



The Vintage Glider Club of Great Britain

NEWS LETTER

NOVEMBER 1975

PRESIDENT'S REPORT

We have just finished our second complete year as a Club. This year's events have again been characterised by tremendous enthusiasm and progress. Many more vintage, historically interesting sailplanes have been saved and more are being restored. Our membership is now approaching 200.

During the last year we held seven meetings in this country alone. We thank the following organisations and Clubs for having us: The South Wales Gliding Club at Usk, the Upward Bound Trust and Glider Pilots' Regimental Association at Haddenham, Competition Enterprise at Northhill, Devon, The Stratford on Avon Gliding Club at Long Marston, The Derby & Lancs Gliding Club at Camphill, The Shuttleworth Trust and Lasham. At Old Warden and Lasham we were part of the air displays. At all our meetings we have had our share of this summer's good weather and there have been no 'grounded' days.

The British Gliding Association has helped us a great deal and now has confidence in us and our aircraft. We thank them for their help and encouragement.

The highlight of the year was the Third International Vintage Glider Meeting at Gruyere in Switzerland. Our thanks again to our member Willi Schwarzenbach, to Jost Frei and to the Swiss Veteran Glider Pilots' Association who sponsored the meeting.

At the Swiss Meeting it was decided by majority vote that the Fourth International meeting should be held in England during 1976. The all-round excellence of the Meetings at the Wasserkuppe and Gruyere has given us, as organisers of the next meeting, quite a task.

The only set backs to our movement has been local glue failure in three casein-built sailplanes, a Rhönbussard, a Minimoa and Gull 3, due to damp last winter and also local Kaurite glue failure in two 1943 Swedish-built Weiheres. Also a Goevier has been badly damaged. However, such is the enthusiasm of our movement that all these aircraft will be repaired. The Rhönbussard and one of the Weiheres are again airworthy and the Minimoa should not be long following them.

More attention must be given to dry, ventilated, storage of vintage sailplanes in winter. One can only remark that so many vintage gliders have vintage trailers and a glider is only as good as its trailer. More information about storing gliders is given later in the News Letter.

In Germany - Münster

We have first class relations with the Münster Oldtimer Gliding Club which is led by Max Müller. They have always given us wonderful hospitality and inspiration. They are still successfully operating their Minimoa and Max Müller has built the ultimate trailer for it. They have met with less success with their Rhönbussard which could not be granted a C. of A. in Germany. It has been sold, finished, to Ted Hull at Dunstable. We have not heard whether they have been able to obtain a Rhönadler from South America.

From Göppingen

News that Klaus Heyn has continued to collect items and photographs for his Vintage Sailplane Collection. He has also built more historic sailplane rudders for his gigantic mobile.

From the Wasserkuppe

Here there does not seem to have been progress with the Sailplane Museum and at least part of the historic sailplane collection has been distributed (but perhaps not sold) around the country.

It has been said that the progress of vintage glider restoration in Germany has been restricted by an unsympathetic bureaucracy. However still being flown in excellent condition are two 1943 and three 1956-built MÜ 13D-3s, two modified 1956-built MÜ 17s, Grunau 2Bs and a superbly restored SG38 nacelled primary (Gerhard Graf) as well as many modified Weihs and Meises which were built during the 1950s.

In Switzerland

The progress of restoring vintage gliders has been slow but sure.

In Australia

Our member Martin Simons is doing everything possible to start a Vintage Glider Movement in Australia, where there still seems to be a fine collection of old sailplanes. The first Australian Vintage Glider Meeting is being organised.

In the United States

The Second U.S. Vintage Meeting has taken place at Harris Hill, and they are planning another regional meeting later this year. They have an excellent News Letter with photographs called 'Bungee Cord'. This News Letter will certainly help the movement get going in the United States.

In France and Austria

We have as yet no members or contacts. We feel sure that in these two countries there must be a wealth of vintage gliders lying forgotten in hangars and sheds.

One of the great steps forward taken during the past year by our Vintage Glider Club in Britain is that more and more of our famous vintage sailplanes are getting into good hands. Not only are they being appreciated and restored but their owners are managing to do good flights in them. Some have actually taught their own to fly, although the sailplanes were built before their owners were born. During the last season we have heard of two 170 km triangle flights and an 80 km cross-country flight in snow conditions, when modern sailplanes could not remain in the air. This is the sort of thing that will make the gliding world sit up and take notice of us.

Our success has been in no small way due to the efforts of our hard working Hon. Secretary Frances Furlong. She originally offered to be our secretary for one year, but found the work so interesting that she continued to stay with us. This continuity has been a great help and we cannot thank her enough.

Many thanks are also due to Ken Crack, our Rally Secretary, who has organised so many rallies for us during the past two years. Because he has to be abroad so often and so unpredictably, Ken has now resigned as Rally Secretary, and we welcome Angus Munro to the job. Ken has however agreed to be Hon. Treasurer of the Club, and so relieve Frances of this part of the work. He has for many years been Hon. Treasurer of the London Association of Engineers and his experience in this field will be invaluable to us.

The above report was given in a curtailed form at the Second Annual Dinner at the Palace Hotel, Buxton on Saturday, 20th September. 75 members and guests were present.

After some short reports, two Cups were awarded for the Best Restoration during the year and the Best Flight of the year. The first went to Derek Godfrey and partners for their work in restoring a 1943 Swedish-built JS Weihe, BGA 1297. The second Cup was awarded to Ted Hull for his 170 km Triangle Flight in his Kite 1 on Sunday 16th August in 4 hours 15 minutes from Dunstable - Bicester - Husbands Bosworth - Dunstable. This is probably the best flight ever done by a Kite 1. Ted it will be remembered won the final task at the Wasserkuppe Meeting last year, the race from the Wasserkuppe to Schweinfurt, against all the best vintage gliders including FW Weihe 50s! We hope he will continue to fly it even after the acquisition of his new, high performance Rhönbussard (max. L:D 1:19.8)!

Honourable mention was made of the work by Francis Russell and partners in restoring the only German-built 1943 JS Weihe in the country (BGA 448) three years ago, and also of the good cross-country flights that have been made in it this year. 80 kms Dunstable to Lasham in March by Francis Russell and a 170 km triangle by David Adams in August.

After the presentations there followed the traditional recitals of Eine kleine Nachtmusik and other pieces on a penny whistle by Doctor Slater. Then old gliding films were shown. It was an unforgettable evening.

FROM ANGUS MUNRO

I'd like to begin my first task as Rally Secretary by thanking my predecessor for his magnificent effort during office. Ken is a great chap with a lot of enthusiasm for everything he tackles and I will probably have my work cut out trying to equal the standard of Rally which we have all enjoyed in the past.

My second task is to introduce myself and my wife to those of you who do not already know us. I am Angus Munro and am easily distinguishable on sight from my wife, Valerie. I own, along with three others, the Dunstable-based Weihe.

Now at this stage of my planning all that I have to offer are my own ideas which, of course, I think are terrific. Gliding, however, by its very nature, tends to attract thinking people with ideas of their own and this is what makes our sport rich with 'characters' and is also what brings me to my third task.

Communication! These are OUR Rallies and WE enjoy them. Tell me of your ideas, no matter how small - I want to hear of them. Every word that is offered can only help the Club to have a great 1976.

Angus Munro
22 Grangeway Gardens
Redbridge, Essex Tel: 01.550.9983

FOURTH INTERNATIONAL VINTAGE GLIDER RALLY

We are very pleased to announce that the FOURTH INTERNATIONAL VINTAGE GLIDER RALLY will be held at Dunstable, home of the London Gliding Club (1 hour drive north of London up Motorway 1) from Saturday 31 July to Saturday 7 August 1976.

We are circulating a slip with this News Letter and would ask you to return it, completed, immediately if you would like further information as it becomes available. We plan to send out further details to those who have returned the slip without waiting for the next issue of the News Letter, though further information will be included in ~~that~~ too.

Extra copies of information to date and slip have been sent to:

Willi Schwarzenbach
52 rte de Cossonay
1008 Prilly
Switzerland

Paul Serries
44 Münster St. Mauritz
Agnes Miegel str. 1
WEST GERMANY

Michael Schlotterbeck
7150 Backnang
Häfnersweg 66/1
WEST GERMANY

Please ask anyone interested, perhaps a non-member to write to any of the above, or direct to Frances Furlong at Otford House, Otford, Nr. Sevenoaks, Kent for further information.

We are busy compiling fuller information which we hope to circulate before Christmas.

SUMMER BANK HOLIDAY RALLY - LONG MARSTON, AUGUST 22nd to 25th, 1975.

Strange, but somehow Long Marston and Moreton-in-the-Marsh seem to get mixed up in thought - both grand runways of great former times - but always land at Long Marston, you will have a very ready welcome (and keep out of Moreton-in-the-Marsh, attractive as it may look from the air - it is a Home Office training establishment now and quite impossible to get through the Red Tape to get tugged out).

The special invitation our member Howard Hill-Lines had given us - to slip in a meeting between the International Rally and the closing Autumn Rally - was no disappointment. A new experience to some of our members was to use the reverse auto tow launching - the cable round a fixed pulley at the runway end with the tow car coming up the runway towards take off. Aero towing was available for the faint of heart (or heavier of pocket).

With fair to good conditions the V.G.C. again showed that it could be self supporting and a brisk trade was carried out in refreshments for all.

We had the rare pleasure to have four Grunau Babies lined up together. There should have been five, but unfortunately Howard Hill-Lines 2B was hangar bound with slight tummy trouble.

A Short Task was offered: to the Aquila Club at Hinton-in-the-Hedges with a full set of directions from the visiting C.F.I. Derek : Godfrey and promise of a tug waiting to bring one and all back. But the tug didn't think so and blew its pot while Derek was on his way air bound - for good measure he made it; he must know the uplifting paths as no one else got there. Peter Allen (Grunau 2B) tried for his silver distance that-a-way, but ended up rather short at Turweston just at the time when our member Ron Davidson (Petrel) had dropped in to Long Marston with a tug from H.B. and was able to do a 'fairy godmother' and fetch Peter back.

The proceedings were rounded up with a Frances magic cooking barn supper (how does she ever produce so much with so little facilities?) together with a grand bonfire and bales of straw for seating - and the Rally Secretary worried stiff that the whole lot would catch fire.

Thank you Howard for an enjoyable weekend and your generous hospitality.

(P.S. A special roll will be kept of all members who are associated with similar establishments to Howard's "Lord Leycester" at Warwick - please let us have your names.)

THE AUTUMN RALLY - CAMP HILL, SEPTEMBER 19th to 22nd, 1975.

The Derby and Lancs Club pulled out all the stops and sweated to a deadline to get the new bungee area gates fitted for the bungee run to be opened up in time for the meeting - gates all 50 ft plus wide and folding down to the ground - a lovely job and the effort fully rewarded. The wind blew fairly steadily in the right direction and off they were flung, those intrepid first time bunge'ers of the V.G.C.! Even the mighty Kranich was hurled forth, with Chris Wills at the front and Joan Price behind, to be flown in consort with her old Rhönbussard in Graham Saw's hands. We were greatly honoured to have Joan with us, her gliding is a part of flying history, too lengthy and honoured for listing in this short report (but very worthy of a historical note from our President).

As strong as the temptation to keep flying over the very attractive dales countryside might have been, Sunday midday was a firm commitment for the line up of all vintage machines for the "Concours d'Elegance" parade and judging for a special Camp Hill commemorative prize donated by the Club. This was one of their original club metal insignia (to refer to it as a badge would not do proper honour) re-furbished and mounted on a base of

local Feldspar, a coloured textured stone, making a very attractive arrangement. Whilst the judging went along, we were entertained to an excellent buffet lunch provided by the Derby & Lancs Club and most attractively laid out.

The results of the Concours d'Elegance were:-

First	-	Rhonbussard	(Graham Saw)
Second	-	Petrel (651)	(Mike Russell and John Byrne)
Third	-	Weihe (431)	(Derek Godfrey and Partners)

The meeting was also distinguished by having an appreciable number of our Associate Members present, amongst whom we were pleased to see Joan Price (of vintage flying fame), John Furlong who flew in early Camphill Competitions, Doc Slater, with camera at the ready, Charles Faulkner, Michael Maufe, Basil Meads and Ken Blake. And our member Chuck Bentson from Germany who now knows from the inside the secrets of putting up the V.G.C. marquee in a stiff breeze. Our thanks to all those who kept the Marquee staffed and provided refreshments for everyone who asked.

This first Camphill meeting of the Vintage Glider Club will be long remembered, not only as the first time that the VGC succeeded in getting bungeed, but particularly for the excellent and unstinted organisation and hospitality provided by the Derby & Lancs Club led by their Chairman Derek Cooper and our member Stan Armstrong and to all of them we give a most grateful 'thank you'.

The Rally Secretary gave a short report on the year, stating that the members were really very modest and simple people in their needs - just a rigging area, top briefing, two-seaters waiting ready for check and familiarisation flights, a launching organisation eager to propel gliders straight into lift, and a well-stocked bar, with excellent and inexpensive meals and accommodation. This we had all found at Camphill and for which we greatly thanked our hosts: not forgetting that the arrangements for the Dinner Evening had been very largely dealt with by our host club member Stan Armstrong and his wife Pat to whom we were very grateful.

The President presented a travelling alarm clock and a heat insulated food jar from the Club to Ken Crack in sincere appreciation of his work for us all.

Vintage gliders at Camphill included:

Petrel	BGA 418	Ron Davidson
Gull 1	BGA 378	Tony Smallwood
Weihe	BGA 448	Angus and Valerie Munro, David Adams Francis Russell, Graham Smith
Petrel	BGA 651	Mike Russell,
Grunau 2B	BGA 1409	Peter Allen, John Bacon
Grunau 2B	BGA 578	Rodi Morgan
Kite 1	BGA 285	Michael and Tony Maufe
Weihe	BGA 1297	Derek and Jean Godfrey, Leonard Holden Terry Norris
Kite 1	BGA 394	Ted Hull
Grunau Eon	BGA 629	Peter Moran
Grunau 2B	BGA 1289	Geoff Moore and Barry Foster
Rhonbussard	BGA 337	Graham Saw
Kranich	BGA 1392	Chris Wills
Tutor	BGA 442	Mike Hodgson, Stephen Kingswood
Prefect	BGA 701	Peter Gray

ACCOUNTS 1974/75

Attached is the Revenue Account and Balance Sheet for 1975: brief explanatory notes at the bottom. This year we acquired more basic equipment to make us self-supporting and more funds were salted into stocks for the future.

We have kept the renewal fee at £1 since our inception in 1973 and regret that we shall have to increase it to £2 from June 1976: there have been three postage increases since June 1973 and there may be another before June. We are very grateful to members who send us more than the bare renewal because this has enabled us to forego an increase in renewal until June.

If any one has a query about the accounts, do please ask. As I said last year, this is YOUR MONEY and I'd like to be sure everyone is in agreement with the way it is being used.

Frances

FOR SALE AND WANTED

Kirby Cadet: Full details apply to Reg Hayball, Wych Cottage, Tatworth, Chard Somerset

Focke Wulf Weihe 50, built during the 1950s, with trailer.
Telephone 0 70 41/53 06. (Germany)

Meise Olympia, Masterpiece, built 1959, with C. of A. until May 1976, with many instruments, and trailer. Write Martin Dorfner, 8405 Donaustauf Baronstrasse 31B, West Germany

(The last two advertisements were seen in the September Deutscher Aerokurier)

16 metre Jaskolka, with C. of A, and two year old fully fitted lowline trailer.
Built 1958, approx 750 hours from 650 launches
Write to John Hulme
10 Tunbridge Lane
Bottisham, Cambridge
Tel: Cambridge 811323

T.21A at RN & RMGSA, RNAS Yeovilton, Ilchester, Somerset. Contact: Lt. J. W. Bates, Hon. Sec. who says 'the aircraft is not damaged but does require overhauling and refabricating before C. of A.

	Date of manufacture	1948
?	BFA No.	683
	Hours flown	3689.06
	Launches	36,955

Wanted: Olympia parts Mike Russell would be glad to hear of any damaged Olympia parts (in particular, fuselage, port wing, elevators) for future reconstruction project. Any parts useful, write to Mike Russell, Peddars, Woodend Green, Henham, Bishop's Stortford, Herts.

FOR DISPOSAL (Proceeds to restoration of Willow Wren!)

Sailplane and Glider pre-War	(i)	August 1935 - September 1939 (missing only September 1938 and April 1939)	60 copies	£30.00
	(ii)	1937 complete - 12 issues		£6.00
	(iii)	April 1938 and December 1938	each	50p
Sailplane and Glider post-War	(iv)	March 1946 - December 1949 (missing only April and May 1946)	43 copies	£20.00
	(v)	41 assorted copies 1946-69 and 1973/74	each	.30p

all plus postage and cost

DESPERATELY WANTED (to complete own set)

(£1.00 each, more if you haggle, or a flight of 1 hour in Petrel if suitably qualified)

	September 1944
	November 1944
March/April	1955
July/August	1955

Write Mike Russell, address above for Olympia parts

SLIDE SHOW - Saturday, 6th December at London G.C. Dunstable at 8 p.m.

Films and slides of the International Vintage Glider Rally at Gruyere, together with members' slides and probably a film of early days at Dunstable.

Please contact Dilys Yates at the Club or Francis Russell at 43 Pasture Road, Letchworth, Herts SG6 3LS (tel: Letchworth (046-26) 4915 if you have a film or slides to offer for the evening.

GRUNAU BABY DIAGNOSIS FOR THE SPECIALISTSGrunau 2B BGA 1415

This machine was built in Germany during the 1950s. It was imported recently into Britain by a club in the east and it is now owned by a syndicate at the Stratford on Avon Gliding Club. It is still in its German paint and registration, D-9170.

Grunau 2B BGA 1214

This is a now very rare example of a wartime, licence-built, Swedish Grunau 2B, built for Swedish Airforce training in about 1943. The machine is currently used for training by the Stratford on Avon Gliding Club. Modifications which include a landing wheel and different shaped canopy and surround have caused some of the club members to call it a Grunau 2C.

Grunau Baby 2B BGA 578

This is the famous Grunau Baby which, owned by Rodi Morgan, has been seen at most of our National meetings and all three of our International meetings during the past two years. BGA 578 was one of two Grunau Baby 2Bs which were built by Hawkridge Aircraft Ltd. during 1946/47, from major components (probably bulkheads and wing spars), imported from Germany during 1945. This is one of the most delightful Grunaus to fly. We heard at Long Marston that the other Hawkridge-built Grunau Baby BGA 615 still exists but could not be brought to our meeting because of slight landing damage sustained during the previous week-end.

Grunau Baby 2B BGA 1409

This is owned by Peter Allen and partners of the Cranfield Gliding Club. The wings are from an Eon Baby, built at Elliotts of Newbury during 1947 with aerolite glue, but are rigged on the aircraft without the pronounced dihedral of the later Eon Babies. The fuselage is partly from a pre-War built British Grunau Baby 2A but the nose at least has been modified since.

The 5th Grunau Baby at Long Marston was removed because of slight damage and could not be examined.

I WAS THINKING by Frances

we've now a lot of new members, 194 to date. I wonder if they know there are available from the office (Otford House, Otford, Nr. Sevenoaks, Kent)

Back-stuck and front-stuck (say which) Club emblem stickers	15p each
Car badges	70p each
Club emblems without the word 'member' for souvenirs (sale to thepublic)	15p each

a new Club List is enclosed, with an attachment which shows our growth over the last two months! I used to type one packet of brown envelopes for the News Letter when we had 23 members - now the job takes eight packets.

I wonder if newer members know there's a Library List available from the office giving a list of GA drawings available for all sorts of gliders: cost shown as 50p per large sheet, 30p for medium and 20p for small. Bet that's gone up, but send a foolscap envelope for the list if you are interested.

it's been a good year - cooking steak and kidney pasties for the week-end, packing the Dormobile with marquee, loo tent, cooker, tins of beans, pasties and grandson. Starting off at 6 a.m. to get through London before the rush hour and doling out apples and chocolate before breakfast to blissful grandson (who took the first opportunity to tell his mother - along with 'And I haven't been washed for three days')

how very kind members, our own and our host club's, have been in putting up the Marquee, getting water in vast quantities for teas and coffees, in setting up food tables and clearing away. From all I've heard, we have got back to the fun of 'vintage' days.

oh yes, there was that note about WEIHE AND KRANICH ARTICLES. The following copies are available of technical articles issued over the last two years:

September 1973	Minimoa	4 pages	12p
October 1973	Wren Series	2 pages	5p
February 1974	Kranich	5 pages	15p
April 1974	Bowlus Baby Albatross	3 pages	10p
September 1974	Weihe	5 pages	15p
January 1975	MU 13	5 pages	15p
May 1975	S.18 Spalinger	4 pages	12p
August 1975	Rhonbussard	4 pages	12p

If you'd like a copy please send the right amount in stamps, plus postage or a stamped addressed foolscap envelope.

it'll be no small miracle if I manage to get everything together in the envelopes, but since we were going 'over-weight' on the postage it did seem an opportunity to use as much weight as we could up to the next level.

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We plan the next News Letter just before Christmas or early in the New Year. Apologies for the delay in this one but we wanted to include the earliest possible news about the date and whereabouts of the next Internationals.

A very happy Christmas to our members and their families: thank you for sending us news from many places, and drawings, thank you for supporting the Ballies - all of which are just the fringes of our main task - to encourage the restoration and flying of Vintage Gliders.

Issued by Chris Wills, Huntercombe End Farm, Nettlebed, Oxon (049.18.650)
 Ken Crack, 45 Church Crescent, Finchley N3 1BL (01.346.8094)
 Angus Munro, 22 Grangeway Gardens, Redbridge, Essex IG4 5HN
 (01.550.9983)
 Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent
 (Otford 3277)