The Vintage Glider Club of Great Britain

NEWSLETTER
May 1977

NEWS FROM BRITAIN

Easter meeting at the Blackpool & Fyld club, 8 - 11 April 1977

This meeting has left us recollections of four days of excellent hill soaring and thermal weather, great hospitality in a part of unspoilt England, and the superiority of the Tutor (and its pilots) over all the other gliders present.

This is a superb hill soaring site with at least three soaring slopes, two of which can be reached from the available winch launches. The briefing on what to do was scintillating:"If you do not reach the slope from the winch launch by 700 ft, turn back to the site.If you get to the slope by 700 ft, only go on along the slope, away from the site, if you are in lift. Do not stay on the slope if you can only maintain 900 ft".

All this had its breath taking moments in the Kranich, but one wonders what it must have been like in the Tutor... However, this craft always got back and on the first day, it even cleared 5000 ft, which was by far the best height achieved by a vintage glider during the meeting.

Three of our gliders, from the south of England, were entered in the Rally: Fred Porton's Grunau Baby BGA 1409 (recently bought from Peter Allen - Cranfield), Mike Hodgson's Tutor BGA 442, and Len Redding's and C. Wills' Kranich BGA 1092. Fred Porton, who towed his glider from the Woodspring Gliding Club, Somerset, had the longest drive to the Rally. Chris Wills would like to thank Len Redding here for kindly towing the Kranich with his car from Oxfordshire, a distance of over 200 miles. Tom Gornall was disappointed with the turn out from the North, but it is likely that the bad weather forecast for the weekend discouraged people from coming. We found that the club was still using two vintage gliders, an Olympia and a T.21B without realizing at first that they were vintage.

Those of us present would like to thank everyone for giving us such a good time. We hope that those who flew in the Kranich enjoyed it. Jack Aked, the club's President, was able to have a fine flight in it. We were entertained by other prewar pilots and in particular by Keith Emsly and R. Gosling. The latter had taken part in gliding meetings in England in the early 1930s. Through his photographs, we were able to relive the Lyons Tea Meetings and get to know Carli Magersuppe on Sutton Bank. We should also recall that Mr R.L. Gosling became a famous aeromodeller.

Altogether, it was a most successful event. Many thanks and congratulations are due to our new Rally Secretary, Margaret Dickens, and to all those who made our Rally a success.

Jan Scott, President of the Vintage Soaring Association of America

On Sunday 1st May, some of our members were able to meet Jan Scott, his wife and their son, Arthur. Their visit was only too short as they were moving on to Europe. However, it was possible to bring them to Wycombe Air Park and to show them a Kranich, a Rhonbussard, an MU 13D-3 as well as the vintage aeroplanes at Wycombe Air Park. Jan is the owner of a Goeppingen 1 "Wolf" at Lovettsville, Virginia. It is one of only two in the world. His was built in the United States just after the war, but the original was designed by Wolf Hirth in 1935.

It was wonderful meeting them. We hope to see them again in the future. Jan being an airline pilot, he can come to Britain quite easily. The main problem for him is to get holiday time and the opportunity of attending one of our rallies. They will perhaps come again in the Autumn.

A British gliding song

The following song, "A GLIDER PILOT BOLD WAS HE", was first heard during the 1949 National Gliding Contests at Camphill. Although it seems to have been forgotten today, it was often sung in the 1950s at Lasham and other clubs. Maybe it is time to revive it. Here are the words - for those who might wish to learn it again and recapture the old days!

A glider pilot bold was he,
A maiden unsuspecting she,
He came one day to her home
Demanding tea and telephone.

The trees were very, very tall,
The field so very, very small,
Steep turns at five and twenty feet,
Her dainty heart missed a beat.

And when he stood so safe and sound,
Her dainty heart gave a bound,
To see him stand so debonair,
The answer to a maiden's prayer.

They dallied there for many an hour,
Amid the birds and bees and flowers,
And when at last the trailer came,
Alas, she'd lost her maiden name.

Now, after many moons there came,
A letter headed by the name,
Of Swindle,Swindle Son and Sin,
Solicitors of Lincoln's Inn.

Dear Sir, Our client wishes us,
Although she says she wants no fuss,
Five Hundred Smacker, none the less,
To keep this matter from the Press.

The moral is very plain to see:
The ordinary flying fee,
Is less expensive than you thought
Than many other kinds of sport.

Now that song's innocent enough...

Glider news

Fred Rawlings tells us that parts of the Gull 3 BGA 643 are under cover at St. James's Farm, Clifton, Deddington, Oxon (Tel 08693-302). Owing to work and other pressures, Fred hasn't been able to work on the Gull 3 during the past year. However, the wing that was damaged by damp in an area ahead of the aileron spar is jigged up awaiting repair. Fred was intending to work on it this spring and hoping that the repairs would be completed soon so that the craft could fly at our Rallies.

The glue failure wasn't by any means total in the area, but it was necessary to take out a fair amount of plywood to enable a proper inspection of the damage.

BGA 643 is the only Gull 3 and had its first flights in 1940. For a short period after 1945, it was owned by the famous racing driver, Prince Bira of Siam, who usually flew it with his West Highland Terrier "Titch". The dog was always unhappy to be left behind and was once taken to over 12,000 ft. The Gull 3 proved itself to be an excellent machine, but its construction was too expensive to allow it to be built

after the war. A second prototype Gull 3 is at present being built by our member Mike Garnett at Nymphsfield.

Robert M. Hildebrand, of 6124 Terryhill Drive, La Jolla,California 92037 USA,is planning to build another Gull 3 and is joining the VGC. We can therefore hope to see three airworthy Gull 3s in the world in the not too distant future. Norman Ellison, who sent us the above news, also reports that a Falcon 1, that had been converted into a flying boat glider during the war, has been rediscovered at the Steamboat Museum at Bowness on Lake Windermere.

Sir Len Redshaw has written to Slingbys for the drawings of the Falcon 1 wings, tailplane and lift struts so that the machine can be restored for display at the Museum. Slingbys managed to find all the required drawings except those of the tailplane. Norman Ellison reckons that casein glued flying boats could not have lasted very well.

It seems, however, that the drawings that have been discovered would go a long way to enable an enthusiast to build a 1926 Lippisch Rhön Rossiten Gesellschaft Falke, or Slingsby Type 1, Falcon 1 of 1931 again. According to many elder pilots, the Slingsby Type 1, Falcon 1, of which nine were built, helped more than any other machine to put British gliding on its feet in the early 1930s.

The Northern Aviation Preservation Society have a Kirby Cadet Mk 1, RA 854, writes Robert Crosling. This aircraft is largely complete and almost fully restored to exhibition condition. Some parts are still needed, such as the tow hook and the windscreen. But the Association ion have some duplicate parts, should anyone need any. They also have an Addyman Primary, BAPC 14. This is a Dagling type glider built in Harrowgate around 1930. The fuselage has recently been restored for exhibition and it is planned to work on the wings in due course. In addition to the Cadet spares mentioned above, the Association also have a Cadet cockpit section, the remains of a second Addyman Primary, and a few lesser bits.

Corrections to the last Newsletter: There is only one Elfe 1 left in Germany. The other one, built by Mr Widmer, is still in South America. In regard to our story on the Rheinland, it must be pointed out that the FVA 9 "Blue Mouse 2" was not destroyed on landing. It was an excellent glider in almost every way except that it lacked speed for cross country flying, which was then what all glider pilots wanted to try. Because of this, the FVA decided to design and build a new and faster glider, the FVA 10, which became the FVA 10B "Rheinland".

About Dacron and other man-made fabrics: We like to return to this subject in the hope of achieving again the beloved prewar transparent surfaces of gliders. Martin Simons, in Australia, points out that the makers of these fabrics say they are not entirely ultra violet ray proof. However, they should last much longer that conventional linen fabrics and medapolin. To achieve an ultra violet proof fabric, Martin says that one should use an American "razor back"covering material which is a light weight glass cloth doped with butyrate. But Martin has doubts on whether this might not bee too transparent for decency!

News of four Kranich 2s, namely, BGA 1258 (german built 2B, 1943) BGA 1147 (same)BGA 964 (Swedish, 1943) and BGA 907, 2A (Swedish, 1943). Not so long ago, these four machines were all being neglected and in bad condition. We are now pleased to report thst the fortunes of all four of them have changed startlingly for the better!

BGA 1258 is in a dry workshop at Hurstbourne Tarrant. Bill Pattison (address:The Retreat, Hurstbourne Tarrant, Hants), his wife Hellen and two helpers have been working on it consistantly. Its fuselage is now in far better shape than when it was at RAF Colerne.

BGA 1147 is part of the Duxford Collection and has been receiving priority treatment. It is being restored before the other six gliders that need restoring with the contribution of many helpers and is expected to be airworthy this Summer.

BGA 964 has spent the winter in the care of Eric Rolph, London Rd. Moreton in the Marsh. Its condition is not bad. Paul Williams has started working on it and hopes to have it airworthy before the end of this year. The machine was previously owned by the Civil Servants Gliding

Club and flew at Farnborough, Lasham and the Aquila Gliding Club at Wescott, where it was club trainer. After its replacement by a T.21, it was stored by the Midland Aviation Preservation Society until its purchase by Paul Williams this year.

BGA 907 has recently been bought from Tommy Boyle at RAF Locking by David Braham, who is storing it at Duxford with the eight other gliders of the collection. In his capable hands, it will be made airworthy again, painted in Swedish Air Force cculurs, some time during 1979. This glider had for many years been the property of a Mr Keuhling, an elderly German glider pilot living in South Wales. Mr Keuhling had no method of getting airborne in it and therefore gave it to a Warrant Officer at RAF St Athans (who still has the rear canopy as a souvenir). Tommy Boyle acquired the machine from St Athans in 1975. It has probably not flown for at least ten years.

A fifth Kranich 2A, owned by C. Wills, has been spending the winter sheltered at Nettlebed, Oxon. This is BGA 1092. It was built in Sweden in 1943. Since its arrival in Britain in 1963, it has always had a C of A

The Duxford Collection. It now basically consists of eight gliders although parts of others keep arriving. The Collection now has 2 Grunau Baby 2Bs (one of which has been bought, damaged, from Stan Johnstone at Wallingford), 2 Kranichs, 1 Willow Wren, 1 Dagling, 1 Petrel and many parts which will become an Olympia. These vintage gliders are all to be made airworthy except the Petrel, which is already airworthy.Members have worked enthusiastically throughout the winter, sometimes in freezing temperatures. The German Kranich 2B built by Schleichers in 1943 is being restored first, but there have been delays because its metal fittings had to be repaired and inspected. Some bulkhead damage in the fuselage also had to be repaired. All concerned hope that the aircraft will fly before the end of the 1977 flying season. During the delay, members have been working hard to rebuild a Tiger Moth which is to be the collection's tow plane.

The Manual Condor. We are pleased to report that this (new) glider, built in the style of a side by side two seater version of the Poppenhausen of 1926, has been flying during the past few months at the London Gliding Club at Dunstable, having been successfully brought through its test flying at Cranfield. Congratulations to Bill Manuel, who designed and built his first gliders, the Wren series, in 1931. His two young assistants, who helped him build the Condor, are now learning to fly in it.

The Gull 1 BGA 378 was brought under cover at Christmas in a closed building on Eric Rolfe's land. Although its trailer didn't leak, the exceptionally wet weather experienced at the end of last year caused condensation that dripped into the aileron gaps. As a result, there was some glue deterioration to one wing's rear spar. We believe that this damage has by now been repaired. A remedy for this kind of damage, which is well known to our Dunstable members, is to stretch polythene between the ailerons of both wings in the trailer and to let the sheet droop down over both wings' upper surfaces to allow moisture to run well clear of the aileron gaps.

The only other glider that to our knowledge was hurt by one of our wettest winters ever was the JS Weihe BGA 448 whose rudder was damaged while the plane was in the metal Weihe trailer, outside at Dunstable.It has since been reglued with the ever available help of Geoff Butt.

Despite last winter's bad weather, there have been no serious casualties that we know of. This is certainly an improvement on some of the previous winters where some VGC members have faced serious troubles. We ought not to relax, however, because it appears that the bad and wet weather is not over yet.

Our membership to the British Aircraft Preservation Council. This is an organization to which all aircraft preservation societies and aircraft museums in this country belong. The Vintage Gliding Club has been a member, but recently withdrew as we were not certain of the benefits derived from continued membership. Typewritten sheets with information on powered aircraft, invitations to attend meetings and demands for a £5 annual subscription keep being sent to us.We've also been getting letter urging us to rejoin and giving us all sorts of reasons for doing so. Under the circumstances, we would be happy to know

the views of our members on this issue. Should we be a member of the British Aircraft Preservation Council, and if so, would readers state the reasons. We must bear in mind that the VGC will have to pay the subscription and that we would almost certainly need a volunteer to handle their correspondence, to pass on their information to the Newsletter and perhaps to attend some of their meetings.

Many of the aircraft museums and preservation societies in this country do have Vintage gliders in their collections but are not usually prepared to part with them. A recent exception concerned the Kranich 2A BGA 960 of the Midland Aviation Society which was released for sale to one of our members last year.

We understand that the Midland Aviation Society are restoring a 1944 German built Grunau Baby 2B to original form and colour and that their Nyborg Special may be going out of storage soon. We've also heard that the Deutsches Museum in Munich has put its Horten 4A wings on a list of items for exchange. The Museum would dearly like to exchange them for an original wartime Flettner twin-rotor helicopter. Such a machine is in the hands of the Midland Aviation Preservation Society, which, however, is not interested in a pair of wooden Horten 4A qings.

The fate of old gliders (continued from the last Newsletter)

We recalled in our last issue that a great many gliders were destroyed in Germany just after the war through acts of vandalism by refugees or by the allied forces who were instructed to destroy all aircraft and military installations. Fortunately, a few gliders were spared and our member Stanley Sproule, who was then serving in the Royal Navy, was instrumental in saving four machines: An MU 13A, a DFS Meise, a Kranich 2A (with spoilers) and a Kranich 2B. With these four gliders athwart the bows of a tug boat, he steamed down the river Elbe while the German skipper smoked a pipe at the helm..

The Meise and the MU 13 were flown with great success by the Goodhart brothers in the first postwar British National Gliding Contests and Meetings. The Kranichs and Grunau Babies which were also acquired by the Navy at the time were used on RN gliding courses. Unfortunately, the Meise and the MU 13 were placed in the hands of unsuitable and inexperienced pilots at a time, during the late fifties, when Stanley Sproule was serving in the Mediterranean. In 1957 or thereabouts, the MU 13A was "undershot" into a hedge and badly broken.On returning to land, Stanley Sproule tried to obtain the bits but was told that they were too small to be put together again.

The Meise was destroyed in 1958 in contact with the ground by a pilot doing aerobatics. The Kranich 2B, which had dive brakes, was transported to Australia by Tony Goodhart, who hoped to break records with it there, in about 1956. Getting the glider to Australia was a laborious undertaking. The machine was destroyed before Tony Goodhart's very eyes by Lt Cdr 'Pop' Kent who spun it as Tony was driving inside the RN station where the unfortunate accident happened.

The Kranich 2A was left outside, exposed to the elements, at Boscombe Down Airfield during 1957 and its glue failed. Stanley Sproule considers himself to be partly responsible for the destruction of these fine aircraft as he had exposed them so that they could be used by other RN pilotes. But he is surely being unfair to himself. Before he was sent out to sea, the aircraft were successfully and safely flown by Fleet Air Arm power pilots who had received some prior training in Grunau Babies.

There is obviously a lesson, in the fate of these gliders, to be kept by the VGC. We have indeed been responsible for "exposing" many historic gliders. We must be very careful that this practise does not eventually end in the destruction of these aircraft.

Stanley Sproule wonders whether any of our readers know anything about the fate of the four following gliders:

-The first Manuel Wren or Crested Wren of which we have not heard since it was bought by Eustace Thomas as a running mate to his Condor 2. The Crested Wren, says Stanley, was the first of the Wrens and the best of them all. Manuel listened to too many experts and his subsequent Wrens were not as good in many respects, he adds.

-The Desoutter Grunau Baby 1. "This beautifully made machine was the best Grunau Baby ever, says Stanley Sproule.It was built by Louis Desoutter in the summer of 1934 and, after his death, his widow gave it

to the London Gliding Club. It was made like a piece of fine furniture, all its controls were on ball bearings and it flew like a dream.It would be nice to know what happened to it.. I'm afraid that most of these machines were collared by the A.T.C. (Air Training Corps) during the war and smashed by incompetent inscructors and pupils". (This Grunau Baby 1 was the only one ever built in Britain -CW).

-The Stedman 2 Seater from Sutton Bank. Built by our member Harold Holdsworth, it had the ponderous name "City of Leeds". This very successful design by Rex Stedman flew for years at Sutton Bank and must have done hundreds of hours.

-The Golden Wren built by Louis Slater of the Derby Club and his partner,Gerry Smith. This machine, writes Stanley Sproule, was flown in a very enterprising manner and did many fine flights all over the UK.

Stanley Sproule also asked for the address of Carli Magersuppe, who came to England at the time of Kronfeld's demonstration flights in 1930. As there had been almost no gliding in Britain since the 1922 Itford Hill Contest which the French won, Magersuppe and Kronfeld can be regarded as the true initiators of British gliding. At that time, Magersuppe became the first Chief Instructor of the Yorkshire Gliding Club at Sutton Bank. Stanley Sproule writes: "Magersuppe introduced modern German gliding to the UK by fixing Fred Slingsby up with the drawings for the Falke (The Slingsby Type 1 Falcon 1).Thus good German gliders started to be built in the UK. I never met Magersuppe but I heard a lot about him from Fred Slingsby and it would be nice to make contact after all these years. As the father, so to speak, of the modern gliding business in the UK, the Vintage Gliders should ask him to revisit England sometime -perhaps to Sutton Bank where he soared the Professor, the one that fell into the sea off Scarborough (NOT Skeegness). Maybe one of your German contacts could furnish his address as Peter Riedel does not have it".

Karl Aha has kindly sent us Carli Magersuppe's address. His name is now changed to Karl Marsen. The address is:Schöne Aussicht, 19A Nidenstein b. Emstal, West Germany. Chris Wills had the pleasure of meeting Karl Marsen at the Wasserkuppe in 1955. He was carrying out death defying low altitude inverted aerobatics in an SP 1 designed by Heinz Peter. He wished to be remembered to all his old English friends

Stanley Sproule has given us details on that famous fall in the sea off Scarborough. He recalled that Magersuppe and Kronfeld were to make demonstration flights by being rolled off the cliff in the "Wien" and the "Professor" respectively. This was in 1930. There was very little wind and Kronfeld asked him whether he would like to go first. After contemplating his rotating cup type air speed indicator for a few moments, agersuppe agreed. Kronfeld did not hold on to his wing tip long enough, with the result that the wing went down and was damaged before the Professor went over the edge. The machine then made a fairly direct descent into the sea and was towed to shore by a life-boat.This incident and the salt water badly damaged the aircraft whose remains were then bought by Addyman. It seems, however, that these remains eventually went to Slingsby and that there were bad feelings between Addyman and Slingsby for ever afterwards. It would seem that these remains were advertised for disposal, together with some Addyman gliders, in a sailplane and glider magazine in the 1960s. Stanley Sproule says that these remains could only have consisted of a few rusty fittings.

He adds a correction concerning the details given in the Newsletter about his duration record in the Falcon 3 two seater..."We took off at 4.09 am on 9th July 1938 and landed at 2.22 am on the 10th, staying airborne for 22 hours 13 minutes and not 9 hours 20 minutes as printed. The latter figure - actually 9 hours 48 minutes- had been achieved by Murray with Fox in a similar Falcon 3 while at the Wasserkuppe competitions in 1937. Our flight broke a German 2-seater record of 21 hours 2 minutes achieved by Mayer and Schneider only ten days before our own effort. In what machine, I do not know (in a Kranich at the Hornberg - CW).At about this time, the national British single seat duration record stood at 13 hours 7 minutes.It had been obtained by J.C. Nielen at Sutton Bank, I think, in a Kirby Kite 1. But this was broken by A.O. Pick, also at Sutton Bank, on 30th July 1938, with a flight of 13 hours 27 minutes in, I think, a Kite 1. It could be said that at this time, when soaring was new and largely magic to the general public, duration flights were meaningful to the simple lay mind and I suppose served some purpose in convincing people that gliding was not simply

toboganning downhill".

"All you needed was a determination to stayairborne for as long as the wind blew, despite some discomfort and boredom. Hardly and entreprise requiringmuch application of the intellect, but nevertheless, it was all good fun. Certainly, Murray and I only embarked on our 22 hour flight as a bit of a lark. We made no special preparations, and it was all fixed up very hurriedly at the last minute - I think at the instigation of the ever enterprising Ashwell Cook, to give some needed starting publicity to the National Championships which were starting that weekend at the LGC, Dunstable. There is no doubt that we achieved this, as, due to a lack of alternative news on that particular weekend, we scooped the pool!"

Procedure for covering Gliders and Light Aircraft with "Aerolene"Fabric
The following details are supplied by Southdown Aero Services Ltd, Lasham Airfield, Alton, Hants.

1. Until recently, aircraft fabrics were virtually the same type of material as used by the early flying pioneers. Now, with the introduction of "Aerolene" fabrics, Southdown Aero Services Ltd. have made available a material which is superior to all cotton and linen fabrics, having a lighter weight, greater strength and the probability of lifetime durability. Other advantages are that as the material is heat shrunk after covering, there is a considerable saving of man hours and doping materials.

2. The materials come in two grades. "Aerolene" Super fabric is supplied in a width of approximately 105 cm. It weighs 126 gms per sq. metre and is used for covering all unsupported surfaces."Aerolene" Ultralite fabric is supplied in a width of 115 cm. Its weight is 49 gms per sq. metre and is used for covering all supported surfaces suchas plywood covered fuselages and wing leading edges.It can also be used in the covering of unsupported surfaces of gliders with a fairly low wing loading of approximately 4lb per sq ft.

3. It is recommended that before commencing covering,a test frame is made and covered with "Aerolene" in order to gain experience with the new material.

4. Before recovering an old aircraft, examine all metal fittings, attachment bolts, electrical wiring etc. Any item showing signs of wear or deterioration and considered to be incapable of lasting at least ten years should be changed.

5. It is best to cover all plywood surfaces first and for this operation "Aerolene"Ultralite fabric is recommended. The surface to be covered must be smooth, clean and free from contamination such as oil etc. Four coats of clear dope are applied to the plywood surface. When dry, attach the fabric by using "Aerolene" cement in an inch wide strip around the edges. When completely dry, shrink the fabric with a household steaming steam iron, or an ordinary iron in direct contact with the surface and the temperature set on "WOOL" setting, i.e. 240F. The iron should be moved across the surface at a speed of approximately six inches per second,in a side to side movement, then covering the same area with a top to bottom movement to ensure uniformly shrinking all areas. It may be necessary to repeat this operation two or three times, depending on conditions. When the required tautness is achieved, brush on two coats of clear dope, thinned with a 30 per cent addition of thinners. This will penetrate the fabric and form a perfect bond with the plywood surface. All joints in the fabric should have approximately a one inch overlap.

6. The next operation will be the covering of all unsupported surfaces. Before covering a wing, the ribs, trailing edges and a 1 1/2 inch wide strip along the leading edge ply covering should be given about four coats of "Aerolene" cement. When completely dry, the fabric should be attached to the 1 1/2 inch wide strip after a further coat of "Aerolene" cement has been applied. Allow it to dry completely. The ribs and trailing edges are given a coat of cement and the fabric is laid over the wing. Do not worry about minor fabric wrinkles as these will disappear upon application of heat. After a further coat, where the fabric is in contact with the structure, pac down with cotton rags soaked in cellulose thinners to ensure a good bond. It must be emphasized that the cement is perfectly dry before proceeding to the next stage in order that the fabric does not pull away from the structure when the heat shrinking process is carried out. With the cement perfectly dry, carry out the ironing process as described in paragraph 5.

Several passes may be required before achieving the required tension, but do not over tension. When the correct tautness is attained, apply two coats of clear dope, thinned by 30 per cent of thinners, followed by a further two or three coats of dope at normal viscosity. After stopping up seam joints and rubbing down, the surface is ready for the paint scheme which would be normally employed.
7. When covering steel tube structures, the tubes must be given several coats of "Aerolene" tube cement, and the first panel of"Aerolene" fabric must be wrapped around the tubes and securely bonded throughout its length. The application of the second panel should overlap the first by at least twice the diameter of the tube. Reinforcing tapes over the joints may be of cotton, linen or "Aerolene", although it must be emphasized that cotton or linen tapes will not have the same life expectancy as "Aerolene" fabric.

"Aerolene" Super Fabric. £1.21 per metre. "Aerolene" Ultralite. 57p per metre. "Aerolene" reinforcing tape 25 mm. 7p per metre. 50mm. 10p per metre. "Aerolene" Fabric Adhesive 2 1/2 litre £3.80. Adhesive thinners 1 litre £1.25. Williams Titebond for tubes 1/2 litre 97p. Add 8 per cent VAT to all items.

FOR SALE

A Slingsby Cadet with Instructions. No certificate or papers. £200 or near offer. Apply to G. Adams, 41 Farlough Rd, Dungannon, County Tyrone, Northern Ireland BT7 14DU. (There is another for sale item on p.12)

BUILDING DRAWINGS REQUIRED

Especially, designs of wing profile of 1937 Jackobs Rhoenadler for Klaus Heyn, Klingenstr.23 7352 Eislingen-Fils.W. Germany.

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FOREIGN NEWS

GERMANY

Notam No 5 from Paul Serries contained the following details on the fifth International Vintage Rally which is to take place from 9th to 17th July at Muenster's Telgte Airfield.
Mr Hans Jacobs will be Guest of Honour and present on 9th and 10th July.

Entry list:	Switzerland	Werner von Arx - Minimoa HB282 1936
		Georg Fliss - Spyr 5A HB509
		Dr Jost Frei - Weihe 50 HB530
		Peter Egger -Spalinger S18 HB530 1942
		Willi Schwarzenbach-Spalinger S18-2 1943
		Guido Singenberger - Moswey 3 HB774 1944
	France	Francois Nuville - SG 38 F WRRK
	Great Britain	John Coxon -Minimoa BGA 1897 1937
		Toby Fisher -Olympia Meise BGA 2080 1962
		Ted Hull - Kite 1 BGA 394
		David Jones - Rheinland BGA 1711 1939
		Peter Moran - Eon Baby BGA 629 1948
		Rodi Morgan- Slingsby Kite 2 BGA 521
		1947 or Rhonsperber BGA 260 1936
		Francis Russel-JS Weihe BGA 448 1943
		Chris Wills DFS Kranich BGA 1092 1943
	Holland	J.M. Goosens - Slingsby Prefect PH193 1951
		L. Siemens- Slingsby T21B PH200 1951
		J. Vermeer-Slingsby Prefect PH192 1951
	Germany	Gunther Frei-Olympia Meise D7504 1960
		Eric Gross-Grunau Baby 2B D5149 1953
		Rainer Karch-MU17 D1717 1961
		Max Mueller-Minimoa D1163 1938
		Horst-Dieter Rey - Grunau Baby 2B 1941

Hans Sander -Standard Libelle 1968
Hermann Scheueer - Grunau Baby 2B 1943
Waldemar Schmidt -Olympia Meise 1956
Werner Tschorn -Weihe 50 1958
Ernst Walter-MU 13D Merlin 1939
Adolf Zoeller -L10 Libelle 1953

Also present will be Karl Aha, Peter Banting, Otto Bellinger, Ary Ceelen, Karl Heinz Kellermann, the Lederer Family, Chris Ruff and team, Sheffield, Heiko Schneider, Franz Schubert and Hermann Steinle.

THE ENTRY LIST WILL REMAIN OPEN UNTIL THE START OF THE RALLY ON 10th JULY

Other German news: Klaus Heyn has completed his replica of the Ferdinand Schulz FS 3 Besenstiel (Broomstick) which Schulz flew for the world duration record of 8 hours 42 minutes on 18th May 1924 over the Rossitten sand dunes. Klaus has built the aircraft as near to the original as possible and has delivered it to the Deutsches Museum in Munich, which also has Klaus's replica of Pelzner's Hanggleiter on exhibition. The wings were completed in the workshop of Klaus's telephone engineering students. The next project might be the completion of the Grunau 9 Schaedelspalter. However, Klaus feels he's had enough of the workshop for the present.

BELGIUM

We noted from the March-April 1977 issue of "Planeur" that the following old gliders are registered in the Belgian air register dated 28.3.77: Caudron C800/252 (1 machine) Caudron 801(1)Goevier (2) Grunau Baby (5) Hutter H17B (1) Karpf Baby(1) Nord 1300(1) Olympia Meise(2) Eon Olympia(2) Slingsby Prefect (2) Spalinger 15 (3) Weihe(1). Notable absentees are the Spalinger S18, Rhönbussard and MU 13D which we thought were airworthy in Belgium. We certainly didn't know that there were Spalinger S15s in that country.

USA

Since our last American report, two more Vintage rallies have been held there. The first took place at Jan Scott's Gliderport, Lovettsville, Virginia, on 2nd October last year. It rained during the meeting which saw the presence of 4 gliders and 20 VSA members. Good relations were established between the VSA and the Soaring Society of America, whose President elect, Bill Cleary, was present. Discussions also took place on the VSA's support to the National Soaring Museum. Despite the weather, some flying was acheived during the three days of the gathering and a beautiful 1943 Swedish built Weihe, complete with original canopy, stole the show. Other aircraft present were Jan Scott's Goeppingen 1 "Wolf", a TG.2 and a Skylark.

The second Vintage rally was held on April 23-24th of this year at Julian, Pennsylvania. This is the famous ridge running site where slopes have enabled fifteen of the eighteen 1000km distance flights performed in the US to be carried out. It was hoped to send Jan Scott down the ridge in his "Wolf" to drop in on Werner von Braun at Huntsville to discuss the old days at Rossitten. Unfortunately, it was learnt that the famous rocket pioneer was very ill.

Jan Scott reports that even that meet had rain, the only rain that had fallen for a whole month. It appears that every Vintage rally in the US with the exception of the first one has been almost rained off. Despite this unhappy state of affairs, rallies over there seem to be making steady progress. Distances travelled by the participants are, naturally, far greater than those we in England are used to. There are a great many Vintage gliders in the US and most of them seem to be on the East Coast. Thanks to the efforts of Geoff Steele, full sets of construction plans for the Goeppingen 1 "Wolf" and the Hutter H 17A are now available from the Vintage Soaring Association. The plans, blue or black line on paper, are priced at 40 dollars per set, prepaid. Copies on vellum or clear mylar sheet, which won't shrink with age, are available at higher cost. Orders to be sent to the Editor, "Bungee Cord" , 6053 25th Road, North, Arlington, VA 22207, USA. Deliveries take six weeks. The Smithsonian Institute has photographed all the drawings and enlarged prints can be obtained from its microfilms. Plans for the Grunau Baby

are available as from this month and also priced 40 dollars.

The MU 13D which had caused a sensation at earlier American Vintage Glider rallies because of its super floating performance has been sold by its restorer and pilot, Pete Massak, to Dr. Don MacClement, of Kolowna,British Columbia.

Dean Macmillan, whom many of our readers knew from previous American news reports, was killed on 16th February when his Taylorcraft Vintage aeroplane hit a powerline. We are deeply saddened by the loss of a member of long standing, a fine man whose many letters we shall always keep in our files. Dean's passion for gliding began in 1939 when, as a boy, he saw the test flying of the Super Albatross, a machine designed by the man he most admired, William Hawley Bowlus. His great ambition was to own a "Super", but he was never able to realise it.In his last letter, he hinted that his new garage might just be large enough to take the wings of a Senior Albatross.We believe that he had planned to obtain the wreck of a large Bowlus Albatross found in a garage next to a school in the area. Dean's sheer joy of living and his keenness to try anything new really typified the best in the American spirit. We can hardly believe that we shan't be receiving any more of his long letters, often written on scraps of paper, recounting the marvellous beauty of flying high above the desert .Last year, he sold his Baby Bowlus and the famous Zanonia in order to help pay for a new house. But he retained his Taylorcraft and with it flew far and wide, and into the depths of the Grand Canyon. Sometimes he flew alone, other times with his boys. Working at nights at the reception of the giant MGM Hotel in Las Vegas, he used to fly by day in his beloved Baby Bowlus and reached the greatest height ever acheived by a VGC member: 19,000 ft in the desert thermals!

We should like to extend our heartfelt sympathy to his wife and children.

SOUTH AFRICA

Our hope that some once famous gliders long thought to have disappeared might in fact still be flying in some remote part of the world has led us to pursue our enquiries in South Africa. The letterwhich we sent to the Gliding Section of the South African Aero Club brought quick response and very kind cooperation from Anna Kienhoeffer, the Gliding Section's Secretary, who quickly circularised our request to the old South African pilots. The reports that came back to us were very interesting indeed.

We knew that the following gliders were flying before the war in South Africa: A Rhoenadler designed by Hans Jacobs, a Minimoa, a Kite 1, a Goeppingen 1 "Wolf" and a Hjordis, a machine which many people consider as the first high performance sailplane designed in Britain (in 1935). After the war, we heard of the existence of a Spalinger S18, an Air 100, a Kranich 2, and of course the Moswey 4 referred to in our last Newsletter.

Here are the answers sent to us:

Mr. Boet Domisse writes, the following: "The Hjordis was flown a great deal from Quaggapoort (Pretoria) up to 1939. It was light with a d deeply curved aerofoil section and climbed well, but had slow and poor performance on the glide. Due to the very light construction, with very thin stringers, it was very difficult to repair. The original construction with casein glue was deteriorating rapidly and the machine was becoming unsafe. It was used from 1940 by the gliding wing of the South African Airforce, but no longer flown after 1942.At the end of 1946, the machine was falling apart. Some bits were salvaged, the rest abandoned. The same was true of the Rhoenadler and Kite 1. After damage during use by the Gliding Wing of the SAAF, the machines were not repaired again and deteriorated. Same was true of the Minimoa but this was repaired by Performance Sailplanes and should still be flying in Cape Town*. Sparky Davidson should know about the S.18. Many other prewar types were sold to Rhodesia where some are still in the hangar at Salisbury.."

*We have information that this Minimoa was destroyed and its pilot killed in an in-flight accident behind Table Mountain. CW.

Mr. Sparky Davidson writes: "Your query about the Hjordis. The last I saw of that ship, it was stuck up in the rafters of the Rand flying club's hangar at Rand airport in a bad state of repair. Some 25 years ago, the S.18 you ask about used to belong to me and was sold to the Cape club.I think they still have it. The Rhoenadler was given to me to

try to repair, but it was in such a bad shape, glue failure all round, that we finally burned it...."

Mr. Tim Biggs had also seen the Hjordis in the Rand Gliding Club rafters many years ago, but recent enquiries had not yielded any information. Airport hangars at that club were replaced by larger ones in the middle sixties. The S.18 was last seen in 1966 in Kimberley, flown by Capetonians. The Goeppingen 1 "Wolf" was rebuilt by Tim Biggs in the early fifties with a few modifications. Aspirant glider pilots were sent solo in it after training in powered two-seater aircraft.

The Kirby Kite was restored by Mr. John McKershaw, who competed with it in the last Transvaal regionals in the "limited class" against such ships as the Ka 6 and the Ka 7.

Enquiries with the Bloemfontein Gliding Club, Kenilworth, PO Box 2553, South Africa, have revealed an exciting item of news: "A privately owned Grunau Wolf, registration letters ZS-GAD, is presently being restored in Bloemfontein to its original condition. Prior to this restoration project, which started six months ago, it was flown fairly regularly by its owners as well as by selected club members. Its presence in one's log book is considered quite an honour and achievement! The owners are Messrs Dirk Hattingh, Walter Walle and Jan Coetzee. They can be contacted through the Bloemfontein Gliding Club"

This Go 1 "Wolf" is the one which broke the South African height record by getting to overt 18,100 ft in cloud during the SA National [illegible]ntests at Kroonstad, Orange Free State, in 1948. This is the second "Wolf" that we have located. The other is owned by Jan Scott, President of the Vintage Soaring Association of America.

The owners of the South African "Wolf" will be approached by the VGC in the hope that they might join us.

Further efforts are being made to contact someone at the Rand powered aeroplane club about the Hjordis. The gliding club no longer exists there. We hope that some power pilot will kindly look around the hangar for us. Enquiries are also being made in Cape Town about the Goevier and the S.18. As regards the Kranich 2, this machine once broke the unofficial world out-and-return record in South West Africa. Unfortunately, the passenger had forgotten to start the barograph. On the same day, a Grunau Baby had flown 220 miles! Yvonne Leeman and Cliff Hide had a dramatic parachute exit out of the Kranich some 15 years ago after one wing had broken off decause of glue failure. This happened during an air show at Baragwanath. The passengers were very excited -they thought that it was a routine part of the entertainment...

Anna Kienhoeffer is herself part owner of a Kranich 3 and asks whether it could be considered as a vintage glider. She also mentions the existence, in her country, of a Skylark 3 with Skylark 4 wings aptly known as the Skylark Threequarter, and of a Skylark 1 (a very rare craft since only two were built) which was overhauled by a member of her club and sold in 1973.

Many thanks Anna. You've certainly tried hard for us!

SWITZERLAND

We learnt at the beginning of March of the sudden death, of cancer, of Alois Derendinger. He had been in hospital for only a short time and it is doubtful that he, or anyone else, was aware of his illness until two weeks before he died. Alois was one of the too few prewar pilots still flying gliders. He had obtained his Silver C with the International ISTMUS number 1108 on 19th June 1938.

Many of our members wil remember him flying his little yellow Moswey 3, HB-373, at our 2nd International Meeting at the Wasserkuppe in 1974, and at our 3rd International Meeting at Gruyere, Switzerland, in 1975. We shall all miss his warm character and his enthusiasm for our vintage gliders.

KENYA

The Hutter H 17A in that country has been made airworthy again towards the end of last year. Two British pilots, Norman Smith, former CFI of the Thames Valley and Airways Gliding Club at Wycombe Air Park, and "Boffin" Plunkett, have both flown the machine and speak very highly of its handling qualities. Norman commented that its aileron response was exceptionally 'crisp' for a machine of 1935 vintage. The Kenyan H.17A was built in Holland during the fifties. As far as can be judged from photographs, it was built to the original drawings except for its

rudder, which has been slightly streamlined. Its present owner, Jim Molineux is building a trailer for it in the hope of bringing it to a vintage rally such as Competition Enterprise and flying it in the glorious summer heat with its open cockpit..This should certainly stir our Britih H.17 owners into getting airborne!

AUSTRALIA

Roy Ash, of 1 Bowden Street, North Parramatta, New South Wales 2151, Australia, writes that he has been collecting drawings of old sailplanes and that he would be happy to receive some more. He wishes to contact anyone with old drawings they no longer need. He presently has the sets for the Grunau Baby, the H.17, the Gull 1 and the Zegling. (Klaus Heyns reports that in the latter case,the drawings were found to be those of a Schlucher Anfaenger). This is certainly a unique collection. We're sure that some of our members may be interested in finding out whether such old drawings still exist here in the UK. In our view, there must be at least one set of Hutter H.17A drawings in Britain but we've been unable to find any trace of them. We are sure that Klaus Heyn, of 7352 Eislingen-Fils, Klingenstrasse 23, West Germany, would be interested in obtaining H.17A fuselage drawings. He already has wings and tailplane, but only a much later steel tube fuselag which hewishesto replace with an original.

NEW ZEALAND

Harry Smith has finished rebuilding his Weihe's trailer so that the glider, which he plans to restore, will have a dry home. This is the Weihe that was flown by P.A. Wills after 1945 under the G-ALKG registration in England. With it, he took most of the British and New Zealand records. Dick Georgeson also broke records with it in New Zealand. Harry now requires drawings and Baltic pine. C. Wills is ready to send him copies in his posession if he is given the list of the drawings required. Regarding the Baltic Pine, that can be obtained from all importers or manufacturers of German or Polish gliders.

STOP PRESS

The Weihe and T.21B that were damaged by fire at the Lincoln Gliding Club, Bardney, are now being repaired and there is hope to have them flying before the end of the year. We shall thus once again have five original Weihes flying in Britain.

For Sale (seen in the May issue of Aerokurier) A Weihe 50 built in 1953 whose Cof is valied until 1980. Full instrumentation. Swiss canopy. Trailer. Price 6000DM. Offers to Mr. Urs Berger, Chemin de Tavernay 2, 1218 Geneva, Switzerland. Tel: 98 24 19 after 7pm.

Editors

We apologize to readers whoseeyes were smarting after reading the faint type of our March issue.The typewriter used wasn't suitable for stencils, but we've tried to improve the situation this time.

SORRY, CHUMS

Up to this point Pierre has produced the stencils. Due to the fact that we did not manage to get together before the typing began, there are a number of items to be added which appear in the pages to come. Hopefully you will have enjoyed the news so far and it will be a case of third time lucky with the next issue in perfect order.

MÜNSTER RALLY

We would like to get the Club Marquee to Münster to be the 'British' head-quarters. Frances can take quite a lot of the equipment, but needs help with the poles. Will anyone who can help please ensure that someone going to the AQUILLA RALLY is asked to collect some of the poles at the end of that Rally - and bring them in their trailers to Münster.

The Marquee would be news centre, left luggage, refreshments, information and meeting point.

FOR SALE

GRUNAU BABY with air brakes and main wheel, fuselage sprayed white with red and blue flash, red wings, extremely comfortable cockpit with basic instruments. C. of A. for one year £900 D. J. Murray
8 Elm Street
Peterborough

KITE MARK 1 Built 1939, dark blue and white, instruments, dolly wheels and ground 'dolly trolley' with sound, dry, towable trailer, aerotow line and parachute Price for the lot £1,200 or offer to:
Derek Ashman
3 Church Lane
Blisworth, Northants

SHORT NIMBUS 1947 said to be in good condition but without C. of A. at present at RAF St. Mawgan, Cornwall Further information from:
A. E. Woodford
The Old Manse
Liskeard Road
Callington, Cornwall

FOR SALE ABROAD

BELGIUM 1947 Fokker Olympia Meise with instruments but without trailer
DM 2500

Tailless AU 36C with instruments, no trailer
DM 2000

Tailless AU 36C without instruments or trailer
DM 700

Offers to Albatross Zweefvliegklub
Luchtvaarstr. 100, B-3500 Hasselt, Belgium
Tel: 00-32-1625-68-35

AUSTRIA 1944 Olympia Meise. Perfect condition. True Oldtimer. Basically overhauled in 1971. Offers to
J. Weinmann, Weidach 6
4072 Alkoven, Austria

GERMANY 1953 Condor 4 General overhaul. Good condition, instruments and German C. of A. Trailer. Enquiries after 1730 hours
Tel: 0741/4 14 78

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VINTAGE GLIDER CALENDAR Apply to Paul Williams 39 Woodhouse Street
Warwick CV34 6HL
50p including postage

EMBROIDERED CLOTH BADGES

It would be possible to have cloth badges made with the Club Emblem, for blazers and overalls. The sale price would have to be about £1.25 each for the small quantity we would need to order. Before I go further with this, would members please let me know if they would be interested.
(Frances - Otford 3277)

CLUB LISTS

A full list of the VINTAGE GLIDERS owned by members is available, 20p for postage please. Also a list of TECHNICAL ARTICLES s.a.e. please to Frances Furlong, 60 Well Roado Otford, Kent

Apologies to members who have asked for Technical Articles. These are now steaming out of the pipe line and will be sent out shortly.

NEW MEMBERS

Our membership has now reached the incredible (when we began four years ago with 23 members) total of 319. We welcome the following new members and their aircraft to the club:

Göppingen 1 (Collection)	Jan Scott Scott Airpark Lovettsville VA. 22080 United States	Weihe BGA 1230	Roger Turner 14 West Close Keyworth Nottingham
MÜ 13D Rhönbussard Spalinger 18 Weihe AIC 100	For Club: Francois Ragot Tivoli No. 24 13100 Aix en Provence France	Tutor T.21	C. G. Taylor 8 Castlegate Thirsk North Yorkshire YO7 1HL
Goevier (being rebuilt)	Anne Kienhöfer 105 Bellefield Avenue Mondeor 2091 South Africa	Gull 4	L. V. Cooper 10 Springfield Road Ruskinston, Lincs
Tutor BGA 1698	Frederick Smith 'Glenvale' 20 Horndean Hants PO8 9TN and Ian Smith as above	Rhön Baby replica	Peter Riedel 220 Campbell N.W. Ardmore Oklahoma 73401 United States
Grunau Baby II BGA 1432	Don Chapman 1 Rowley Avenue Stafford ST17 9AA	Condor IV	T. Andrew Lee 36 Orchard Road Seer Green Beaconsfield, Bucks

Associates

Clifford Whybra 6574 Whitman Avenue Niagara Falls Ontario, Canada	Alister Raby 14 Church Road Bengeo Hertford, Herts	Ronald Lake 71 Redgrave Gardens Bramingham Wood Luton, Beds
P. H. Butler 9 Weaver House Ribble Road Liverpool L25 5PS	John Mead Glyn-Doni Broadway Cowbridge S.Glamorgan	Gerard Schryen Rooseveltstraat 2 Brunssum 5240 Netherlands