the Vintage Glider Club of Great Britain

NEWSLETTER

JUNE 1979 NO. 32

A SEASON WELL UNDER WAY

Despite the vagaries of the weather which have on occasion made us switch without warning from mid-winter to summer, and from summer to winter, the season is well on its way for many members of our Club, at least in Britain.

The Vintage Glider Club held its Annual Dinner at the Spa Hotel of Rippon, in Yorkshire, on 14th April. This function provided our President, Chris Wills, with an opportunity to review the Club's progress in the achievement of its aims.

Chris Wills recalled that these objectives could be divided into four main chapters.

First, the VGC seeks to preserve existing Vintage aircraft and to promote the study of gliding history. It prides itself in the fact that no Vintage glider has been lost either on the ground, through the effect of the weather, or in the air, during the past three years.

Secondly, the VGC seeks to prove that these venerable sailplanes can be kept flying safely, which amounts to saying that they can be kept alive, and that this is a better idea than either destroying them or keeping them in museums of which very few have the space or the wish to exhibit gliders.

Thirdly, the Club, by holding rallies, hopes to give incentive to those who are restoring old gliders to get them airworthy.

Finally, we aim to achieve increasingly better flights in Vintage gliders so as to give a stimulus to new owners.

In his conclusion, Chris expressed the belief that the VGC was achieving these ambitious objectives as well as it could, and that this was due to the magnificent effort of its members.

The Annual Dinner was also the occasion for awarding prizes to members who had logged the most meritorious flights.

Tony Smallwood was awarded a silver cup engraved with the words "Performance - VGC 1978" for his flights in the only airworthy Gull 1 in Britain (BGA 378). As reported in our February newsletter, Tony achieved flights totalling 24 hours and 15 minutes during the 8-day Competition Enterprise of last year. The two longest flights were respectively 220 and 120 km.

A second silver cup, also engraved with the words "Performance - VGC 1978" was awarded to Martin Breen for his climb to more than 14,000 ft in wave, over Scotland, in his MU 13D-3 (BGA 1937). Two years ago, Martin had received a Performance Prize for a 300 km flight in the same machine. He is thus the first member of the VGC to have completed a Gold C in a Vintage glider.

These two performances are surely in line with the best achieved on the two types before the war, and they should help to persuade Vintage glider owners or prospective owners that such sailplanes are worth having if only because of their

behaviour in the air. Need we add that our sailplanes offer gliding of unmatched economy and quality compared with many modern gliders.

The Restoration Prize was awarded to Ron Davidson for a beautiful job with his 1938 Petrel whose transparent aerolene covering was an object of general admiration at Brienne le Château. The Construction Prize was awarded to Klaus Heyn for his reconstruction of a Grunau 9 "Schaedelspalter" so that a lasting copy of this type can survive.

OTHER BRITISH NEWS

We can report so far on three rallies: the Easter Holiday Rally, the Odiham Rally and the Rally that took place at the Blackpool and Fylde Club at the end of May. The next in line will be Competition Enterprise planned for the week from 16th to 24th June and at which the Vintage Glider Club will be well represented thanks to Tony Smallwood, Mike Russell and Andrew Coates.

The Easter Holiday Rally took place from 13th to 16th April at the RAF airfield of Dishforth, an outstanding wave site situated to the lee of the Pennines. The rally was organised by the RAF Cleveland Gliding Club and the civilian Gliding Club which operates with them. Six Vintage gliders participated in this first meeting of our season. These were the Gull 4 (BGA 564) of Len Cooper and Martin Brand; the Weihe (BGA 1230) owned by Barrie Briggs, Barry Taylor and Roger Taylor; the Weihe (BGA 1021) belonging to Barrie Briggs. The last two machines are kept at a farm at Ravenshead and were flown at the Lincoln Gliding Club which is now disbanded, and which used to operate from the airfield at Bardney. We should also note that the Gull 4 that was brought to the meeting is the last of the four machines of this type.

Also flown was a Primary Eon (SG.38) specially prepared by members of the Cleveland RAF Club under the leadership of their Chief Instructor, Roger Crouch, as one of their contributions to our Vintage meeting.

To this must be added the Tutor (BGA 469) brought over from Cranfield and an Eon Olympia (BGA 1539) based locally. Dishforth was also the home of a T 21b in excellent condition.

Only two gliders had participated at the same event last year. This time the weather was more favourable and offered good thermals on the first and last day of the rally. On the Saturday and Sunday in between, the sky was obscured by haze and the prevailing wind prevented the formation of thermals. Wave lift was noted by a tug pilot late on the Friday evening but none of the gliders were able to make use of it as flying had already ceased for the day.

On Sunday evening, the Cleveland Club organised a barbecue with music. Our thanks go to the Club for their work and their hospitality. Special thanks go to their CFI Roger Crouch.

The following rally took place at Odiham during the weekend of 5th-7th May. It was made possible by the kind invitation of the Army Club and organised by Sgt Harry Chapple and his wife.

Good soaring weather and the Army Club's magnificent hospitality made it an outstanding success. As if this were not enough, Harry Chapple and his wife asked VGC members to their home on Sunday evening for a meal.

Cheap aerotowing carried out by a Rallye was offered by the Army Club ensuring that almost all flights were long thermal flights. The members who enjoyed the Club's hospitality were Ted Hull (Moswey 4, BGA 2277), Harry Chapple (Grunau Baby, BGA 2237), Chris Wills (Kranich 2A, BGA 1092), Francis Russell (JS Weihe, BGA 448), Rodi Morgan in his Kite 2 (BGA 521), Martin Breen (Mu 13D-2, BGA 1937), Pat George and partners (Prefect, BGA 1152).

On Saturday, Chris Wills took to the air with Denis Elsdon for his Kranich's first flight since last October. As height was quickly gained, it was decided to attempt the well known Lasham 100 km triangle with turning points at Welford and

Thruxton airfields. However, as they were over Newbury, they saw a mighty snow front obscuring the first turning point and decided to turn back 20 miles to Lasham. This they reached with a considerable reserve of height. Owing to the great number of gliders on the ground and to the time and expense that it would have taken to land there, they decided to bypass the airfield. However, at that moment, the snow front met them and lifted them to 6,000 ft. Two inches of snow and ice built up on the wings' leading edges and the ailerons became heavy through the cold contracting the aileron cables. Chris then realised why the high altitude Kranich which was flown to about 3,300 m over Austria in 1940 was equipped with push rod controls.

As the snow, rain and cloud seemed to be rapidly approaching the ground it was decided to make a quick descent to Odiham, 8 km away from Lasham. They successfully ended this first flight after three hours, and 80 kms distance.

During the next day, the Kranich took to the air four times for flights lasting over an hour each. As the glider overflew Lasham on each occasion there are good reasons to believe that the people down there now know what a Kranich looks like!

Distinguished visitors at the meeting included Ken Fripp, Fred Stickland and Roy Scott, constructor of the Vikings, whose address is at 10 Highfield Road, Corfe Mullen, Wimbourne, Dorset, BH21 3PE.

The Rally at the Blackpool and Fylde Club which took place from 26th to 28th May was beset by rainy weather, no lift and a waterlogged field. Barrie Briggs and Barry Taylor were repeatedly launched to 700 ft on their Weihe (BGA 1021) only to arrive with a great splash back on to the muddy airfield. In the evening, their aircraft had to be washed down with a hose pipe. Other aircraft brought to the meeting were Ted Hull's Kite 1 (BGA 394), Chris Wills' Kranich which was on its way to Manchester for its C of A at Speedwell Sailplanes. The other machines present were Arthur Cleaver's Swedish built JS Weihe (BGA 1093), the Slingsby Tutor (BGA 1739) now under restoration and probably due to be powered, the Club's Eon Olympia (BGA 1056), the Club's T 21B (BGA 948) and the Peter Moran-Thomas Gornall syndicate's Eon Baby (BGA 629), the fifth Eon Baby (Number 005) to be built and the last to have a curved fuselage back.

Also present were a Rhönlerch and a Skylark 3, but we are not sure that they qualify as Vintage. In the event, only the Weihe was rigged and flown. On Sunday 27th May, a few cumuli tempted the two Barries to fly but they found no lift. However, this wet weekend was made up by the kind hospitality of the Club.

Glider news and restoration projects

We are very pleased to report on the arrival of a newcomer in the skies over Britain. On 13th May, the BAC Kronfeld Drone G-AEKV took to the air for the first time after a great many years. Piloted by its owner John MacDonald, it first made a few test hops at Wycombe Air Park and, on the evening of that first day, took off for a low circuit within the airfield.

The Kronfeld Drone is a single seat powered version of the successful 1931 two-seater BAC 7 of which at least seven were built. The first powered version, the "Planette", flew in the autumn of 1932. This was further modified and developed to become the "Drone". We believe that the first aircraft of this type flew in 1933. In any case, this is a truly Vintage motorglider since its parentage goes back directly to the BAC 7 of 1931, if not to the BAC 4 of 1930. John MacDonald's machine is equipped with a Carden Ford engine. Another Drone with a different engine is kept in a good but not airworthy condition at the Russavia Collection.

That Collection has lately added the Moswey 3, HB-374, to its sailplanes. This Swiss machine is in excellent condition and has been flying at Duxford. Its owners include Tony Maufe, of Kite 1 fame, and Andrew Coates, author of "Jane's World Sailplanes and Motorgliders" who obtained it from Gunter Steiner in Switzerland. This is the second Moswey that has recently been imported into Britain, the previous one being Ted Hull's Moswey 4 (BGA 2277) which is housed at Dunstable. These remarkable Swiss gliders were originally designed by the Mueller brothers. The

little Moswey 2 first flew in 1936. The Moswey 3s were built in 1943 and 1944, and the Moswey 4 in 1950. It had only one successor, the two-seater Moswey 6, but this machine broke up during aerobatics, while being flown by Sigi Maurer.

The Moswey was no longer built after 1950 because of the expense of its refined construction. But the fact that the basic form of the aircraft had not changed from 1936 to that time was evidence of the excellence of its design.

A damaged Fauvel AV 36 French flying wing has also joined the Russavia collection from Germany.

Ken Fripp's H.17A (BGA 490) which has been restored during the winter by Southdown Aeroservices at Lasham and has now flown, presents a beautiful sight with its brown decoration and translucid aerolene fabric covered with clear varnish. By removing the landing wheel, the DFS air brakes, the heavy steel tube aileron push rods and wing struts, Ken Fripp and his aides have considerably reduced the weight of the aircraft whose empty weight is estimated to be about 210 lbs. In this case, it will have been reduced by about 60 lbs. Its new 7 ft wing struts are made out of hollowed spruce. Outside the workshop is a perfect little plywood trailer for the aircraft. (More information from Ken Fripp - see Stop Press page 13)

We are happy to hear that Ken has recovered from a serious illness. He is without doubt one of the staunchest supporters of the Vintage glider movement and was responsible for the restoration of John Coxon's wonderful Minimoa (BGA 1738).

As already mentioned in our account of the Easter Rally, the Cleveland Gliding Club at RAF Dishforth had made a Primary Eon (SG 38) airworthy in time for that meeting. Resplendent in shiny yellow paint, it was frequently aerotowed to 2000 ft. We believe that there are at least three such machines currently flying over Britain. Many more are employed for ground slides at various schools. We know that three more are being restored to airworthy condition by our members.

Where to find the Kite 1

A new Kite 1 is presently being restored in a small workshop inside a garden on the edge of Ilkley Moor, Yorkshire. Chris Wills saw this project in full progress when he visited Tony Maufe and family during the Easter Vintage Rally at Dishforth. The project is being undertaken by Tony's father as a retirement hobby and the future machine, which should be flying by next year, will be in original condition with clear varnished fuselage and transparent doped wings. The woodwork of the fuselage and wings is nearing completion and the final work remains to be carried out on the tailplane. The job makes use of parts from BGA 310 and 327. The Maufe family home is close to a scene from gliding history, because it is on the opposite side of a valley above which Kronfeld made a pioneering hill soaring flight in his "Wien" in 1930, Beamsley Beacon, which in 1933 became the Ilkley Club's site. The field where he landed is situated nearby.

There are five other Kite 1s in Britain today of which three are airworthy. One is owned by R. J. Steward, of 40 Tower Road, Burton-on-Trent, Staffs. This machine (BGA 327) is in airworthy condition and used to fly at Comptom Abbas and Inkpen. Next comes the blue and silver Kite 1 owned by Derek Ashman, of 3 Church Lane, Blisworth, Northants. This aircraft (BGA 400) is airworthy and currently for sale. Another glider of this type, BGA 285, was built in 1936 and is still airworthy. It is owned by Duncan Andrew, of Culverhayes, East Street, Chulmleigh, Devon EX18 7DD. The fourth Kite 1, BGA 394, is owned and flown by Ted Hull and is normally based at Dunstable. Finally, the original 1935 Kite 1 prototype with Grunau Baby shaped rudder is in the hands of Terry Perkins of 46 Castle Hill Road, Totternhoe, Dunstable, Beds. This aircraft (BGA 236) is not airworthy and is presently in storage. However, it may be restored next year and will be based at the London Gliding Club, Dunstable.

BAC 7 Drawings

Tony Maufe has a set of BAC 7 drawings which were given to him by Mr. Allan Sheath, whose father, James Sheath, worked for Slingsbys before the war and then for BAC (British Aircraft Company). He built a BAC 7 in 1942 in the Short Brothers

air raid shelters. Until now, no records of this aircraft have to our knowledge been unearthed. If anyone has information on the aircraft, would he please write to A. Maufe, Corner House, Lyng, Norwich (Tel: Great Witchingham 737). It appears that the Rochester Air Training Corps made use of the drawings to construct a trainer just after the war. Has anyone a record of this? Tony is also collecting prewar gliding films. If anyone knows where to find some, would they please inform him so that he can have copies made.

In connection with the BAC 7, we heard from Mr. Fred Smith of 20 Kings Meade, Horndean, Hants, that his father had built a modified BAC with a Hols der Teufel wing for an RAF officer, Flt Lt Foss. This aircraft was badly damaged against a stone wall on take off and went to Slingsby's for repair. Mr. Smith says this aircraft was a source of inspiration for the first Slingsby Cadet in 1936 and recalls that the fuselage of this machine was almost identical to that of the Cadet. The later Tutor of 1937 had an almost identical wing to that of the BAC 7 and that wing can still be seen on the two BAC Drone motorgliders at Wycombe Air Park and Duxford. The British Aircraft Company was later run by Robert Kronfeld. Tutors built during and after the war had much altered wings.

The Vintage Gliders dispersed by the Lincoln Gliding Club

This club has sadly ceased to exist and its gliders, which flew from the airfield at Bardney, have been dispersed.

There were two Weihes, BGA 1021 now owned by Barrie Briggs of 52 Main Road, Ravenshead, Notts., and BGA 1230 owned by a syndicate formed by Barrie Briggs, Roger Taylor and Barry Taylor. The two aircraft are kept on a farm at Ravenshead with the kind permission of Major Abel Smith.

BGA 1021 was built in Sweden and BGA 1230 was built in Germany where it served with the RAF at Laarbruch airfield. The latter machine was once owned by the Dorset Gliding Club and, during that time, it was landed out in a corn field and suffered serious damage to its rear fuselage. Because of suspected glue failure, the German made fuselage was then replaced by that of a Swedish Weihe. Barrie Briggs would be grateful for any information on the history of the two Weihes from 1943 onwards.

Last September, BGA 1021 was flown in very windy conditions at Portmoak and behaved very well. Unfortunately, its plywood trailer was blown over near Carters Bar, on the way home. It was damaged but the Weihe inside got away almost unscathed. This mishap led to the construction of a new steel and aluminium trailer requiring the use of 4500 rivets. A new open trailer has also been built for BGA 1230 and the owners of both aircraft intend to bring them to as many VGC rallies as possible.

The Lincoln Gliding Club also flew the Gull 4 (BGA 565) owned by Len Cooper and Martin Brand. This machine flying from Cranwell was the prototype of the 4 Gull 4s built, and was once owned by the London Gliding Club. It is now fitted with a Kite 2 fuselage, which, considerably modified, makes the Gull 4 look more graceful than it did originally. This last airworthy Gull 4 still flies excellently.

The other aircraft are three Eon Olympia 2Bs (BGA 603 now at RAF Linholme, BGA 606 now at Saltby and BGA 1171 now at Winthorpe), a T.21B (BGA 1254 now at Saltby) and two T.31 (BGA 1200 at Ashbourne and BGA 690 at Strauby).

We are indebted to Steve Hurt and to Barrie Briggs for the above information.

Arrival of further foreign Vintage gliders

On the weekend of 24th April, our member Denis Elsdon made a fast journey by car to the Butsweilerhof Airfield near Cologne. The object of this journey was to take delivery of a Grunau Baby 2B (D-6932) which he purchased very advantageously with its trailer. After a stop of only two hours at Butsweilerhof, he headed back home with his new acquisition and the trailer. D-6932 was built in 1952 at Salzgitter. It suffered from a slightly damaged wing tip and was bare of fabric on on the upper surfaces of its wings. The aircraft, which should be made airworthy

in two to three months, was apparently undergoing a major overhaul. Denis, who lives at "The Little House", Barnes Lane, Hazelmere, near High Wycombe, Bucks, bought it from the Fliegende Holzwürmer Club of Cologne and we wish him every satisfaction with his new purchase.

Air Cadets Gliders and RAF Policy

Chris Wills visited the Maintenance Unit for Glider Repair at RAF St Athan, in South Wales, on 11th May and saw three carpenters busy working on T.21B Sedberghs, T.31s (Cadet Mk. 3s) and Swallows which were being finished in the new immaculate orange and white livery of the Air Cadets.

The excellence of the finished products, which are far neater than that we were used to in the past, prompted Chris to ask a few questions. It appeared that although some Air Cadet Units are to be re-equipped with the new Slingsby derivative of the Scheibe Motorfalke, others are to continue with their old (dare we say Vintage) gliders.

For this reason, their T.21s, T.31s, Tutors (we believe that their Prefects have been sold) are to undergo complete overhauls and in some cases will be rebuilt at various maintenance units around Britain, every two years.

This is a testimony to the excellence of the construction, the materials and the design of the old Slingsby machines and indicates that their glueing, structure and wood moisture content are still as good as new. There are reasons to hope that, unless they suffer damage, these aircraft will go on flying for ever. The RAF is therefore expressing its thanks to these Vintage aircraft for the wonderful service they have given since 1946 and even earlier by giving them the maintenance they deserve.

As a reminder, the Tutor (Cadet Mk 2) first flew in 1937 although the version now seen in Britain only appeared during the war. The first T.21 flew in 1944 and the T.31 (Cadet Mk 3) in 1949 when the prototype was owned by the Derby & Lancs G.C. The Air Cadets now mainly use the T.21 for air experience flights, and the T.31 for training and solo flying. These aircraft have done thousands of training circuits - as thermal flying is not often encouraged with the Cadets.

The vast hangar of the St Athans Maintenance Unit also contains the wooden wings of the Fiesler Storch which was the RAE Farnborough Gliding Club's towplane during the fifties. These were being repaired and reglued where necessary during the carpenters' spare time. One wing was already completed. The lightness and refinement of the wooden wing ribs and the leading edge slots seemed remarkable for a mass produced combat aircraft. One of the large wings could easily be lifted and must be much lighter than the metal wings of the Storches later built in France. The rest of the aircraft was dispersed in small pieces around the maintenance hangars, in the process of immaculate restoration to airworthy condition.

News from Duxford and Tangmere

A number of restoration projects were delayed by the long winter which prevented the setting of glue for lack of indoor heating. But some of our members have struggled on and we are happy to report that Mike Russell has been making good progress with a British built Primary Eon dating from 1947 (a copy of the German SG 38 (1938)) which will be restored to prewar NSFK condition. This project was already well advanced in January with only the recovering of the wings left to do. Meanwhile, Mike has been restoring Slingsby King Kite drawings at home. These drawings were made in pencil on tracing paper and were in very poor condition, with holes and torn edges. The finished result can be qualified as perfect. Mike has worked meticulously with magic tape and scraps of tracing paper to produce drawings which are as good as new for the benefit, first and foremost, of a member who is thinking of building a King Kite again with redesigned wing profiles (to improve the aircraft's stall characteristics).

Working in the Duxford workshop, David Braham has progressed on the Kranich 2 (BGA 1147) although it was not possible for him to carry out glueing because of

the temperature. A damaged Fauvel AV 36 has also joined the Russavia collection from Germany as well as the Moswey 3 referred to earlier in this report.

At Tangmere, Fred Stickland has been working hard two days a week on the Rhönsperber (BGA 260) but regrets that it will not be finished in time for our next International Meeting in Switzerland. However, considerable progress has been made. The existing wing is now structurally complete without fabric. The second, completely new wing, has its main spar finished with the leading edge D-box skinned with plywood. The fuselage, tailplane and rudder are already in existence.

Another Eon Primary

Our Rally Secretary, Fred Porton, has borrowed an Eon Primary (SG 38) from its owner near Wallingford in order to get it airworthy, and bring to four the number of gliders of this type restored to flying condition by civilians in Britain. Fred intends to restore the machine in transparent doped fabric and make it look as it did originally.

Two Eon Primaries are already flying at RAF clubs at Bicester and Dishforth. They were built in England by Elliotts of Newbury as their Type 7. The prototype first flew in February 1948 and we believe that the original plan was to build 90 aircraft, but many of them were never completed. Almost all that were built were later acquired by the RAF for use in the Cadet Forces or schools where many of them are still in use. As the aircraft are owned by the military, it is easier for military gliding clubs than for civilian clubs to obtain them. But plans are afoot to try to obtain some of these primaries for the benefit of civilian owners when the military have finished with them. However, a slow process of eradication has set in because as soon as some are damaged, parts of others are used to repair them. The Eon Primary shares the same role as the 1952 Slingsby Type 38 Grasshopper primaries in the training of cadets.

Thanks to its very good construction with aerolite glue, the Eon Primary gliders can still be aerotowed. We can imagine that an aerotow to 2000 ft in such an aircraft is the most exhilarating flying experience to be had, apart from Hang Gliding! However, we recommend that those of our members, who have original German SG 38s in other countries, exercise some caution before aerotowing them.

Trace of an Avia 40P

Our member Colin Street reports that he saw an AVIA 40P in the Netheravon Airfield hangar sometime before 1949. The aircraft was brown in colour (possibly natural varnish?) and the property of army glider pilots. Was this machine BGA 680 which is now in storage at Perranporth, Cornwall (see our last technical article), or was it the other AVIA 40P which was brought to England after the war? More information on this aircraft seen at Netheravon would be gratefully received by Chris Wills.

Will others follow?

We are pleased to report that eight of our gliders will soon be finished in prewar style with transparent doped fabric. John Coxon's Minimoa BGA 1738, covered with madapolin and Ron Davidson's Petrel BGA 418 covered with aerolene have been joined by the H.17A restored at Southdown Aeroservices, Fred Porton's SG 38, the Duxford Kranich and SG.38, Mr. Maufe's Kite 1 and Rodi Morgan's Rhönsperber. All of these aircraft, except the Minimoa, will be covered with the new man-made aerolene. This should resist the sun's ultraviolet rays longer than linen fabric.

OUR NEXT INTERNATIONAL MEETING

Thirty-one entries had already been received from Germany, France and Holland by 7th May to our Seventh International Rally in Thun, Switzerland, 14th-21st July. Eleven entries are expected from Britain, and these would be: Colin Street and partners (T.21C), Rodi Morgan (Kite 2), Francis Russell (JS Weihe), Ted Hull and Peter King (Kite 1), D. Jones (Rheinland), C. Wills (Kranich 2A), Geoff Moore

(MU 13D-3), Toby Fisher (Meise), John Richardson (Condor 4), Peter Bourne (Scud 2) and Ron Davidson (Petrel).

The first six participants are to visit the Klipperneck hill site in the Black Forest on their way to Switzerland. There, they will meet up with the Münster Oldtimer Club with their Minimoa. The Münster Club will arrive at the Klipperneck on Monday 9th July and will stay there for the week before moving on to Switzerland. Anyone else with a glider wishing to visit the Klipperneck during the week before the 7th International should write to Paul Serries, Agnes Miegelstrasse 1, Münster/ St Mauritz, W. Germany.

Among those whom we hope to see at the 7th International are Walter Horten, one of the two brothers who designed the Horten Flying Wings, Doc Slater, Peter Banting (Dunstable), Tom Gornall and partners (Blackpool and Fylde Gliding Club) and Ken Crack, one of our founder members.

Anyone else wishing to visit Thun and requiring accommodation should write to Miss Ruth von Arx, Postfach 22, CH-3123 Belp, Switzerland. She has very kindly taken on the duty of Rally Secretary.

A Hungarian Vintage Meeting?

Imre Mitte, who visited the 6th International Vintage Glider Rally at Brienne le Château last year, regrets that he cannot attend the 7th Meeting because of difficulties in obtaining a Visa. He is now seeking official permission to hold a Vintage meeting near Budapest next year to celebrate the 50th Anniversary of his club, the MAV Budapest.

GERMAN NEWS

The Fliegende Holzwürmer Club

We are very sad to learn that the invasion of industry has forced this club and other aviation to leave their airfield, which was the former World Championships site of Butsweilerhof. The Fliegende Holzwürmer have nowhere to go and because of this, with the exception of a Weihe, a Condor 4 and a Grunau Baby, they are being compelled to dispose quickly of all their old gliders. A Grunau Baby has already left for England. The remaining aircraft for sale are a Grunau Baby 3, a Cumulus, a Specht 2-seater. These are all to be sold to good homes for as little as 100 DM.

The Club are making a magnificent gesture in lending their Grunau Baby, which has a British C of A and a trailer, to any qualified pilot who has no glider to take to Thun. There are no strings attached! The aircraft is waiting at Cologne ready to go to Switzerland in July. Anyone interested please write to Horst-Dieter Rey, 5 Köln 30 (Vogelsang) Nachtigallenweg 8, Postfach 301064, W.Germany (Tel: Germany 0221 - 582848).

The Fliegende Holzwürmer will be taking their Condor 4 to the Thun meeting.

The German Museum, Munich

We learn from Klaus Heyn that there will be room only for six gliders in the new hall for Air and Space Travel of the German Museum. The authorities would not allow a larger display despite the efforts of such well known glider pilots as Hans Zacher, E. G. Haase and Georg Bruetting.

We believe that the Museum will display a Lilienthal, a Pelzner replica (built by Klaus Heyn), the Vampyr, the MU 10, the HKS 3 and an ASW 17. This outcome is naturally a cause of disappointment to Klaus Heyn, who had tried hard to save old gliders and produce replicas for the German Museum. He has now sent some of them to Mr. Welshofer who is trying to start a Glider Museum on the airfield of Gunzberg, Bavaria. Meanwhile, badly stored at Schleissheim, an old American airfield near Munich, are the following gliders originally kept in store for the German Museum: two Meises (one with a wing destroyed), two L-Spatze, an FS 3, one Motorspatz, one MU 13E, the Phoenix, two Grunau Baby 2Bs (in bad condition), one Grunau Baby 3, two

SG 38s, one SG 36, one Doppelraab, one H.17A, one Kranich 2, one Motoraab, one Horten 4A (of which the wooden main planes are uncovered without ailerons and of which the wingtips and centre section are also missing), two Goevier 3s and an original (crashed) Wolfmueller.

Exhibition at the Wasserkuppe

On Sunday 20th May, a special exhibition was opened at the Wasserkuppe Museum under the title "Gliders as the basis of the art of flying". The exhibition material had been assembled by Karl Vey, the German Aero Club's archivist. As its centrepiece, the Exhibition displayed a full size airworthy replica of Pelzner's Hang Glider of 1920. This work had been undertaken by Michael Platzer from Borken, North Hesse. Platzer had previously built a replica of a Lilienthal glider which he often flew before spectators.

Performances

The weather was by all accounts terrific over Cologne during Easter because our members Werner Tschorn and Horst-Dieter Rey, of the Fliegende Holzwurmer Club, flew 12 and 10 hours respectively over a two-day period at Easter. The former achieved this in his FW Weihe 50 and the latter, in his open Grunau Baby 2B. Congratulations to the two pilots, who must have braved many cold hours.

A Goevier 2 at Münster

On 14th May, the Münster Oldtimer Gliding Club bought a Goevier 2 (D-1080) with a new radio and a C of A valid until 1980 from the Wunsiedel Club near Nurmberg. The purchase had been delayed for some time because the price tag was high and there was no room for the aircraft in the hangar at Telgte (the Goevier has no trailer). However, in May permission was given to keep the Goevier in the hangar. It is probable that nearly half the price paid for it served to finance its new 720 channel radio.

Death

Rudolf Hakenjos, at the age of 77. He was one of the last of the original gliding pioneers and was an Honorary Member of the Schwenningen Gliding Club, near the Klipperneck, which he first joined in 1928. In 1931, he took part in an International Meeting on the Wasserkuppe, and won, for the Wurttemburg Air Association, the first prize in his class. He became personally involved in the 6-month training schemes for Lufthansa pilots in Brunswick. In 1932, Hakenjos won the Rhoen's duration record, for a flight of 13½ hours in the famous "Lore" (Type "Westpreussen"). During the following years, he made many fine cross-country flights and is especially remembered for his part in discovering the Klipperneck site. Taking part in 6 Rhoen Contests from 1931-1936, he was always among the first three prize winners. His Silver C was number 27. During this time, he wrote much about the future development of gliding. From 1936, he became representative for gliding in Stuttgart, and placed at the disposal of the administration his vast experience on gliding matters. However, differences with the political administration of that time ended this liaison prematurely. After the war, he again gave his services to the rebuilding of gliding. However, he was soon forced to give up the sport, but his experiences are now available for everyone. Shortly before his death, his little book ... title "Der Weg zum Klipperneck" (The Way to the Klipperneck) came out.

Hans Goebel

Translated from the May Aerokurier by C. Wills.

Robert Kronfeld remembered

The German Aero Club and the Oerlinghausen gliding centre commemorated the first 100 km gliding flight in history, achieved on 15th May 1929 by Robert Kronfeld, with a 50th Anniversary Contest staged between 1st March and 15th May. The Contest consisted in producing the greatest number of turning point photographs of the town of Riesenbock and the Hermanndenkmal. These turning points were almost identical with the start and landing points of Kronfeld's flight which was accomplished along

the Teutoburger forest in his "Wien", and won him a prize of 5000 Marks offered by the newspaper "Grunen Post". His son, Bill Kronfeld, was Guest of Honour at the Contest.

We recall that Robert Kronfeld was awarded the second Silver C of history whereas Wolf Hirth gained the first. There are many who believe that Kronfeld's Silver C should have been No. 1.

A Letter from Walter Horten dated 23rd March 1979 was received by the Vintage Glider Club. He confirmed that he was in liaison with Jan Scott in an effort to repair the Horten Flying Wings in America. He considers that to try to get any of them airworthy again after so many years is not a realistic proposition. He thinks that the best idea would be to build one again, with improvements. The most suitable for this would be the Horten 3 which, developed over many years, was very stable and easy to fly. He was especially proud of the Horten 3G motorglider with its folding, pusher propellor. He thought also that the Horten 4, which was planned later to be powered and to be designed to have a seated, instead of prone, pilot, might also be suitable, but this aircraft was rather special. However, such a project would need time, money and people who know what they are doing.

Walter Horten hopes to attend the meeting at Thun and also may come to the Klipperneck, while we are there, with some of the members of his gliding club at Baden Baden, which is not far from the Klipperneck.

Walter is, of course, the brother of Raimar Horten. Together, they designed and built the sensational Horten Flying Wing aircraft. Raimar still lives in the Argentine, where they built 4 Horten 15s (two of them single-seaters, two of them 2-seaters), 1 Horten 1B, 1 Horten 10 (ultralight) and a large pusher, powered, flying wing transport, as well as other more conventional gliders, during the 1950s, in very difficult conditions. Some of these Horten Flying Wings may still exist in the Argentine.

Hans Folgmann has spent considerable time recently researching Horten Flying Wings at Goettingen. He believes that the Horten brothers did not have time to finish the first Horten 14 "Olympic" before the end of the war. It seems certain that the American 9th Disarmament Division held the uncompleted prototype, together with finished Horten 3 two-seater, and the prone piloted Horten 3, at Nellingen, near Stuttgart, during the summer of 1945. A British team saw them there and the VGC has a report of what they saw. Vividly described are the two Horten 3s, which were in perfect condition, and also a 15 m span, prone piloted tailless sailplane, similar to a small Horten 4. They were able to recognise it, although the wings were still without their torsion box leading edges. This can only have been the "Olympic". Hans thinks that Jan Scott and his team may well find this sailplane together with parts of the other Hortens at Silver Hill, as parts of both the Ho 3s, that the British saw, are there. As the drawings of the "Olympic" almost certainly exist, one wonders if this might be the most suitable Horten to build again. At least, it would not be so large as the others. Its max. L:D was calculated at 1:30! However, one has still to have its first flight.

AMERICAN NEWS

Jan Scott, President of the Vintage Soaring Association of America, has been negotiating the purchase of a Horten 4A, which was formally registered before 1945 as LA-AC. This machine was the third of the four Horten 4As ever built. LA-AC has been for some time in the hands of Ed Maloney, of the Planes of Fame Museum in Orangethorpe, California.

It was brought to England in 1945. In about 1950 it was bought by Hollis Button, a US Air Force officer who took it to America. During his first attempt to fly it, he damaged it and then experienced some difficulty in finding someone to repair it. Rudi Opitz, an experienced Rhön Contest pilot and a former test pilot of the Me 163 "Komet", finally agreed to fix it in exchange for one year's use of it.

In 1952, with the aircraft now registered as N 79289, he won the Mid-West Regional Contest in July and was placed 7th in the US Nationals the following month. During the Contest, he made two flights of over 300 miles and one of over 200 and would have been placed higher had he not got lost on the last day.

After having received LA-AC back, Hollis sold or donated it to the Mississipi State University where it underwent various flight research programmes under the direction of the late Gus Raspet. In about 1968, the aircraft was auctioned off and ended up in the possession of Professor Carl Groom of Redland, California. He tried to organise a club round it but died in an accident before it materialized. Five years later, Ed Maloney found it left on a farm and bought it from the Groom family for a small sum. It is rumoured that the Horten's metal wing tips were stolen while it was at this farm.

Jan writes that the aircraft can probably be restored to flying condition "but will require a bit of an effort". The VSA has drawings, but the wingtips are fitted with clam type rudder and airbrakes. These were never installed on the Horten 4. The drawing must therefore be very much "pre-production".

Jan would like to trace the story of LA-AC from 1945 to 1950. Can anyone help? If so could they write to Chris Wills or Jan Scott. We know that it took part, undamaged and in original condition, in an exhibition of German aircraft at Farnborough late in 1945. We also know that someone - probably an Airforce Officer - who knew little about gliders then flew it and broke it. Doc Slater says that there were also glider pilots there who might have flown it successfully. We believe it was repaired near Dunstable in the workshops of Zander & Weyl, or perhaps by Roy Scott or by Bolton. We welcome any correction. Certainly, the Horten was at the London Gliding Club at this time as Chris Wills saw it there. As far as is known, no one ever flew it at Dunstable or anywhere else in Britain.

Where were the other Horten 4As in 1945? Four were built - the first in 1941 - and their registrations ran from LA-AA to LA-AD. One, LA-AC, came to England. Another was in RAF hands in Scharfoldendorf and Oerlinghausen, where it was flown by Jock Forbes and Heinz Scheidhaur (although no German was officially allowed to fly) and submitted to C of G launch tests. This Horten 4A may have been later fitted with wooden wing tips and may well be the one now stored for the German Museum. Its wing tips and centre section are missing. Werner Tschorn relates that another Ho 4A was destroyed with other aircraft by German rear guard troops at Hartau, the aerotowing airfield for the Reichssegelfulgschule of Grunau.

Last July, a French pilot at the Buno Boneveau Gliding Centre was heard describing what could only have been a Horten 4A which was at a French Gliding Centre in Algeria shortly after the war.

We have therefore, subject to confirmation, the 1945 locations of all four Horten 4As that were built. More information to confirm the above would be gratefully received.

On another matter, we are very happy to hear that Jan Scott will be present with his wife and son at our forthcoming International Rally. Jan owns a Minimoa and the only airworthy Goeppingen 1 "Wolf" which he keeps in his hangar. The latter sailplane is for sale. It was built in the United States during the war on a 1935 design.

The fate of the D.30 "Cirrus"

Jan thinks that our description of the fate of the D.30 "Cirrus" "in the hands of displaced persons" sounds like a "CIA cover up". Quoting from "Bungee Cord", we wrote that the D.30 Cirrus, which was the world's highest performance glider before 1946, was recovered intact by the US Army in Germany the same year and shipped to California for further inspection and that it was then allegedly placed in the care of a misguided officer who, acting under obsolete orders to destroy all enemy aircraft, ordered it to be burnt and buried.

Peter Riedel sent us the following details of what actually happened, as told to him by Dr. Wolfgang B. Klemperer at his home in Santa Monica, California, in 1959:

"The D.30 was brought to the USA after the war and finally to California to be tested and evaluated by Wolfgang and others of the Soaring Society of America. One day an officer of the US Army or Air Force appeared with a written order that "all enemy airplanes should be plowed under". Klemperer and others tried desperately to save the plane, by writing to Dayton and Washington, but to no avail. Some time later, the officer appeared again with some men and really plowed the plane under with a tractor or bulldozer.

"There is no reason to assume that Wolfgang Klemperer made up this story. I believe I have it on the tapes which kept a record of his memories as I put questions to him about his aviation experiences. I hope this statement will put an end to all the rumours about the D.30".

For the record

Concerning our mention of the 1935 International Soaring Meeting at the Jungfraujoch in the February Newsletter, we have to point out that we made a mistake when we wrote that Hanna Reitsch had taken part in that contest in a Sperber Junior. One reason why this was not possible was that this sailplane was not finished until 1936. According to details sent by Peter Riedel, the Jungfraujoch Soaring Contest was organised by the Aero Club of Switzerland and the Jungfraujoch Railway Company in September 1935. The pilots from the German team were Ernst Udet, Heini Dittmar, Ludwig Hofmann and Peter Riedel. Heini flew his Condor II while the others all flew Rhoensperbers, at that time a new type of soaring plane. Hanna Reitsch was not yet among the top soaring pilots at that time. Teams from Switzerland, Austria and Yugoslavia also took part in the Contest.

Erwin Ziller's Accident in February 1945. Jan Scott has written concerning the above accident. Barbara Ziller-Harding told him that her Mother has described the accident of her Father in the Horten jet fighter. It occurred while he was landing it in melting snow, which caused it to turn over on its back. He had taken off on a test flight from hard snow, but he had been briefed to expect a thaw, in which case, he was to make a wheels-up landing. The expected thaw happened and a radio message to this effect was sent to him. It seems that he never received this message and it was while attempting a wheels-down landing that the prototype was destroyed and he was killed.

In our last Newsletter, we reported that he had been killed while trying to land the Horten on one engine, after an engine fire. This is substantiated by many British and American reports and is backed up by a report from the Gothaer Waggonfabrik, which is now in the hands of the Smithsonian Institute. The Gothaer Waggonfabrik firm had been charged by the R.L.M. with putting the jet fighter into production. They said that the Horten 9 was so unsuited for production (the prototype had even caught fire), that they were busily engaged in developing a revolutionary jet fighter project of their own.

We cannot doubt either of these accounts and we can only believe that both are true. Perhaps we are on the way to discovering the whole truth concerning the last flight of the famous glider pilot on that February day in 1945, at Oranienburg.

The Horten 9 V.3 is complete and in storage, together with the other Hortens, at the Silver Hill Maryland farm, storage facility for the Smithsonian Institute.

FRANCE

More information from Villacoublay

This is a military airfield where sailplanes are being kept in store for the Musee de l'Aire. In our last Newsletter, we mentioned the registrations of six sailplanes which we could not identify. Since then, we have received the following information:
F-CAUN is a Nord 2000 (a French built Olympia Meise) c/n 10347/17
F-CREM is a C.25S. c/n 162
F-CCHX is a Polish Foka. c/n W.150

F-CRPP is an SA 104 Emouchet
F-CBUO is a C 301S

This leaves only F-CBCR to be identified.

We believe that there are still more sailplanes in store at Villacoublay. These include two or three Nord 2000s, C.301S, C.310P, SA 103 Emouchets, C.801, and altogether 3 Milans (Weihes).

Francois Ragot says that his MU 13D was formerly registered D-15-989. This was a much photographed (in the Flugzeugtypenbucher), short fuselaged, MU 13D of NSFK Gruppe 15, which was situated in Wurttemburg, with its centre at Stuttgart.

JACK AKED

Jack Aked, President and founder of the Blackpool & Fylde Gliding Club, died on 27th February 1979. We extend our sympathy to Barbara.

There can have been few nicer characters than Jack in gliding, and few others who have been connected with it for so long and given so much time and effort to it. His father formed a gliding club in the 1930's. Jack was determined to follow suit and after his ATC gliding school he reformed the Blackpool and Fylde Gliding Club in 1950. Unusually, the full members were non-flying and the glider pilots were associate members, and Jack supported the gliding from profits of the former, whose splendid clubhouse was known far and wide as the Kite. He operated with a single seat Cadet until 1954, when he took the plunge and bought the T.21 which is at the present club today.

Jack set high standards of basic flying skills and airmanship which the club has followed ever since. He was a skilled and dedicated instructor, and never seemed to lose his temper though he had a way of letting you know he was displeased. He always displayed immaculate flying both when instructing and when solo.

In recent years, ill health forced him to give up flying, but his interest in the club remained as high as ever. He continued to donate funds from the Kite after the gliding members formed a separate club, and was to be seen almost every weekend at the club selling magazines, maps, books, etc., and looking after the stores of consumables.

He was surprised and delighted to be awarded the BGA Diploma for services to gliding, but in truth it was well deserved.

J.C.G.

STOP PRESS

Resurgam - Ken J. Fripp

The Love Affair started in July 1935 when I opened my copy of "Sailplane and Glider" and there on page 101 was a description of "The H 17: an Austrian Light-Weight Design". The article carried a three dimensional drawing and several photographs of a delightful little glider, not unlike a Grunau Baby in miniature, and one of the pictures depicted a man carrying a wing by himself. The claimed performance was the same as a Grunau and I was hooked.

My financial position was, as always, circling in a strong overdraft, and I could do no more than look at it longingly and hope that some day, some how ...

In 1978 I had a strong yearning to do a bit of slope soaring once again before I got too old, and decided that as I had borrowed some H 17 drawings we would start to build. Before we had got beyond making a few metal fittings, fuselage frames and wing ribs, the H 17 built by the late Don Campbell, came up for sale and I went

to see it at Aston Down Aerodrome. The day was cold and a persistent drizzle made the scene miserable. I remember my heart sinking as the ramshackled trailer was opened and I could hear the ominous dripping of water on the casein built structure. Opening up the fabric at various strategic places confirmed that glue failure was present in a fairly advanced stage. It was obviously going to be a pretty expensive task to save her, but the tenuous link with my youth proved to be too strong and after some haggling she was mine.

The first thing, when we got her back to Lasham, was to burn the trailer which had been responsible for her near demise, and build a new one.

The aircraft had been substantially modified, with a landing wheel, dive-brakes, an enclosed cockpit and a heavy metal fin strake. During a visit to us Andy Gough told us he thought it was unpleasant and dangerous to fly, but this may be due to the fact that she was grossly overweight. It was decided that all these "improvements" must go and we would restore her to the 1935 drawings in order to see what the designer was trying to achieve.

When rebuilding the wings I was more than a little concerned about the strength of the structure and so I decided to proof load, and Frank Irving worked out a figure for us to achieve. The great pile of 56 lb weights and concrete blocks looked frighteningly large, but the wings took it all without so much as a creak or groan, and the deflection at the wingtip was only one and a half inches.

The restoration work went ahead with much tender loving care and after 823 hours of hard work she stood rigged in the paint shop ready for her first flight for many years. The wings and tail unit were covered with Aerolene Ultralite fabric, which my firm markets, and clear varnished, while the rest of the aircraft was painted with a cream and brown colour scheme, designed to make her look longer and less tubby. We also managed to save some 50 lb in weight.

Owing to a persistent illness lasting four and a half months and the hospital doctors withdrawing my C of A, Derek Piggott kindly agreed to carry out the test flight. On a sunny 5th of June he was off on aero tow, the H 17 looking ridiculously small behind the Piper Cub. He pulled off at 1500 feet and shot like a cork to over 3000 feet. After checking the stall and spin characteristics he descended with a series of mild aerobatics, making a final climb from 600 feet before coming into land. I've seldom seen Derek so enthusiastic about flying a new type and he said that, apart from it being his hundredth type, it was the most enjoyable flight for years. He spoke in such glowing terms that Bill Scull asked if he could fly it and spent a pleasant half hour singing at the top of his voice and shouting to other pilots sharing his thermal. After landing he said "you know, we seem to have lost something over the years and that is flying for sheer fun". Every member of the Vintage Glider Club will appreciate just what he meant.

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We hope that it will not be long before Mr. Richardson of Woking will bring his H.17A back into the air.

We have heard that the fuselage only of another H.17A is in the ATC's hangar of Chivenor airfield, near Barnstaple, North Devon. This needs confirmation

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It is rumoured that John Coxon's Minimoa, BGA 1738, which was also beautifully restored by Southdown Aero Services, is to be sold abroad. We have heard that John Coxon has moved house to the Channel Islands. We believe that he will be at RAF Odiham on 23rd June with his Minimoa, and so we hope that we can find out more about what is going to happen to his Minimoa then.

The Goevier 2, D-1080, reached Munster/Telgte airfield on 27th May and was rigged by the German Youth under the leadership of Dr. Max Muller. This Goevier was finished, after being hand built, in 1952, and it is still in marvellous condition. However, its max. cockpit load is extraordinarily small, being 153 kgs (344 lbs or 172 lbs per pilot?) We believe that Goeviers in Britain also have very

low cockpit loads and that no parachutes are carried, but this needs confirmation. D-1080 is now owned by 10 people ... 7 shares, but the last one consists of three students! Such an army, if properly led, should be able to put a trailer together for it quickly. D-1080, one of the now very rare, early long fuselage Goeviers, has made an excellent first impression at Munster/Telgte and we expect that by now, it will have been flown.

Rally in Germany

We have received an invitation from the Oskar Ursinus Vereinigung for our members to take part in their Annual Meeting, with their Vintage gliders on the airfield of Speyer (near Mannheim on the River Rhein), from 29th June to 1st July. The meeting is known as "Hobbyflug 1979". (This could also be on the way to Switzerland).

Particulars of this Meeting can be received from: C. Wills, Huntercombe End Farm, Nettlebed, Oxon, England. Tel: 0491 641 650 - evenings.

Flying Display at Ringmer

An invitation has been received from the East Sussex Gliding Club, for the Vintage Glider Club to take part in a Flying Display at Ringmer, near Lewes, East Sussex, on Saturday 23rd June 1979. Launching will be by aerotow and winch. For further details would members please contact Fred Porton, the VGC's Rally Secretary, at 22 Faulkner Way, Downley, High Wycombe, Bucks. Tel: 0494 (High Wycombe) 28862, or during working hours - 0895 (Uxbridge) 37191 ext. 274.

Date Change
Derby & Lancs Vintage Week

The date of this has had to be changed to 5th-11th August inclusive. Please confirm to Fred Porton if you can come, with or without glider. Help will be needed from the ground-borne by the Derby & Lancs Club who are holding an 'open week': public entrance, car parking, airfield marshalling and so on - in return there will be gatherings and mayhem in the evenings.

F O R S A L E

Weihe. Recently overhauled. Many 1000s of kms cross country to its credit. Good condition, with parachute, trailer and barograph ... and oxygen, etc. Offers to Willi Rostan, Schwalbenweg 9, 7320 Goeppingen-Jebenhausen, West Germany. Tel: 071 61 /47. 63

Harbinger. A vintage sailplane built with modern materials and glue. With prewar Polish ancestry. Offers to Tom Smith, Speedwell Sailplanes, Hawks Green, Marple, Cheshire, SK6 7JW. Tel: 061-427 2488

Olympia 419
MU 13E. Needs some work done to it. Offers to Martin Breen, The Old Post Office, Amersham Road, Hazlemere. Tel: High Wycombe (code 0494) 35005

Tutor Fuselage and port wing, uncovered
Primary Eon (SG 38) wings both at Wycombe Air Park
For information contact C. Wills, Huntercombe End Farm, Nettlebed, Oxon. Tel: 0491 641 650 (evenings)

Cumulus - 150 DM, Grunau Baby 3 100 DM, Specht. Horst-Dieter Rey, 5 Koln (Cologne) 30 (Vogelsang), Nachtigallenweg 8, Postfach 301064, West Germany. Tel: 0221/582848

Tutor, BGA 1745, C of A, with basic instruments and open, lightweight trailer. £900. Fred Porton, 22 Faulkner Way, Downley, High Wycombe

Kite 1, BGA 400, 1939. Sound and flyable but no current C of A. Complete with trailer, 1000 plus foot good towline, old parachute and various bits. Excellent instruments. £1150. Derek Ashman, 3 Church Lane, Blisworth, Northants. Tel: 0604-858098

Slingsby Eagle 3, orange and white, full panel, trailer, C of A. Last one built. £3,000. Colin Street, 'Badger Lodge', Redlands Lane, Ewshot, Farnham, Surrey. GU10 5AS. Tel: Aldershot 850526

Prefect T.30A, nice unique aircraft, red and white, C of A. £1,000. Philip Tiley, 14 Ridgeway, West Parley, Dorset. Tel: 02016 77530

French Gliders for sale, as per last Newsletter

W A N T E D

Full years of 'Sailplane and Glider' 1931 to 1939 inclusive. Please write price and condition to Ian Burns, 33 Devonshire Road, Hazel Grove, Cheshire, SK7 6BX. Answer and postage refund guaranteed.

OFFER OF HELP

Philip McKiernan, who floats around the oceans of the world, with several months' leave in between, is interested in helping with restoration and repair work on gliders. He is a marine engineer. Contact him at April Cottage, Ringle's Cross, Uckfield, East Sussex.

WELCOME TO NEW MEMBERS

Nord 2000 (Meise)	R. L. (Bob) McLean 241 Bawtry Road Bessacarr Doncaster DN4 7AL	Sky BGA 686	Derek Wilson 62 Musgrave Rise Bramley Leeds 13
Olympia 2B BGA 1422	Philip McKiernan April Cottage Ringle's Cross Uckfield, East Sussex	Weihe BGA 1021	Donald Beech 97 Nottingham Road Daybrook Nottingham NG5 6LA and Peter Storey 40 Darlton Drive Arnold, Nottingham
Assoc	N. C. B. Wilson 18 The Close Matlock Derbys DE4 3LE		
Sky BGA 685	Richard Moyse 39 King Georges Drive New Haw Weybridge, Surrey	Grunau Baby 2B	D. J. Dorrepaal Europalaan 30 4334EC Middelburg Netherlands

Issued by: Chris Wills, Huntercombe End Farm, Nettlebed, Oxon. 0491 641 650
Frances Furlong, 60 Well Road, Otford Kent Otford 3277
Pierre Beguin, 4 Cresswell Gardens, London S.W.5 01-370-4764