the Vintage Glider Club of Great Britain

NEWSLETTER
June 1978 no. 29

We're back! In case you were wondering what was happening to the Newsletter, we should like to assure everyone that we are still in circulation. Our apologies for the delay of this Issue, which should have appeared in April-May since we try to come out at least four times a year. It was just a matter of heavy commitments and other circumstances which prevented those in charge of the Newsletter from getting it out earlier. We hope that all our members have had a good start to their gliding season and that the various restoration projects undertaken on Vintage Gliders are making fast progress.

BRITAIN

So far this year, the Vintage Glider Club has held three rallies, two of which were unfortunately marred by bad weather.

With high winds forecast , the Easter Rally attracted only a few members to Nympsfield, and only Chris Wills and his Kranich flew. Two other gliders, a Tutor, and Mike Garnett's Scud 3 (BGA 283) were brought to the event. Chris Wills was surprised to find that there was no lift despite the wind being on the slope. He was told by club members that thermals were breaking up the hill lift.

On the second evening of this three-day event, participants were invited to an informal slide show with pictures of Vintage Gliders, past rallies and some of our members. The VGC wishes to thank the Bristol Gliding Club for having received the Rally and Fred and Angela Eorton for having organised it. Those who came to Nympsfield had the opportunity of congratulating Fred and Angela on their marriage which had been celebrated one week previously.

The May-Day weekend was marked with a rally at Dunstable. This was a great social success, with a good crowd attending the "Great Waldo Pepper" and the breezy barbeque. Poor visibility hampered flying except on Sunday afternoon, when two MU 13s (BGA No. not known and BGA 1937 belonging respectively to Geoff Moore and partner and Martin Breen), a Weihe (BGA 448 belonging to Francis Russell and partners) and a Scud 3 (BGA 283, Mike Garnett) were to be seen in the air. Ted Hull's Moswey 4A was being fitted with its new trailer in the workshop, whilst in the hangar the Scud 2 (BGA 231) was being weighed for its C. of A. As we are sure that the machine is flying again by now, we can say that it is the oldest airworthy glider in the world.It was built in 1932. To our knowledge, the only other glider of that age that is likely to fly is the 1931 Willow Wren of the Russavia Collection. Other gliders to fly were a Kite 2 (BGA 521, Rodi Morgan) and a Tutor (BGA 442, P. Banting and partners). The incredibly daring Tutor actually landed out, within sight of the airfield, thus living up to its reputation of going further than any other Vintage glider!

A prize for the longest flight during the weekend was easily won, in 3 hours and 47 minutes, by Francis Russell with his 1943 JS Weihe. A film show took place on one evening. All thanks are due to the London Gliding Club for offering a venue to the Rally and to Geoff Moore for having organised it.

The Parham weekend was highly successful, although limited to six visiting gliders by the host club. Those present at this Rally held on 27-29th May were Rodi Morgan (Kite 2), Chris Wills (Kranich), Francis Russell and partners (Weihe), Mike and Martin Garnett (Scud 3), Keith Robinson (Prefect, BGA 625) and Robin Traves (Olympia Meise). During the weekend, Rodi Morgan was kind enough to allow interested parties to visit Tangmere to see his collection of Vintage gliders.

On Sunday, a young lady, Louise Coates , flew the Weihe for her Silver C 5 hour duration. On the next day, this machine was taken on a cross country by Francis Russell in an attempt to fly home to Dunstable - around London's controlled air display. It finally had to be landed at Lewknor, 15 miles from home. We think that Francis flew some 105 km. His flight had to go through Petersfield and Odiham. The last leg was made against a stiff wind from the starboard quarter. Another flight was made into wind by Robin Traves in his Meise, but it ended in a field after a five-hour struggle.

Participants were given a very friendly reception by the Southdown Club who laid on a grand buffet supper on Saterday evening. We were glad to have with us Werner Tschorn and his wife from Cologne. He owns the Weihe 50 that has flown in nearly all our international rallies. A 73 year old lady presently learning to glide was presented to those who were at Parham that weekend as the daughter of José Weiss, a pre-first world war gliding pioneer of Alsation origin who settled in Britain. Mrs Josée Moseley Williams invited some participants to her home on the last evening and showed them books and photographs of her father. José Weiss was a painter who turned to aeronautics. He at first constructed pilotless and automatically steered gliders. His machines were later piloted but his experiments were interrupted by the authorities during the first world war. José Weiss was aggrieved by the use of aviation for military purposes. He died in 1919. Gordon England flew one of his machines in 1909 in what was the first recorded soaring flight over Amberley Mount, not far from the present Southdown gliding site.

Forthcoming Rallies

The next Rally planned in the UK will be at Duxford on August 26-28. It is being arranged through the Cambridge University Gliding Club and the Imperial War Museum. The IWM's collection at Duxford will be open to the public. A booking form for this event is printed at the end of the Newsletter. The following meeting will be held at Shobden and is tentatively planned for mid-September. All details can be obtained from our Secretaries, Fred and Angela Porton, 9 Woodstock Gardens, Hayes, Middx.

Glider News

With the restoration of Arthur Cleaver's JS Weihe (BGA 1093), Britain is probably the only country in the world with five sailplanes of this type still flying today. Arthur's machine had its wing ribs reglued and its wings covered in fabric. The aircraft is now resplendent in its former colour scheme of cream with red tips. It is not impossible that a number of JS Weihes are still flying in Spain today because some were flying there about four years ago. But this is unlikely, because of the heat and dryness of Spanish weather which tend to make wooden sailplanes lose their paint and dry out. We may know next month, at the International Rally at Brienne le Chateau, whether there are still some VMA 200 Milans in airworthy condition in France. This machine is nothing else but a French-built JS Weihe of which 29 came out of the assembly line in 1949. Since the 1947 Nord 2000 Olympia Meise is still allowed to fly in France, there is a likelihood that some Milans might still survive there.

A Swedish-built JS Weihe in original form is still flying in the USA.

Regarding the information supplied in our last Issue on Britain's five JS Weihes, we have been corrected over the original fuselage of BGA 1230, a cross between the German and Swedish Weihes. The original fuselage was that of BGA 999 and not of BGA 1021. The latter is in fact the 1943 Swedish Weihe flying from Bardney whose BGA no. we were unable to give.

From the study of its documents, we've learnt that the Condor 4 based at Cosford and owned by an RAF Syndicate is a combination of the 2nd and 4th prototypes. It has the shallower in depth fuselage reminiscent of the prewar Condors, and differs from the later Condor 4s which bear a ressemblance to the Ka 2. The machine is very well built. Werner Tschorn says that the Condor 4, when first built, was twice as expensive as an Mu 13E 2-seater and that the two types compared rather like a Volkswagen Beetle and a Porsche. By that token, the performance of the Condor should be as good as that of the Ka 6..

Ron Davidson's Slingsby Petrel BGA 418 is being recovered with transparent fabric that will give it an original, prewar look. Ron, who is the Coventry Gliding Club Secretary, hasn't been able to spend all the time that he would like on his machine and fears that, for this reason, he will not make it for Brienne le Chateau.

At the Parham weekend, Chris Wills met a gentleman who had been a member of the Royal Aircraft Establishment in Farnborough in 1954. He produced photographs of a fine German-built Kranich 2B then used by the Club and fitted with instruments for thunderstorm flying by Bill Bedford, a Hawker test pilot. This gentleman thinks that the machine was eventually passed on to the Navy, in which case the number of Kranichs of German origin to have flown with the RN would have to be raised to three.

This friend also related that there had been a crate marked DFS in the hangar at Farnborough which contained a sailplane suffering from glue failure. This machine, whose type he did not know, was never removed from the crate. What has happened to it? Does anybody know? The DFS marking on the crate leads one to think that it contained the Reiher that came to England. According to various rumours, other German sailplanes found their way to Farnborough, including a Hanover AKH

Drawings

Thanks to Martin Simons, who has been in Britain on a visit from Australia since the end of last year, a lot of progress has been made in compiling drawings of Vintage gliders. Martin has obtained drawings from Slingsby and deposited them with Mike Russell at Duxford. He's also had sets of Rhoenbussard and Rhoenadler drawings copied on to 35mm microfilm. One of these sets was sent to Bungee Cord, the Newsletter of the Vintage Soaring Association of America. We hope that they, with the help of the Smithsonian Institute, will soon be able to supply sets of Rhoenbussard and 1936 Rhoenadler drawings to anyone requiring them. The Americans at first said that they needed 105mm archival microfilms, but this proved very expensive. We are presently waiting to know whether they can get satisfactory results with "blow backs" from 35 mm microfilms which can easily be stored and reproduced from available systems. If their answer is positive, they will be supplied with more 35mm microfilms. Full size Rhoenadler drawings have now been sent to Klaus Heyn who is thinking again about building a 1935 Rhoenadler.

Mike Russell is at present looking after drawings of Slingsby prewar sailplanes - which include some of the Falcons and Hjordis - and has also obtained some BAC drawings from Bill Kranfield, Robert Kranfield's son. These may include some of the Austria 3, a 2-seater which had two sets of wings of different span.

Gold C height with an MU 13

Congratulations to Martin Breen for having achieved Gold C heights over Scotland in his Mü 13D-3 (BGA 1937) last Easter. Here is his story:

"Since 1975, the Mü 13 and I haven't missed an opportunity to visit wave sites. However, the only success so far had been a climb to 8000 ft at Shobdon in 1975 and a struggle to 6000 ft at Aboyne in the autumn of 1977 and I began to wonder if I was doing something wrong.

"It was therefore with renewed determination that I set forth this March on the long trek north again to Aboyne. The trip from Booker is a weary 540 miles which was completed after a pre-dawn start and arrival at 5.30 pm. In view of the fact that I was too tired to fly, it didn't surprise me to be told that everyone was at 9000 ft. I retired to our rented cottage for an early night, planning to take the wave by surprise at first light next day.

"This ploy very nearly succeeded but the wave laughed at my two miserly 2000 ft tows and dumped me back onto the ground after one valiant struggle and one abject failure. The day finished with one diamond, six golds and a very depressed Mü 13 pilot.

"The next three days the wind blew so hard I was sure Scotland would be blown away. But by Thursday it had settled down to a fifteen knot westerly with signs of wave activity. All the early launches contacted wave and soon confident shouts of "four up at 16.000" could be heard over the radio.

"However, a launch to 4000 produced no joy for this pilot so I looked around for something to change my luck. It was 5 pm when with the sacrificial virgin tied to the stake and prepared for imminent despatch, I noticed the air had stabilized. So once again I took to the air determined to do battle with the wave.

"Loch Kinard is a beautiful sight from the air but not when you are six knots down at 2800 ft and heading for another failure if not a swim. So I turned and fled for home and flew slap into two knots up. Ten minutes later, it increased to six and it didn't seem long before I was looking down on Royal Deeside from nearly 14.000 ft with a view so breathtaking that it defies description. I know that it will be hard to understand, but with four knots still showing on the vario, my feet could stand the cold no longer so I sought out some down, opened the brakes and whistled down to a landing and the completion of my Gold C entirely in a Vintage glider.

"When thinking about the two Gold C flights later on that evening, the thing that surprised me most was how easy they both were. In fact, I can't for the life of me understand why it hasn't been done before.

"So come on, Vintage glider pilots, give it a try!"

AMERICAN NEWS

Sensational discovery at the Smithsonian Institute

On February 22nd, a cold , clear winter's day, Jan Scott, President of the Vintage Soaring Association of America, and Geoff Steele, Editor of "Bungee Cord", the Association's excellent Newsletter, investigated the Horten Aircraft held by the Smithsonian Institute at its Silver Hill Farm, Maryland, storage facilities. The Institute had made it known that it was in possession of two Hortens - the Horten 9 (Go 229) jet fighter and a Horten 3 - and a box marked Horten Primary.

Jan and Geoff were no little surprised to discover, in a cold and dark shed, the dust covered parts of not two Hortens, but four. But there was no sign of the Horten Primary box. In the limited time available to them, our two friends took a few black and white pictures and sent them to Paul Williams in England for identification.

It has now been established that the aircraft discovered at the Maryland facility were the following:

-The Horten 9 jet fighter, complete and undamaged.
-The Horten 3 tandem 2-seater built in 1943. One seat only is installed. Wings are damaged. Centre section is in a crate.
-A Horten 2 fitted, probably for experimental purposes during the war, with large wing tip Goppingen System dive brakes. Its 16m span wings are damaged near the divebrakes. It was not possible to find the centre section during the limited time available.
-The Horten 6. Its centre section is intact, in a crate. Its wooden wings are damaged. One of the aluminium wing tips was missing.

Other parts are perhaps to be found in a great heap of Northrop parts nearby. Jan and Geoff didn't have the time to investigate this Emporium but were planning to continue their search and rig some of the aircraft so as to take good pictures of them.

The Smithsonian Institute doesn't appear to be in a position to restore the aircraft in the forseeable future and it will probably be necessary to find other restorers.

It is astounding that the 78ft wingspan Horten 6, one of the most remarkable machines of all time, should have been lost. It was presumed destroyed for so long after having been at the Northrop company in 1947. Its calculated max L:D of over 1:42 and a sinking speed which didn't surpass 1 m/sec until it reached 140 kph made it the sailplane with the highest performance to have been designed and built before 1945. Although it didn't quite reach its calculated performance, there is no doubt that it could have done so with a slight modification of its centre section. In this case, its performance would have been similar to today's Standard A Racing Class fibre glass ships. If such a machine could be built of fibre glass with a carbon fibre spar, it would probably dominate the best of the Open Class.

A mission from the Library of Congress

Peter Riedel and his wife Helen have been asked by the Library of Congress to organise and identify some 5000 items, mostly photographs, of the Oskar Ursinus Collection which was recently found in the US after a long search. The photographs of this collection were taken for the old aviation magazine "Flugsport" which was discontinued in 1944. They were assembled from the "Flugsport" office in Frankfurt in 1945. We wish Peter Riedel every success in this daunting task which has already enabled him to re-live, by seeing a great many familiar faces, the days of flying from before 1914 to about 1940.

In another development, a four-hour tape-recorded conversation between Peter Riedel and Rudi Opitz, who was one of the highest placed contestants in the 1938 and 1939 Rhoen Contests, has been made. A copy was sent to the Washington Air and Space Museum and others will soon be available to all those who are interested. Rudi Opitz, who was a wing commander and test pilot flying the ME 163B "Komet" and Horten machines, now lives in America at 135 Pootatuck Path, Stratford, Conn. 06497.

DUTCH NEWS

We are pleased and honoured to welcome into our Vintage Gliding Club a "foundation" based on Hilversum airfield and called the "Stichting tot Behovd van ondere Vliegtvigen". Some of their members are owners of Vintage gliders. These are:
-A Grunau Baby IIB (Z-943) in Danish Air Force colours but with a damaged wing. No details are known of this aircraft. Can any VGC member help with information?
-A Grunau Baby IIB (OE-5046) with an Austrian C. of A. built in 1943 by Edmund Schneider in Grunau.
-An Mu 13E Bergfalke (OE-0266) which is to be overhauled. It was built by the Segelfliegruppe Wien in 1954and has the serial number 3.
-A Goevier 3 (PH-209) built by Schempp-Hirth in 1954 with serial

number 419
-A Flying Wing Fauvel AV36C to be overhauled. This machine was home built in Belgium.

In addition to these gliders, the local gliding club at Hilversum has a Slingsby Prefect (P 194) which is already on the VGC list, and a Rhoenlerche (PH 246) built in 1956. The Prefect has a broken wing but it will soon be repaired.

Other interesting non-Vintage gliders at Hilversum include three of the six Dutch Sagittas in Holland: PH 302, PH 319 and PH 384.

GERMANY

Hermann Steinle

It is with great sadness that we learnt of the death on 26th March of Hermann Steinle. It seemed to us that neither he nor his friends were aware of his illness, cancer, and when we talked to him last, over the telephone at Christmas, he told us that, although not quite well, he had at least kept his good humour.

Those who have attended our International Rallies will remember him for his slide shows of gliding before the war in Germany. He will also be remembered for his intimate stories, told in his Swabean dialect, of old time gliding.

Hermann Steinle was an engineer who helped to convert military aeroplanes into Germany's first passenger carrying planes after the first world war. Very early on, he became connected with gliding and glider design. One of his last projects was to help Herr Bellinger to re-start the German gliding museum on the Wasserkuppe. During our 4th International Rally, Hermann Steinle and other participants were taken to see the German Exhibition at the RAF Museum at Hendon. He was most excited to see photographs of aeroplanes he had worked on and promised there would be an "invasion" of German visitors in Hendon once he had returned home and told his friends what he had seen.

Among his many friends to attend the funeral were Hermann and Barbara Lederer, Herr Bellinger, Peter Sellinger, Gunther Frei, Hans Sander, Klaus Heyn and his family and Paul Straehle, his pilot after the first world war. Aged 85, Paul Straehle is perhaps the oldest pilot to hold a PPL today.

The Vintage Gliding Club offered a magnificent wreath which was inscribed with our name and laid by Klaus Heyn.

We extend our sincere sympathy to all the deceased's friends.

Wanted: Drawings for a Reiher

Ernst Walther is interested in leading a group in constructing or rebuilding a DFS Reiher. If anyone knows where drawings or remains of this machine can be found, would they please write to: Ernst Walther, Altes Pfarrhaus, 2851 Sandstedt, Wersaber, West Germany.

FOR SALE

Hutter H17A with enclosed trailer. 1946 Vintage 9m span. 250lbs weight. Requires attention. And a Tutor in excellent condition throughout. Current C of A. £950 the pair! but might consider selling separately. Phone Stroud 3930/ Stonehouse 3878.

-.-

Fine Tutor based at the Bristol Gliding Club. Contact J. Smith. Tel 093-581-2364

-.-

FOR SALE (contd)

2 C25 2-seaters designed in 1942 and built in 1946-47. One C 801 2-seater developed from the C 800 (only five were built in 1950). The three aircraft have been stored dry since 1973. Enquiries to M. Pêchaud, Chef de Centre, Centre de Vol à Voile, Buno Bonnevaux, près de Malesherbes. Seine et Oise. France.

(The above club may be considering the sale of its 1946 Air 100 performance single seater)

-.-

(appeared in"Sailplane") a Kirby Kite I. C of A. Aluminium trailer or open trailer which takes most gliders. Offers to Mr. Maufe, Corner House, Lyng, Norfolk. (Tel Great Witchingham 737)

-.-

Grunau Baby trailer. Tel Pewsey 067 26 (evenings)

-.-

AV 36. Very good condition. Enquiries to: Salle 35, Tour Saintongue, 86100 Chatellerault. Vienne, France

-.-

Heinkergreif 1952. Looks good, flies better. Easy assembly. 3000 DM. Contact Ron Clay, Bahnhofstrasse 30. 5042 Erstadt. West Germany.

-.-

Drone Motor Glider BAG 1935 (registration P-AEKV) restored by Wing Commander Mcdonald. Almost ready to fly. Enquiries at Wycombe Air Park, Booker.

FOR SALE

1941 German-built GRUNAU BABY 2B, special soaring model with 14 metre wingspan and original canopy. New Major C. of A. including re-glued wings and tailplane. BGA No. 1910 (See News Letters Nov. 1977 and February 1978) Phone Lanivet 416 (020 883) week-day evenings.

Dave and Mary Squire, 3 Beam Villas, Lanivet, Bodmin
Cornwall PL30 5HY

FOR SALE

Swallow. Basic instruments plus audio vario and Cook compass, all in very good condition. £1,700 p.n.o. Contact David Knight on Crawley 515393.

WANTED

Back type parachute, secondhand, by Tony Smallwood, 1 Stowood, Islip Road, Berkley, Oxford: please contact. We owe Tony a debt for photographing the old BGA Register for us - 55 pages in all, from BGA No. 1. Copies of theRegister pages will be available when we've sorted ourselves out.

GAYDON AIRFIELD

Gaydon Airfield is closed. The runways are blocked by heavy plant while construction work is in progress, making an undesirable landing area!

CALIBRATION CENTRES

The BGA has sent us a list of approved Calibration Centres: list on request from Frances.

S.O.S.

Does anyone know PAUL DAVIE who sent in a membership form complete with money - money banked and form mislaid: please ask him to contact Frances

WELCOME TO NEW MEMBERS

Prefect BGA 701	David Smith (with Tony Dickinson) 9 Maddison Road Droylsden Manchester M35 6ES	
Avis 22-S	Ian Dunkley 1 Prospect Place Sheffield S17 4HZ	
Associate	Pierre Lalanne 32 rue Marechal-Leclerc 35800 Dinard, France	L. J. Larkin 46 Havant Road Emsworth Hants PO10 7JG
	William Malpas c/o Caltex SAF 39 Rue Cambon 75001 Paris, France	Peter Davis, 20 Douglas Road Addlestone, Weybridge, Surrey

SIXTH INTERNATIONAL VINTAGE GLIDER RALLY

at Brienne-le-Chateau 8 - 16 July 1978

This is the entry list as at May 1978:

Eric Gross	Grunau Baby IIB D-5149
Paul Serries	Minimoa D-1163
Max Müller	MU 13 (formerly Ernst Walter)
Werner Tschorn	Weihe 50 D-7080
Peter Banting	Slingsby Tutor
Chris Wills	Kranich
W. T. Fisher	Meise
Ted Hull	Rhönbussard
Peter Moran	Eon Baby BGA 629
J. Vermeer	Prefect PH 192
Doris Heinzer	Meise HB 384
Club de Challes-les-Eaux	Nord 1300
Karl Heinz Karkhoff	Baby III
Manfred Weilhart	Kranich II
Willi Schwarzenbach	Spalinger S 18 II HB 411
Francis Russell	Weihe or Minimoa
Colin Street	2 Slingsby Prefects
Erwinn Lehmann	Moswey
Werner Roth	Spalinger 19 HB 225
Geoff Moore	MU 13D
J. M. Goossens	Slingsby Prefect PH 193
Friedrich Engelke	Grunau Bay IIB
Club de Compiegne	Nord 1300
Christian Kroll	Cumulus D-6059
Francois Nuville	SG 38: C 25 S: C 310
Gunther Frey	Olympia Meise D-7504
Jan van Beugen	Goevier III PH 206
T. Andrew Lee	Heini Dittmar Condor IV
Waldemar Schmitt	Olympia Meise
David Jones	Rheinland BGA 1711
A. A. C. Meaux	C 800 F-CAZY
Marc Bourdon	C 25 S or C 310
Y. Vial	Nord 2000 F-CAYQ
Ron Davidson	Slingsby Petrel
J. Luc Genty	Nord 2000 F-CAGH

'Parish Pump' and Church Notices are being sent direct to those going from this side of the Channel - direct. If you are going and do not receive a copy with this News Letter, please contact Frances - tel Otford 3277.

Issued by Chris Wills, Huntercombe End Farm, Nettlebed, Oxon 0491.641650
Mrs. Frances Furlong, 60 Well Road, Otford, Kent Otford 3277
Ken Crack, 45 Church Crescent, Finchley, N3 1BL - away at present
Fred and Angela Porton, 9 Woodstock Gardens, Hayes, Middx.
Pierre Beguin, 4 Cresswell Gardens, London, SW5 01.370.4764

from somewhere. Stick and rudder pedals were light to operate, but there was some difficulty in keeping the slip ball central. I had some suspicions about the instrument, but my delightful instructoress informed me that it was well nigh impossible to keep the thing in the middle of this type of machine.

It is tempting to compare the C. 800 with its British equivalent, the Slingsby T.21B. While the C.800 is certainly lighter and more pleasant to fly because of its refinement and shorter wingspan, it would certainly be more expensive to build than a T.21. The C.800 has staggered seating in an attempt to reduce its fuselage frontal area, while at the same time retaining the advantage of side by side configuration. It was moreover designed with an enclosed canopy and one suspects that its max L:D might be better than that of the T.21.

RALLIES PROGRAMME FOR 1978

The following events have already been fixed for 1978:

March 24th to 27th. Bristol Gliding Club, Nympsfield. Easter Rally
April 29th to May 1st. London Gliding Club, Dunstable. Spring Rally
May 27th to 29th. Southdown Gliding Club, Parham, Sussex.
June 4th to 10th. Scottish Gliding Union, Portmoak. Vintage Task Week
June 17th to 25th. North Hill Airfield, Devon. Competition Enterprise
August (dates to be finalised) Cambridge Univ G.C. Duxford
September. Proposed meeting at Shobden.

The Easter Rally is a return visit to the Bristol & Gloucestershire Gliding Club at Nympsfield. We would like members intending to visit Nympsfield for the Rally to contact us as soon as possible so that we can give an estimate of numbers attending to the club. We are in the process of compiling a list of suitable accomodation which will be made available to those members who request it.THERE WILL BE NO BUNKHOUSE ACCOMODATION at Nympsfield itself. Caravans and Tents may be parked on the field. Current charges given by the club are: Reciprocal Membership £1.50 per day. Winch launch ticket 90p for 10 or more or 95pr each. Aerotow to 2000ft £3.50. 1500 ft £3.00. A charge is made for visiting gliders, caravans and tents. Details of this and other matters are under discussion at the MOMENT. The club is prepared to put on a social event one evening. We have a map of the area available to those members not familiar with the location of the site.

Regarding the Spring Rally at Dunstable, we would like members intending to participate to let us know by the begining of April, when more details should be available.

We have asked that we join the Southdown Gliding Club's Task Week at Parham from May 27th to 29th. More details of this rally will be made available during April. But we would appreciate assistance in compiling a dossier of information that would be useful to members visiting Parham. Items wanted are accomodation addresses, local attractions for the culture vultures, and local attractions in case of inclement weather. Such information is required for all our Rally sites and areas for 1978. We would also ask that members, wheter owner or associate, who would like to help at rallies or assist in their organisation not to hesitate to write to us at the following address: Angela Dyer & Fred Porton, Flat 3, 33 Atlantic Road, Weston S.v Mare, Avon . There is a lot of work involved and the assistance of a person "on the spot" can save a lot of wasted letters to the wrong people. We require the local knowledge of members in Yorkshire particularly urgently.

Details of the 1978 rallies will be made available nearer the dates.

In addition to the above indications from our new Rally Secretaries, we learn that a special class will be provided for Vintage Gliders at Competition Enterprise if numbers warrant it. The event is to take place from 17th to 25th June (inclusive) at North Hill Airfield, nr Honicon in Devon. Further details obtainable from Competition Enterprise Secretary, Mr. Bernard Reeves, Flat 7, 23 Cheshire Rd, Exmouth, Devon.

Issued by: Chris Wills, Huntercombe End Farm, Nettlebed, Oxon
Mrs. Frances Furlong, 60 Well Road, Otford, Kent
Pierre Beguin, 4 Cresswell Gardens, London, S.W.5
Ken Crack, 45 Church Crescent, Finchley N3 1BL

Please turn over

SIXTH INTERNATIONAL VINTAGE GLIDER RALLY

At Brienne le Chateau from the 8 to 16 July 1978 inclusive. Brienne le Chateau is east-south-east of Paris, and about 250 miles from Calais. We have written to Didier Fulchiron for further information, but it has not arrived in time for this News Letter.

In the meantime would those who are contemplating going to the Rally let Frances know at 60 Well Road, Otford, Kent - so that she can send on information as soon as it is available - in advance of the next News Letter. Also what about a British Evening at Brienne? Anyone got any ideas?

We have heard that Martin Simons is in this country and will be going to Brienne to represent Australia.

CHURCH NOTICES

We are going ahead with getting a supply of cloth badges and I have a note of those who have indicated interest.

Apologies once more to those patient souls waiting for Technical articles: they are coming through slowly. Also Club Lists are available at 20p to Frances.

Some of the large Club Emblems and banners are missing. Please have a look round your Club for 3 foot square flags with the emblem or 8 ft. banners with the words 'Vintage Glider Club'.

Fred Porton is in the process of changing his job, so write to Angela Dyer at Flat 3, 33 Atlantic Road, Weston Super Mare, Avon BS23 2DQ until Fred can let us know the new address at Uxbridge.

When you pack to go to a Rally, please include your NAME BADGE. It is such a help to our own members, to our host club's members and everyone else in identify us, especially for types like me with a rotten memory for names and faces.

Fred and Angela have asked that the enclosed booking form for Nympsield be returned to them no later than the 11 MARCH because the Bristol Club want to make plans for the numbers they can expect.

Our ACCOUNTS to the 31st May 1977 will be available shortly. A retired Chartered Accountant, for many years Hon. Treasurer of one of the larger gliding clubs, has volunteered to look at the books, check accounts and prepare Operating Account and Balance Sheet for us. For professional reasons he has asked that his name should not be given, at least in this News Letter. We are very grateful for his offer and for the time he has already spent in preparing the accounts to date.

The British Gliding Association has given us permission to have an important historical document photographed. Barry Rolfe, the General Secretary, has agreed that the document may be taken from the office, photographed under the right lights, and personally returned. Can we have a volunteer to Frances please for this job? It could be that someone could collect it from Leicester, take it to the photographer, and collect it again for return. The point being that it must be dealt with personally and not put in the post. It is quite simply irreplaceable.

WELCOME TO NEW MEMBERS

Condor IV BGA 2292	J. L. Richardson MCS Bay RAF Coningsby, Lincs
Various Club owned	Bert Kuijper for Stichting Tot Behoud van Oudere Vliegtuigen Postbus 123 Loosdrecht Netherlands
Grunau 2B BGA 1900	Dave and Mary Squire 3 Beam Villas Lanivet Bodmin, Cornwall
Goevier PH 206	Jan Förster Peppelhoven 27 Amby Massstricht Netherlands
Associate	Pierre Beguin 4 Cresswell Gardens London, S.W.5
	Paul and Margaret Ratcliffe 10 Richmond Hall Avenue Richmond Sheffield S13 8FL