

Newsletter of the Vintage Glider Association of Australia
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SUCCESSFUL RALLY AT BENALLA

The Association's third annual rally, held at Benalla, was not as well attended as those of previous years and the weather was not as kind, but it was enjoyed by all those who took part.

Ten aircraft attended the rally, which was held over the weekend of October 27-28. The list of aircraft is on page 3.

Many people expressed their disappointment that there were not more aircraft at the rally but no doubt there were good reasons for absences.

Two of those which attended were primary gliders. The Rhon Ranger and Zogling proved popular with the visitors, many of whom were given opportunity on the Saturday to try some wing-balancing in them.

The strong wind and turbulent conditions made things difficult for flying primaries. Cleve Gandy decided not to risk his aircraft by trying to launch it but the heavier Zogling did make a number of flights on the Sunday, to the amazement of many latter-day pilots among the visitors.

Of the sailplanes at the rally, the orange Olympia was not flown as the owner, Keith Nolan, discovered some water damage in one wingtip during the DI on Saturday. Inspection showed it was not serious

but it could not be repaired on the spot.

The other seven sailplanes were aero-towed by Tiger Moth, Auster and Chipmunk and all of them managed good soaring flights over the weekend.

A cold front during Friday night left a cold south wind and heavy cloud at about 4500 feet. There were occasional sunny patches on both days but mostly the sky was well covered.

The first of the visiting gliders arrived about 7 a.m. on Saturday and they continued to arrive until about 11. After being rigged they were lined up on the tarmac for the benefit of photographers.

Launching began about 1 p.m. and soon all machines were soaring. In company with the vintage machines, of course, the GCV carried on with its normal activities and soon there were sailplanes all over the sky.

Several of the sailplanes came back after an hour to change pilots but most stayed up more than an hour.

The best duration for Saturday was 2 hours 10 min. by Garth Hudson in his beautiful Grunau Baby 3A. Ray Ash in his Grunau 4 flew 1 hour 40 min. and even the Hutter 17, flown with an open cockpit .by David Goldsmith, did 1 hour 10 min.

Just about everybody got to cloudbase at 4500 feet and froze as a result. The temperature on the ground was about 16°C but at cloudbase it about half this.

The GCV turned on a first-class dinner in the evening. The food was excellent and the speeches were short.

Sir Raymond Garrett, one of the foundation members of GCV and the club's first president, recalled some amusing and exciting incidents from those early years.

The award for the oldest glider at the rally went to the Golden Eagle. It first flew in 1937. The award for the best maintained aircraft went to the Grunau 4, owned by Ray Ash of Sydney. A special award for the oldest log book was made to Sir Raymond Garrett. His log book begins with an entry dated 15th September 1929.

After the dinner, Dick Duckworth screened some of his old films showing scenes of gliding in various States between 1936 and 1946.

The annual meeting of the association was held on the Sunday morning, attended by 23 members. Kevin Sedgman reported that membership had risen to 110 during the year.

Kevin announced he did not

want to accept renomination as president so the meeting voted Alan Patching to the position for the coming year.

Allan Ash was elected as secretary/treasurer and also as newsletter editor.

After discussion, it was decided to increase the annual subscription to \$5 a year. It is hoped that this will provide a better newsletter and more regular communication among the members.

Garth Hudson proposed that the association ask the GFA to waive the annual \$15 registration fee on vintage gliders as they called for very little administration by the GFA. The incoming president agreed to take this up with the GFA.

It was agreed that some form of award be introduced as memorial to the association's former treasurer, Leo Boin, who was killed in a flying accident last January.

It was proposed that next year's rally be held at the site of a smaller club, such as Horsham or Mildura, and Kevin Sedgman agreed to make enquiries.

Flying began again about noon but conditions were still poor, with a cold wind and a lot of heavy cloud.

Lift developed later in the afternoon and a number of the vintage gliders made flights up to an hour, with climbs to cloudbase at 4500 feet.

Everyone who attended this year's rally agreed it was a good one and thanks are offered to the GCV for their hospitality.

THE GLIDERS AT THE 1979 VINTAGE RALLY

<u>Aircraft</u>	<u>Owned by</u>	<u>Flown by</u>	<u>Usually based</u>
Olympia (GLY)	K, Sedgman	K.Sedgman and others	Blanchetown, SA
Olympia (GFW)	Keith Nolan	Not flown	Bacchus Marsh, Victoria
Altair (GLI)	Ron Adair	Alan Patching Ian Patching	Bacchus Marsh Victoria
Grunau Baby 3A (GHV)	G. Hudson	Garth Hudson	
Kookaburra (GRN)	Gliding Club of Victoria	Various GCV members	Benalla, Victoria
Grunau 4 (GDV)	Ray Ash	Ray Ash Allan Ash	Camden, NSW
Hutter 17 (GDM)	D & J Goldsmith	David Goldsmith Jenny Goldsmith	Gisborne Victoria
Golden Eagle (GFC)	John Wallis	Allan Patching Ian Patching	Bacchus Marsh Victoria
Rhon Ranger (---)	Cleve Gandy	Not flown	Gawler, SA
Zogling (---)	Ken Davies and partners	Ken Davies and others	Benalla, Victoria

SOME OF THOSE WHO ATTENDED THE RALLY

In addition to the veteran pilots who flew their gliders at Benalla, the rally attracted other gliding pioneers from many places. Neville Wynne of Perth came the furthest but other visitors included Norm Hyde, Dick Duckworth, Harold Bradley, Howard de Grandi, Sir Raymond Garrett, Keith Hearn, Jim Jenz, Geoff Richardson, Eric McGeehan, Ted de Kuyper, Dave Darbyshire, Charlie Lambeth and Reg Pollard. There were probably many others we did not get around to noting. What we didn't see were any vintage lady pilots. What has happened to the girls who flew gliders in the 30s, 40s and 50s?

SEND US NEWS OF
YOUR ACTIVITIES

RENEW YOUR ANNUAL
SUBSCRIPTION NOW

We hope to make this news letter a regular quarterly production in future. We know that some members have been disappointed that it has been rather sporadic in the past.

But if we are to print one every three months we will need regular news to fill it, so we ask that members give it their support by writing to us with news of their own vintage gliding activities and the activities of others.

If you are building or restoring, send us a report of your progress, giving a brief history of the aircraft if it is known.

If your aircraft has been flying, let us know where and how much it has done, especially if you have made a good flight during the year.

If you need advice or any building materials or equipment, ask for it through the newsletter. If you have any material or equipment that you can offer to others, give us a list.

Are you looking for a partner to help with the building or flying? Let us know.

We can only publish what is sent to us. It's up to you.

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If the address on the envelope is not correct, send us a correction now, otherwise you might miss out on the next copy of the newsletter.

Annual subscriptions to the Association are now due for most members. As noted on page 2, the subscription is now \$5 a year. You can help the Association grow by renewing your subscription now.

If your subscription is due now a renewal form will be included with this newsletter. Just fill it in and return it to the secretary with your payment. A receipt will be sent to you with the first newsletter after payment.

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KESTREL HAS
A NEW OWNER

Garth Hudson of Melbourne is now the owner of the Dunstable Kestrel which Bryan Head has owned in recent years. Bryan decided to sell the sailplane because he is moving to Brisbane soon.

The Kestrel was built about 1938 by Andrew Balsillie at Horsham. For many years it was owned by Bill and Jack Iggulden and made many good flights.

It is now in a poor condition and needs a lot of work to restore it.

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SCHNEIDER GNOME

Remains of the Gnome built by Schneiders in 1956 have been acquired by Jack Watt of Sydney. Preliminary inspection suggests it is beyond restoration.