed for about three hours and we talked about gliding. Apparently he had first flown gliders while with the RAF in Germany during the 1950s, but as he had not flown since, he virtually had to teach himself to fly again ... with the Weihe."

And more ... "I asked Mr. Genney whether he would sell the Weihe and he said that he was not very keen as he hoped to fly her again one day, but I left my address and 'phone number in case he ever should change his mind. I spent most of the next morning thinking about the Weihe and eventually, as I was obviously not going to get much work done that day, I rang Tim Genney again and asked whether he might consider selling the machine. To my amazement, he said yes, and on Wednesday, I went back to Grimsby, with another vintage enthusiast, to inspect the aircraft. The only damage we could find was a small hole under the canopy. The structure is as sound now as it was when the aircraft was built. We fetched the aircraft on Friday, and she should be flying again in time for the Flying Week which we are holding in May. I sold the Gull 4 within the Club as I could not afford to run two aircraft, and this means that we now have two Weihes, the Gull 4, two Eon Olympias, a Prefect, two T.31s, the Eon Baby (repiared and airworthy again) and a T.21."

KITE 1s

This is the Slingsby Type 6. The prototype first flew in 1935. 25 were built making this the first 'quantity' built Slingsby sailplane. We have been able to trace the following survivors of this type:-

BGA 285 (1936 built) owned by Tony and his father Michael Maufe. Michael Maufe is restoring another Kite 1 at home, which is being built from two Kites, BGA 310 and 327.

BGA 236 owned by Terry Perkins at the London GC. This is the 1935 prototype and Terry is currently restoring it.

BGA 394 is owned by Ted Hull, also at the London GC and it is frequently flown at our Rallies.

BGA 400 is believed to be airworthy and is flown by Derek Ashman of Blisworth. He flies it at Enstone. The machine was used in the 1940 RADAR trials and so it has the minimum of metal parts.

Another Kite 1 is believed to be still owned by Peter Cottrell and flies at Inkpen. Does anyone know the BGA number please? The owner can be contacted through Southern Soaring, Inkpen Airfield, Shalbourne, Wilts. Telephone - Oxonwood 239.

Thus, we know that there are at least six Kite 1s in Britain and that there is another in the USA, and probably two more in South Africa. This brings the total to nine aircraft still surviving.

From Rodi Morgan, Tangmere

Work is currently being done to make the French C.25s 2-seater airworthy. The Kite 2 is already repaired and flying. The Kite 2 and possibly Rodi Morgan's Grunau Baby 2B, BGA 578 - 1948 built in Britain, may be going to be for sale in the future.

The next job after the C.25S will be the rebuilding of the 1936 Rhönsperber BGA 260.

Bits and Pieces

We are very glad to hear that our member Nick Cranfield has once again bought a share in a SKY, which is owned by Peter Cyster.

Martin Breen, owner of the MU 13D BGA 1937 and the Slingsby SKY (World Championships winner 1952) BGA 1073, has been converting a Bedford/Vauxhall 2 litre van as a tow car. This is now done and good progress is being made in repairing the Sky.

Harry Chapple telephoned that the information in the last News Letter was incorrect about his Grunau Baby 2B. He actually owns two Grunau Baby 2Bs. These were built in Germany during the 1950s and had RAFGSA numbers 380 and 377. However he obtained the log books with them for three Grunau Babies. We apologise for the previous confused information.

Excellent Cross Country Flights by members of the VGC

On Saturday, 24 April there was a strong NE wind and excellent thermal conditions across the country. A Libelle pilot flying at great speed to the west in an attempt to b eak the National 300 km speed record, was shattered on landing at North Hill to find the Husbands Bosworth T.21 there before him. Husbands Bosworth to North Hill is a straight line distance of over 200 kms. and was probably nearer 250 kms by the route followed (which included Enstone and other airfields in the south of England). Only the cold in the open cockpit forced the pilots to terminate their flight early - still with hours of 'thermal' time before them. Truly this flight must have been in the finest tradition of the old days.

Another good flight on this day was done by Angus Munro in the Weihe BGA 448 from Dunstable to Yeovilton, 180 kms. This was a 50 km Silver C Distance attempt. However, as his barograph did not work, the Naval Gliding Club at Yeovilton started him again. This time the Weihe landed near Portland Bill, having been flown back within the 50 km Distance to get back to land. During the next Saturday, 1 May, Angus again attempted Silver C Distance in his Weihe, only to have to land just short.

FOR SALE AND WANTED

WANTED

A back-type parachute, a Pye Bantam radio (or similar) and a barograph
Please contact Tony Smallwood
Stone Close Cottage
Shipton on Cherwell
Kidlington, Oxford

FOR SALE

DFS KRANICH 2, Swedish built 1948 or perhaps 1943, Swedish Registration SE-STS? Could it be SE-STF: BGA 964?

Jettisonable undercarriage, fore-shortened fairing into fuselage from rear canopy. Otherwise it is a standard early Kranich 2 (or 1), fitted with wing upper surface spoilers. Condition fair to good but there is keel damage which is said to be easily repairable. History:- original British owner: Godfrey Harwood of Cisavia. Loaned to Farnborough GC, then to Rocket Propulsion Establishment GC, Westcott where it was used as the Club trainer under our member, Derek Godfrey as CFI. The keel was damaged during this time. The machine has for about the last 10 years been the property of the Midland Aviation Preservation Society. They are selling it 'as lying at Stoneleigh' and want a quick sale and the machine removed within the next week or so.

Anyone interested should telephone Roger Smith, Coventry 56151, extension 209 during the day: or write to John Berkeley, Midland Air Museum at 3 Belmont Drive, Park Road, Leamington Spa.

Chris Wills has this Kranich's instrument panels and some of its instruments, which he would pass on to a new owner for the same price that he purchased them from Cisavia. He says that this Kranich used to fly superbly and had its fuselage at least partly reskinned by the Farnborough GC after 1961.

FOR SALE IN GERMANY

MEISE 1957 built. Ivory and clear fabric with open tarpaulin covered trailer. Casein glued. Foam filled D-box for accuracy of wing profile. Price DM 6,500 but negotiable.

Contact Hans Gunter Heinen,
D-5130 Geilenkirchen
Julicherstrasse 7, BRD
West Germany

Contact Herr Heinen also for the following:

WEIHE 1953 built, casein glued, built-in-wheel. Refabric'ed and painted 1964. No instruments or trailer. Said to be very good condition Price about DM 4,600.

SLINGSBY SKY, 1952 built - Aerolite glue HB-561. Fitted with nose and navigation lights. Jettisonable undercarriage. Rumoured to have been the machine that Nietlispach flew in the Argentinian World Championships. With open trailer covered with dust cloth. Instruments and parachute.

*The following from Luftsportverein "Friesener Warte", Silberstrasse 16, 8606 Hirschald, West Germany: tel 0-95-43/542.

FW Weihe 50, built after 1952, Kaurite glue, built-in landing wheel. No skid, blown canopy, new C of A. Cheap.

Weihe 19 m Wing span and lengthened fuselage, built in landing wheel. This is a much modified wartime-built Weihe, which once held the World Height Record. Karl Bauer reached 9,665m gain of height in a thunderstorm over the Teck on the 20 June 1959.

Tel: 0-71-95/6 23 92 after 8 p.m.

*FF: I think ring the first number for the first machine, the second for the second machine. Chris continues 'these two advertisements seen in the April 1976 Deutscher Aerokurier.'

FOR SALE IN SWITZERLAND

AC-4 (Oldtimer), built in 1930. Price to be agreed. Contact Segelfluggruppe Freiburg Zumwald J, Route de la Veveyse 24, 1700 Freiburg
Tel: 037/24 2533.

FOR SALE IN CANADA

MÜ 13D CF-ZPQ. Winner of most of the prizes at the first two American Vintage Rallies. With covered trailer and instruments. The machine is in magnificent condition having had its wooden wings and tailplane tailplane rebuilt in 1961. Price 3,950 dollars. Anyone interested should write to Pete Masak, 911 Brimorton Drive, Scarborough, Ontario, Canada MIG 2T8. Tel: Toronto (416) 439-7919. The MÜ 13D did a 250 km triangle last year.

FOR SALE IN THE USA

LK-10 Magnificent. Emerald green. Address: Stan Schuyler, R.D. Box 223A School Road, Whitehouse Station, NJ 08889, USA. Tel: At work (201) 582-5429.

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BRITISH TRAILER TOWING LAWS

The laws as described in our last News Letter were telephoned to us by a Police Expert and were confirmed by various garages. Ted Hull has now sent us a leaflet from the Department of the Environment which set out the loegal limits. It now seems that 'the maximum loaded weight not exceeding 75% of the unladen weight of the towcar' is a Police and car manufacturers' recommendation and is NOT the law.

The LAW, as set out in the Leaflet, says that 'the relevant weight of the trailer must not, if fitted with brakes, exceed the curbside weight of the towing vehicle, or, if unbraked, exceed 60% of that weight'. This is if the trailer is to be allowed to travel at speeds up to 50 mph.

ARTICLE 'MORE ON THE OLYMPIA'

In the article it was stated that the total of 963 Olympias built far exceeded the production total of any other type produced until then. This may be true for high performance sailplanes, but it is certain that many more Grunau Babies and SG 38 primary gliders had been built than this.

Stan Armstrong has sent information on the first EON OLYMPIAS AND THEIR OWNERS. 001 was constructed by Chiltern and Elliotts for Dudley Hiscox and was clear varnished and transparent-doped. Probably 002 was ordered in 1946 by the late Gerry Smith and his partners at the Derby & Lancs G.C. Gerry Smith took part in the first International Contest at the Wasserkuppe in 1937 and flew a King Kite.

003 was bought by Eddie Swale and his partners at the Derby & Lancs GC. Eddie was an ex-RFC pilot who won the DFC in the first World War. Eddie is living quietly in retirement in Chesterfield. 004 was bought by Stan Armstrong's own syndicate. 005 was bought by Terence Horseley (Derby & Lancs GC) who was at that time Editor of the Sunday Empire News and a rising star in the Kemsley newspaper empire. The Kemsley Flying Trust bought 005 for him.

These Olympias were the first aircraft which the Derby & Lancs GC had painted in opaque colours: Gerry's red, Eddie's pale blue, Stan Armstrong's light and dark blue, Terence's cream or white. Stan says "We were immensely proud of them and I well remember the first flights in a very strong wind indeed at Camphill on Good Friday 1947. The wind was so strong that the port aileron of Gerry's aircraft was smashed by a gust when taking the aircraft out to the launch point. Nevertheless we all flew in turn and were completely enchanted with the handling characteristics and performance of these splendid gliders".

002 was named 'Kinder Scout' and the last I heard of it was some years ago when it was still flying and had I believe been sold to someone in Ireland. An Olympia with blue wings and green fuselage is flying with the Kerry GC in South Ireland. The owners believe it to be the first Eon Olympia. Could this be 002?

003 was named 'Blue John' and is still flying and in fact visited Camphill last summer. 004 was damaged by Stan in a 'controlled crash' on the slopes of Skidaw Mountain in the Lake District. It was painstakingly rebuilt by a syndicate at the Halifax GC and subsequently went to the Doncaster GC where I flew it a few years ago. To the best of my knowledge, it is still in good flying trim. 005 was unfortunately completely destroyed in a fatal winching accident in which Terence Horseley lost his life.

It is heartening to hear that so many of these gliders are still flying and still beloved by their owners. My partners and I flew ours for 13 years during which it did 1000s of miles cross country flying including several Gold C distances and numerous climbs above 10,000 ft. in Cu nim clouds, without causing us a moment's anxiety. Truly they were one of the safest and most reliable gliders ever built.

C.W.

FROM THE OFFICE

Thanks to Ted Hull, Pat Baker and others for vast and generous quantities of Green Shield and Co stamps. Ted Hull also sent some pretty pink and blue ones which remain unidentified and which he must have made himself. (There's gratitude for you). Our thanks to Mike Russell too for an impressive quantity of 'magazine' size envelopes which eh thought we'd find useful. We shall indeed. We're not too proud to beg anything!

And thanks to Norman Ellison. It's about time someone put this into print. I get lots of letters passing through the 'office' en route to Chris Wills and quite a number of them include a phrase like 'and Norman Ellison wrote me ... sent me ... but for Norman's help ...'

There's a separate sheet available giving the PROGRAMME OF EVENTS for 1976 which I propose sending to all new members who of course will have missed the February issue. If anyone else would like a copy, send a stamped addressed envelope marked 'Events' to Frances. Might be an idea to hang a copy on the kitchen calendar to 'acclimatise' the family to the dates you'll be away.

BUCKMINSTER SAFARI, 3 July to 4th or 5th, and Pat Baker invites you to write to her if you need accommodation as she has contacts with local hostelries. Her address is 7 Larch Close, Hall Farm, Bingham, Notts and her telephone number is presumably Bingham, 37004. She also says the Club are holding their Annual Barbecue on the Saturday evening so I am sure would welcome some idea of numbers likely to be present.

Apart from a WELCOME TO NEW MEMBERS which I will put on a separate sheet that covers all the odd slips of paper I have accumulated since the last News Letter: that is apart from any that a visiting cat may have distributed to the floor, which is my 'done' area.

FRANCES

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