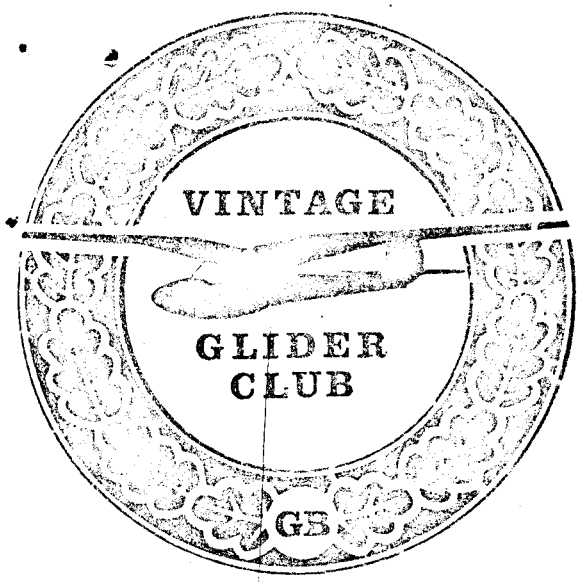


The Vintage Glider Club of Great Britain

From the Secretary

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SEPTEMBER 1973 NEWS LETTER

With this News Letter you should receive a name badge, a sticker and a membership card, unless you have already collected some or all of these items at Doncaster or Lasham, or any point in between. Please let me know what's missing so that I can send it to you.

Would you remember to bring and wear your name badge at all Club Rallies? As our members are so dispersed it really will be the quickest way of getting to know each other. Operating on other Clubs' sites as we shall be it will help enormously to find VGC members from our host club's members.

More stickers are available at 12p each. This is only marginally over the cost price.

WYCOMBE AIR PARK VETERAN/VINTAGE RALLY

The picture is now very much clearer about this event on Saturday and Sunday, 29th and 30th September.

There will be no opportunity of flying at Booker over this week-end, other than one or two 'invited' gliders to take part in the Air Display on Sunday. We are looking for a site for Saturday, which will probably turn out to be Weston-on-the-Green, where flying will be possible, and overnight camping. Camping in your own tent, trailer or caravan will also be possible at Booker over Saturday/Sunday night. The Organisers would welcome a select number of gliders present and rigged on the Sunday.

The Secretary is setting up shop very a.m. onSaturday with the Dormobile and a tent annexe in which it is planned to show photographs of old gliders, and Chris Wills will run a projector and slide show to anyone interested. Lunch at a nominal figure will be available to any Club member around at the right time on Saturday and Sunday, at Booker.

If you can come will you please let the Secretary know, and whether with a glider, and whether one or both days, so that you can be sent a free entry ticket for Booker, the Saturday and overnight site can be confirmed to you, the right number of lunches prepared.

As you will have gathered, this has really turned into an opportunity to publicise the VGC, rather than a flying rally. But if you can come, it would be a great help.

HERE

The Kite 1 Prototype (1935) that is at Dunstable has now been bought by Terry Perkins who will be getting the machine back into the air at Dunstable.

There is a 1935 Scud 3, one of the first motorised gliders in the world, now without an engine, which is in the final stages of being rebuilt at Nympsfield. It is hoped that it will get a C. of A. next year. Mike Garnett, is now looking for another small old glider to rebuild.

David Jones of Bickmarsh has nearly completed the trailer for his Rheinland and hopes to bring it to the Vintage Display at Booker.

A Kranich 2 at the Newcastle Gliding Club has been removed from Carlton Moor where it has been languishing for some years. Does anyone know its whereabouts: it is rumoured to have been sold.

News of the Cambridge 1 (Pons) which was last heard of 7 years ago at Dishforth, now reported to have been burnt. This will be sad news to the older members of the Cambridge Gliding Club. Has anyone news of the Cambridge 2?

Another Petrel exists in Southern Ireland and it is hoped that it will be possible to bring it back to England for restoration.

A replica of Sir George Cayley's man-carrying glider of 1853 has been researched by John Sproule and built by Southdown Aero Services with financial assistance from a television company. The TV Company then filmed it actually flying at the former 1853 flight site in Yorkshire. The film will be shown on TV soon (said by the visitor, usually accurate, to the News Letter office to be the 9th November). The replica will be lent to the Science Museum for a period. That the replica flew proves that Sir George Cayley's despatch of his coachman by air is no myth and that this may have been the first glider flight. There is evidence that Sir George may have been hang-gliding well before this, in 1815.

When you see the Cayley film, you will recognise the pilot as Derek Piggott, launched by car.

Swedish Built WEIHES

It would seem that all four of the Swedish built Weihes known to be in this country are grouped within a few miles of each other east of Doncaster.

The Weihe that was at the Essex Club has now been bought by John Wilson and someone else of the Humber Gliding Club at R.A.F. Lindholm. This is the most recently built Weihe in the country. It was constructed for the American, Paul Macready, in 1950 to take part in that year's World Championships in Sweden. He came second.

Another Swedish built Weihe (1943) has been bought by Mr. Genney of Grimsby. This machine last year was at the Dorset Gliding Club at Tarrant Rushton. It has German built wings and tailpane, and a Swedish built fuselage. The original German fuselage was damaged during a landing at Tarrant Rushton and because it was considered that the fuselage glue had failed, another fuselage was obtained.

Two other 1943 Weihes owned by Mr. R. D. Brister and Mr. Don Bricknell are flying at Bardney and Saltby Leics. Don Bricknell flew his Weihe at the Club Rally at Doncaster.

A 1943 German built Weihe is for sale at Dunstable. Offers to Francis Russell, 43 Pasture Road, Letchworth, Herts. SG6 3LS. Tel: Letchworth 4915 (home) or Letchworth 2124 (work)

YUGOSLAVIA

According to the Civil Air Register 1972, many Weihes built between 1948 and 1960 are still airworthy. These machines are improved Weihes with 2 piece bubble canopies and D.F.S. air brakes. Also on the Register are many Kranich 2s, as well as two Meise Olympias. Vintage Yugoslavian types on the Register include an Orao and a Jadran amphibian. There are:

35 Weihes, registration letters	YU 4036 registered 1951 YU 4041 to YU 4093 - 1953 YU 4113 to YU 4115 - 1960
16 Kranich 2	YU 5004 registered 1949 YU 5006 to YU 5012 - 1948 YU 5014 to YU 5019 - 1953 YU 5025 to YU 5027 - 1955
3 Olympias	Registered 1956

PORTUGAL

The Portugese Weihe CS-PAF and Kranich CS-PAD at Granja de Alpriate were both first registered in 1947. They were probably built in Spain.

SWITZERLAND

This year's Swiss Register includes no less than 45 old gliders which are presumably still airworthy. Plainly Switzerland would be a most excellent place for a Vintage Glider Rally.

FRANCE

As well as the French types which date from 1942, C.800 2-seater, C.25 2-seater, Castel 310p and Emouchet (these were developed from the Polish Salamandra (1931) but they were built after the War), there are still about 40 Nord 2000 (French built Olympia Meises) and 40 Nord 1300 (French built Grunau 2b) as well as 5 French built Weihes (VMA 200 Milans) and also a German Weihe at Angers, still airworthy. All French versions of German gliders were built after the War (the Weihes in 1950) and evidence suggests that some of them may be in good condition. Some of the Olympias (if not all of them) still have their genuine many-piece original canopies. It is thought that old French gliders could be obtained very cheaply, with the possible exception of Weihes and Air 100s.

CLUB RALLY AT DONCASTER - 3-6 August 1973

Thursday, 2nd August

The Club Secretary, Frances Furlong, arrived in the evening in her Dormobile, thus ensuring good order henceforth in our affairs. Don Bricknell had already towed in their Weihe from Saltby but had departed for the next day's work. The Rally Secretary, Ken Crack, towed in his Goevier at about 11 p.m. after a lengthy but uneventful tow from Dunstable. The Club President, Chris Wills came in with the Minimoa about 5 a.m. on Friday morning.

Friday, 3rd August

Rodi Morgan came in just after 9 a.m. with his Grunau Baby from Tangmere after an overnight tow.

John Wilson came over from RAF Lindholm to see whether conditions were worthwhile to airtow in their Weihe.

Terry Perkins arrived from Dunstable to assist generally and help Chris with the Minimoa.

The weather conditions were not encouraging - heavy showers and overcast, and rigging was held over until after lunch when the tug would be available. No task set. Rodi Morgan (Grunau) and Ken Crack (Goevier) spent the afternoon local flying. Rodi got under a cu-nim and with full air brakes was still going up off the top of his

vario: we know he want to get his Gold height, but there must be more comfortable ways than in an open machine. Ken's two seater Goevier was much in demand for Doncaster Club members to fly with him for another type in the log book - many found it quite an exercise to handle it. The day's activities ended with a massive downpour and it rained all night.

Saturday, 4th August

A down wind task was set to Bardney (Lincolnshire Club), but the weather did not come up to forecast expectations - more local flying, joined by the Skylark II group of Doug Birch from Sleep, the Peter Young and Ron Collins Doncaster Rhonbussard, and the John Clark and David White Doncaster Sky, and the Millwards Skylark II also at Doncaster.

The Club held a Supper in the evening for Doncaster Club and our own members and 84 were served, with a lively party into the small hours. Our thanks are particularly due to Frank Thompson (Chairman of Doncaster G.C.) for supplying a large quantity of cooked chickens, and also the several ladies of the Doncaster Club for their generous help.

Sunday, 5th August

After a very stormy night, and more in hope than expectation with the wet and windy morning, a modest down wind task of 52 Km was set to Kirmington private airfield near Brigg. Conditions improved in the early afternoon, and even though the thermals were not easy to contact and rather broken, all the vintage gliders had a try (except Ron Davidson who had arrived with the Petrel on his way to Sutton Bank and did not want to land out). Dave White in the Sky, Peter Young in the Rhonbussard and Chris Wills in the Minimoa made it. Rodi Morgan in the Grunau hit massive sink and landed for a merry afternoon with his ATC friends at Lindholm. He was later towed back by the Doncaster Condor. Roger Smalley with an Olympia 2 from Bardney, visiting on his way to Sutton Bank, landed in the public 'Manor Park' in Scunthorpe Town, which undoubtedly caused a stir.

In the evening Chris Wills gave a talk with slides on 'Vintage Gliders' in the Clubhouse.

Monday, 6th August

The night was distinguished by the need to get up and anchor down the Grunau and Goevier with cars and trailers. The day provided classic skies of developing cumulus - but the wind howled and gusted to 40 knots on the airfield, so the time was spent on a round table discussion for future meetings.

KEN CRACK
Rally Secretary

STOP PRESS

We have just caught the first tentative murmurings of a Vintage Glider Rally in Germany next year. More news of this as soon as it is available. Chris Wills and John Coxon are in Germany now and will bring back more news with them next week.

The number of entries from this country will depend on finding some way of lessening the cross-Channel costs, and without waiting for more definite news of the Rally we are making enquiries from possible sources of help.