

Newsletter of the Vintage Glider Association of Australia
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1980 REGATTA TO BE AT MILDURA

At the invitation of the Sunraysia Gliding Club, the 1980 regatta of the Vintage Glider Association will be held at the Mildura aerodrome in north-west Victoria.

The date of the regatta has been set as the weekend of October 11-12 because it is followed by a Monday which is a public holiday in Western Australia (Queen's Birthday) and South Australia (Labor Day).

It was felt that this may help swell the attendance of members and visitors from these two States.

It is expected that both winch and aero-tow launching will be available, although the latter will depend upon the availability of suitable tugs.

The Sunraysia club will be able to provide one winch and it is hoped that one or two more may be obtained on loan from other clubs.

The next issue of this newsletter will carry further details.

Mildura should prove to be a good site for the regatta. It has a fine aerodrome just on the outskirts of the town.

Though the date of the regatta is early in the soaring season, the weather at Mildura in October should be suitable for soaring.

A total of at least 15 vintage gliders could attend.

For those who want to attend the regatta as part of a holiday in the area, Mildura offers many attractions for the tourist and family.

It is 400 km from Adelaide, 560 km from Melbourne and 1000 km from Sydney.

MOVE TO WAIVE GFA ADMINISTRATION FEE

In our last issue the VGA urged members to solicit the support of State gliding associations in the proposal to have the GFA airworthiness administration fee waived for vintage gliders.

The proposal follows the claims of many VGA members that the administration of vintage gliders calls for only a small amount of work each year by the GFA.

VGA members supporting this proposal are again urged to make representation to their State associations so that a suitable motion can be put forward at the next GFA meeting, in October.

WHAT IS A VINTAGE GLIDER?

It is natural that people outside our association may ask us "What is a vintage glider?" A pilot who owns an early model sailplane may wonder if it qualifies as a vintage aircraft.

Our association does not seem to have laid down a hard and fast definition and it seems that similar organisations in other countries are just as vague.

Perhaps it is time that some ruling was made, so we invite members to let us have their comments.

Generally speaking, one requirement has been that the aircraft in question should have had at least one 20-year inspection, though the term "vintage" is usually applied to the date of design rather than the date of construction.

In the past this has generally meant that any sailplane designed before the early 1950s was eligible, no matter when it was built.

But we are now in the 1980s which means that gliders designed in 1960 could qualify as vintage machines. Is 20 years really old enough?

If it is, then we could include such machines as the Blanik, Mucha, Jaskolka, Foka, BG12, Ka6, K7, Schweizer 1.26, Standard Austria, Skylark 2, Skylark 4, Dart and other such sailplanes currently flying in Australia.

But most of these are accepted as fairly contemporary, if somewhat outdated.

As an association, we want to include every aircraft

that is eligible for recognition but how widely do we spread the net?

As each year passes, more designs qualify as vintage sailplanes. We should be ready to accept this fact, even though it will soon mean the inclusion of the Libelle and other early fibreglass machines.

Would an official rating as a "vintage glider" improve the value of an aircraft or depreciate it?

Perhaps our members would let us have their views.

COOGEE RESTORATION PROGRESSING WELL

Work on the restoration of the Coogee sailplane is going ahead well.

Campbell Curtis of Melbourne bought the aircraft some years ago, flew it for a while then put it into storage until he had time to overhaul it.

Coogee was designed by Tom Proctor of Melbourne and first flew in 1940.

Restoration work was begun early this year and Campbell hopes it will be flying again by next summer.

He was able to get a new set of instruments for Coogee through the help of the Sun-raysia Gliding Club.

CITATION FOR
KEVIN SEDGMAN

The former president of the VGA, Kevin Sedgman, was honored during March by the Scout Association of South Australia.

Kevin has been active in the Scouting movement for over six years and was one of the instigators of the Scout Flying Association which operates a very active gliding section at its own airfield at Blanchetown on the Murray River.

In recognition of his services as organiser and flying instructor, Kevin was given a citation for good service by the Chief Commissioner of Scouting in Australia.

JENNY FLIES 5 HOURS
IN H17 AT TOCUMWAL

Jennefer Goldsmith of Gisborne completed the duration leg of her Silver C in February when she flew for 5 hours 27 minutes in her Hutter H17 VH-GDM at Tocumwal.

Though she reached a maximum of 6300 feet she did not attempt to go cross-country as the thermals were widely spaced and difficult to work.

On several occasions the H17 was down low, causing some anxiety.

Jenny and her husband David have been flying regularly at Tocumwal this year.

They have made a number of good local flights, with altitudes up to 8000 feet, but have not yet attempted to take the H17 across country.

WORK ON KIRBY KADET
RESTORATION CONTINUES

Graham Vickridge-Smith of Adelaide has bought the Kirby Kadet from the estate of the late Leo Boin and is continuing the work of restoration.

The Kadet, a secondary training glider, first flew in England in 1936 and was built by the many hundreds by Slingsby Sailplanes Ltd.

Graham's aircraft is the only Kadet in Australia. It was imported in kit form by the Gliding Club of Victoria in 1940 and spent most of its time at Beverage where it logged about 55 hours over 13 years.

The GCV sold it to the Edenhope Gliding Club in Western Victoria in 1953.

Graham is being assisted and advised in woodworking techniques by Cleve Gandy.

MEMBERS TO
TRAVEL OVERSEAS

Several VGA members will be going overseas during the next few months.

Ray Ash of Sydney expects to attend the 8th International Vintage Glider Rally at Sutton Bank, Yorkshire, England, at the end of July as part of a six-weeks visit to Britain.

Kevin Sedgman of Adelaide will attend the annual rally of the Experimental Aircraft Association at Oshkosh during a visit to the USA in July and August.

OLYMPIA DOES WELL IN COMPETITIONS

Keith Nolan of Melbourne has been very active in his Olympia "Yellow Witch" VH-GFW during the past summer.

In three contests he logged 77 hours and flew more than 2300 km.

At the Sunraysia Mini-Comps at Mildura in December Keith flew 171, 106, 206 and 50 km in competition flights.

Moving to the NSW Sports Class contest at Leeton in January, Keith flew the Yellow Witch on flights of 103, 200, 254, 305, 179 and 130 km to take second place with 917 pts out of a possible 1000.

This result is especially noteworthy when you look at the other types of sailplane in the contest -- Boomerang, Arrow, Salto, Foka 5, Mucha, Pilatus and Club Libelle.

Then in February Keith took the Olympia to Horsham for the Victorian State Contest where he flew it in partnership with Merv Gill of Adelaide.

In a week of consistently good flying, the Olympia finished in first place in the Sports Class.

Keith flew it 141, 245 and 214 km and Merv flew it 166, 142 and 100 km.

In this contest the Olympia came in ahead of aircraft like the Boomerang, Ka6 and Super Arrow.

Keith has already decided to compete in the Sunraysia Mini-Comps next December.

He says vintage gliders are for flying, not for storing.

KEN DAVIES MEETS AN OLD FRIEND

During a brief visit to England in April and May, Ken Davies of Melbourne called on Ham Hervey who now lives near Dunstable.

Ham Hervey was one of the founder-members of the Gliding Club of Victoria in 1929 and was an instructor in the club until he went to England in 1935.

Though now aged 84, Ham is still very active, being much involved in ballooning.

CASEIN GLUE IS STILL AVAILABLE

For the benefit of those whose aircraft were built with casein glue and who retain a preference for this simple and effective aircraft cement, we have learned that it is still manufactured by Nightingale Chemical Company and is readily available from Perfectus Airscrew Pty Ltd, Melbourne.

The manager of Perfectus, Mr Ellis Walker, says casein powder is available in tins of 900 grams or multiples of 900 grams, priced at \$17 each 900 grams, complete with a release note.

Casein is a cold-water glue which is very tolerant to variations in temperature, moisture and pressure during assembly.

The powder has a 12-months shelf life, an assembly time span of 20 to 30 minutes and cures in 24 hours.