

Newsletter of the Vintage Glider Association of Australia
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Admin. Fee approach must be made
through State associations

Owners of vintage gliders will have to use the influence of their clubs and State associations if they want to persuade the GFA to waive the annual airworthiness administration

VGA president, Alan Patching, said this after he had made overtures to Federation officials.

His approach to the GFA followed discussions at the last annual meeting of the VGA.

Owners of vintage gliders said at that meeting that the \$15 fee should not be charged on some vintage aircraft because they required no administration by the GFA.

The fee was introduced by the GFA to cover the cost of providing owners with technical and other information related to airworthiness.

With some modern sailplanes this requires considerable office work and advice on airworthiness and maintenance matters almost every month.

In contrast, some vintage sailplanes had required little or no work by the GFA for ten or fifteen years, with little likelihood of any such need in the future.

Any change to the accepted

charges for a service can be made only at a full meeting of the GFA. The next meeting will be held next September.

If this meeting is to consider waiving the airworthiness administration fee for vintage gliders, it must receive a recommendation on the matter from State association level.

Alan Patching said that if the State associations are to make such a recommendation they would have to consider the matter after approaches from their member clubs.

"So what we must do is to ask our clubs to put our case to the various State associations as soon as possible," the VGA president said.

"One of the factors which will need to be considered by the GFA is what gliders are to be included in any special category," Alan Patching said.

"Clearly, some sailplanes which we accept as being in

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First flew 1955 – still going strong

One of the more active vintage sailplanes in Australia is the Grunau Baby 2 owned by Leigh Bunting of Adelaide.

The Grunau, VH-GDN, was built by members of the Illawarra Soaring Club and made its first flight on 2 January 1955.

It was flown mainly at the Camden aerodrome, NSW, but was also flown at Narromine, from which site several members of the Illawarra club flew legs of their Silver C.

It was sold to the Concordia club at Camden and did a lot more local soaring until June 1967.

Then it was taken to Alice Springs where it flew several more Silver C legs and a couple of Gold heights, including a flight to 17,000 feet by Bert Persson.

During 1968 it gained the distinction of becoming the first glider to fly over the famous monolith, Ayres Rock.

In 1969 it was bought by Bruno Krapez who took it to Adelaide but did not do much flying in it.

Bruno sold the Grunau to a syndicate comprising Leigh Bunting and Tim and Mari Knapstein. After a couple of years Leigh Bunting bought out his partners and is now the sole owner.

The 20-year inspection put it out of the air for a while but it reappeared at the Vintage Glider Rally at Blanchetown in 1977 to make several impressive flights.

To date it has logged 2080 flights for 730 hours flying. Throughout its life it has retained the original open cockpit configuration.

In providing this brief history of his Grunau Baby, Leigh Bunting mentions that it has never been pranged or suffered major damage and is still in remarkably good condition.

(Owners of other vintage sailplanes are invited to give a brief history for us to publish)

30-YEAR INSPECTION FOR GRUNAU BABY

Paul Lawless of Murgon in Queensland is involved in the 30-year inspection of his Grunau Baby 2, VH-GDP.

PHOTOGRAPHS WANTED FOR PUBLICATION

We hope to be able to print photographs in a future issue of this newsletter. Let us have a black-and-white photo of your vintage aircraft for inclusion.

As we will be reproducing the picture same-size, it should be no larger than about postcard size. Remember to tell us what the picture is about.

GERMAN PILOTS ADMIRE VINTAGE GRUNAU BABY

German glider pilots who spent Christmas at the Sportavia Soaring Centre at Tocumwal, NSW, were amazed when Garth Hudson rolled out his vintage Grunau Baby 3 for a day's soaring.

Not only were they glad to see one of these rare gliders flying in Australia but they expressed amazement at the good condition and beautiful finish of the sailplane.

The German pilots, visiting Australia as tourists, were also interested in the many vintage gliders owned by Bill Riley and kept at the Tocumwal aerodrome.

SPANISH FIRM OFFERS TO BUILD KRANICH 2B

A firm in Spain has told the Vintage Glider Club of Great Britain that it will build Kranich 2B sailplanes at £4500 Sterling each (\$9000 approx) provided it gets orders for a minimum of 50 aircraft.

The Kranich 2B, span 17 m, is a tandem two-seater with a high reputation. Though used mostly as a dual trainer, it often flew in contests until about 1955 and, in its day, set many national and world soaring records.

CHANGE OF ADDRESS

Please remember to tell us if you change your address.

ALTAIR GETS AN AIRING

The 18 m Altair owned by Ron Adair made a number of local soaring flights at Bacchus Marsh, Victoria, at Christmas at the hands of Alan Patching and his son Ian.

The Patchings are looking after the Altair while Ron is overseas.

8th INTERNATIONAL VINTAGE GLIDER RALLY

About 40 gliders and sailplanes are expected to attend the 8th International Vintage Glider Rally in England this year.

The rally will be held at Sutton Bank, Yorkshire, site of the Yorkshire Gliding Club, from 27 July to 3 August.

The organisers say response has been so good that they may have to limit the number of entries acceptable.

ADVICE WANTED ON TUNING COSIM

R. Chapman of Willaston, South Australia, asks for advice on tuning a Cosim vario-meter.

He writes: "I have a Cosim which used to work well but I now use a different capacity tank.

"How critical is the volume of the capacity tank for the performance and accuracy of the instrument?"

market place
(free service to members)

ADMIN. FEE APPROACH
THROUGH STATE ASSOCIATIONS
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the vintage category still require airworthiness administration by the GFA.

"Perhaps we could ask for the fee to be waived on any glider that has not required an airworthiness decree for a certain period -- say, 15 years," the president said.

Such details could certainly be ironed out later. The vital thing at present is for every vintage glider owner to ask his club to put the matter to its State association.

This means that action must be taken immediately if it is to be effective. Even owners who don't stand to gain the benefit themselves could add some pressure through their own clubs.

KOOKABURRA TOWED
ACROSS BASS STRAIT

A syndicate of members of the Geelong Gliding Club has bought the Mk 4 Kookaburra, VH-GRX, from the Bothwell Gliding Club in Tasmania.

GRX was built by Schneiders in September 1962, its serial number is 56.

It was aero-towed from Bothwell to Bacchus Marsh in December. The delivery included the crossing of Bass Strait which is about 200 km wide at the point of the crossing.

KOOKABURRA Mk3, with spoilers. Ready for 20-year inspection. Complete with trailer. Offers to Gary Speight, 37 Scrivener St., O'Connor, ACT 2601.

HUTTER H.17, 33 feet wingspan. Under construction. Fuselage almost finished. Tail parts complete except for covering. Includes plans, metal fittings, plywood and timber to finish. Complete with a new trailer -- steel frame. alum. covering, wooden floor, doors both ends. \$1600 the lot. Contact Garth Hudson, Flat 1, 35 Mavho st., Bentleigh, Vic. 3204.

VOGT LO.150B, built in Germany 1970 (designed about 1954). All-wooden sports class 15 m span. Glide 1:33. With instr. and aluminium trailer. \$5000. Contact H.L. McInnes, RMB 846, Willaura, Vic. 3291.

WANTED: Eooks and information on building and repairing wooden aircraft and gliders. Contact Garth Hudson, Flat 1, 35 Mavho St., Bentleigh, Vic. 3204.

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This is the last copy of the newsletter that will be sent to members who have not renewed their subscriptions.
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