

Newsletter of the Vintage Glider Association of Australia
Editor: Alan Ash, 38 Murray Drive, Burwood, Victoria 3125

Preparations for the 1980 Regatta

Members of the Sunraysia Gliding Club at Mildura are looking forward to acting as hosts for the 1980 Vintage Glider Regatta over the weekend of October 11-12.

The club secretary, Alison Curry, says soaring conditions around Mildura in mid-Spring are a little unpredictable but she says that the only 500 km flight made by a SGC member in the past year was flown in the latter part of last October.

The regatta will be held at the gliding field, which is about 3 km south-west of the Mildura airport.

The field has a grass surface with three gravel strips of 1500-1700 metres length.

The club is not able to offer accommodation or hang-erage to visitors at the air-field but there is space for tents and caravans and tie-down facilities in sheltered areas.

No electricity is available for tents or vans but there are toilets that can be used by visitors. Only cold showers are provided at this time but the club hopes to have hot showers installed by October.

Despite the limited accommodation at the field, the city of Mildura has plenty of caravan parks, motels and hotels.

Bookings can be made through any travel agent or you can send a 22-cent stamp to the VGA secretary for a list of places to stay and then book direct with the place of your choice.

Limited and rather spartan accommodation is also available in the local army drill hall. Several small rooms can be used by couples but most will be provided with space in the large hall.

No meals will be provided and visitors will need to bring stretchers, blankets and everything else they need.

This accommodation is free.

Bookings for this hall can be made by contacting Noel Webb, 19 Robertson Drive, Mornington, Victoria 3915, or phone (059) 74 1441 in office hours.

To get to the gliding site from the town drive south-west along Deakin Avenue (Mildura's main street) and turn right into 20th Street, then follow signs to the gliding field.

To launch the gliders there will be a two-drum winch, capable of launches to 1500 ft, an
(continued on back page)

Report from the International Rally y by Ray Ash

Despite poor weather conditions, the 8th International Glider Rally was an impressive and enjoyable experience which attracted 50 aircraft from all over Great Britain and Europe.

The rally was hosted by the Yorkshire Gliding Club and was held at the club's famous site at Sutton Bank.

More than 100 pilots with their families and friends and swarms of visitors were given accommodation in camping facilities in a large field next to the airfield.

The airfield is at the top of a 500-ft escarpment which provides soarable slopes in west and south winds. It was unfortunate that the wind came from these directions only on a few days during the rally.

The period of the rally, 27 July to 3 August, brought some mixed weather conditions, with fog, low cloud, thunderstorms, rain and some brief periods of sunshine.

Despite the weather, only



one day was unflyable and the host club provided suitable diversions such as bus tours and vintage films.

Briefings were held every morning in English, French and German. Several short cross-country tasks were set but the weather was not good enough to tempt anybody so the only task was a spot-landing competition which was won by Werner von Arx of Switzerland in his Minimoa.

The International Glider Rally has proved so popular in Europe that there was considerable interest this year and the organisers were forced to limit entries to the number that the club was capable of accommodating and launching.

Vintage gliders at the rally included Grunau Baby 2, Tutor, Petrel, Gull 1, Viking, Minimoa, Hutter H-17, Scud 2, Sky, Kite 2, T-21 B and C, T-31, Rhonsperber, Kranich 2A, Olympia 2B, Prefect, Kestrel, Rheinland, Rhonbussard, MU-13, Meise, Weihe, Moswey 3, Ka-6, Goevier 3, Condor 4, Cumulus, Grunau Baby 3, Libelle, Spyr 5, Spalinger S-18, Castel 25S, Castel 301S and Nord 1300.

They came from Great Britain, France, Germany, Switzerland and Holland.

The scene on the airfield was very colourful with the

old gliders in a wide variety of colours and designs. Of the 50 entries, 14 had gull wings and several had transparent fabric.

The oldest entrant was the Scud 2 built in 1932 and flown by the Rev. Peter Bourne.

There was great interest in the award for the best restoration job. The task of the judges was difficult as most of the entrants were of high standard. The award was made finally to Rodi Morgan of Great Britain for his Rhonsperber on which he had spent 12,000 hours, including the building of one entire wing.

Second place went to the brothers Roth of Switzerland for their Spyr 5 two-seater which they had brought to a very high standard with 2700 hours of work over about 12 months.

In third place was the H-17 on which Ken Fripp of Great Britain had spent 1000 hours.

Launching was mostly by aero-tow using Super Cubs, an Auster and a Chipmunk though there were some winch launches.

Monday 28 July was probably the best day with most of the gliders making long soaring flights. Wolfgang Tschorn of Germany logged 7 hours that day.

On Thursday 31 July there were a total of 160 launches, a club record, with the old Slingsby T-31 doing 17 of them on joyrides. Pilots flying in open cockpit machines were all rugged up with the traditional helmet, goggles and gloves.

Wednesday 30 July saw the wind on the south slope giving the opportunity for some slope soaring. The French Castel 25S made the best duration of two hours and a French Nord 1300 caused some excitement by landing in the camping area.

One of the few remaining airworthy Kranich 2s in the world was test-flown during the rally by Chris Wills, the president of the Vintage Glider Club of Britain.

One of the interesting aircraft at the rally was the prototype Libelle, built from wood.

During the rally I was able to get rides in two of the two-seaters, a Govier 3 and a T-31, to get some aerial pictures of the site and the visiting aircraft.

A very enjoyable hoedown dinner-dance was held in the Yorkshire Gliding Club's main hangar on the evening of the closing day.

To mark the occasion. Willi Schwarzenbach of Switzerland presented VGC president Chris Wills with a rare copy of Robert Kronfeld's book, bearing the autographs of all the pilots present.

I thoroughly enjoyed my participation in this international event and suggest that other members of our Association attend future rallies of this kind if they are visiting Europe.

The rally was part of a brief holiday in Britain during which I was able to visit several gliding clubs.

Gliders I have known

by Doug Vanstan

I was interested to see in the March issue of "Vintage Times" that visiting German pilots had been impressed by Garth Hudson's Grunau 3, which they saw at Tocumwal.

My interest stems from the part my company, Bacchus Marsh Aviation Services, played in the restoration of this sail-plane.

With the help of its owner we rebuilt, covered and painted it to bring it back to first-class condition.

I get a lot of satisfaction from helping to restore a neglected aircraft and flying these old aircraft is a special thrill.

Part of my satisfaction is due to the fact that I once shared ownership of a certain black-and-white Grunau Baby 2 with Dave Rees, Jim Jenz and Allan Cheal.

Unfortunately, this glider (VH-GFD) was written off many years ago when a guest pilot stalled it and spun in.

I have just finished restoring an ES59 Arrow (13 years old) once owned by the GCV and now owned by a syndicate of RAAF men at Amberley, Queensland, led by George Edwards.

My current project is the restoration of an ex-RAAF Kookaburra VH-GFX, serial No. 12, originally owned by the Leichhardt Soaring Club in Queensland.

Interestingly, this aircraft had been fitted with shoulder releases, mounted on either side of the fuselage.

At first I thought these were ventilator holes, as were sometimes fitted to Kookaburras, but the logbook tells how the shoulder releases had been replaced by an Ottfur-type c.g. release.

Another interesting thing was a repair to the fin leading edge. A friend told me he once had a reflex launch in this glider in Queensland, so the damage could have resulted from this form of launch, as the glider was forcibly held back until the elastic rope overcame the holder's grip.

I bought this glider in a very neglected condition and am restoring it in my spare time.

With my partner (son-in-law) Colin Smith at BMAS we are now completing restoration of a Ka7 which had been damaged at both ends of the fuselage.

This glider was imported from Germany 19 years ago and is now owned by Alf Herman of Leeton, NSW. It now looks as good as new.

We have just bought a Mk 3 Kookaburra (VH-GZA, formerly VH-GLG) serial number 32 and built by Schneiders in 1958.

We will completely restore this Kookaburra for a group of enthusiasts at Bendigo.

The aircraft was bought from the Federated Soaring Club, Canberra, after it had

been advertised in the March issue of "Vintage Times".

Ron Adair's Altair has had several mentions in the newsletter. I had a hand in the restoration of this beautiful sailplane also.

About 10 or 12 years ago, David Rees and I collected it from Sydney where it had been in storage.

Mervyn Waghorn had commented that the handling qualities had been rather poor, especially that the aileron circuit had been stiff.

I reworked the aileron circuit and eliminated the problem. The rather small fin and rudder were enlarged and the ailerons, rudder and elevators recovered.

I flew the Altair several times and found the controls were now very good. In flight it feels rather like a wooden Blanik.

My only complaint is that the trailing edge spoilers do not provide enough drag.

Later modifications include provision of a new seat to improve pilot comfort and the replacement of the original wood-framed canopy with a new metal-framed enclosure.

Until about a year ago the Altair was kept on its open trailer in our company's hangar at Bacchus Marsh but we needed the space so Alan Patching located some storage space at Essendon and it was moved there.

The aircraft's major need at present is an enclosed trailer.

INFORMATION WANTED ON EARLY GLIDERS

David Craddock of Sydney is compiling information on Australian-designed gliders and is seeking help in his efforts.

He asks if members of the VGA can provide information of any kind about gliders built by Queensland Volunteer Gliding Civilians about 1915, or gliders flown by Edgar Aikner Percival of Valdemar Randle in the period about 1912.

He would also like to get information about the following gliders :-

- * a powered glider flown in Melbourne by Frank Penny about 1931.

- * a primary glider fitted with a 4-cyl. Henderson engine flown by a Mr Murray in 1931.

- * gliders designed by Jack MacDonald in Queensland.

- * "Miss 'Queensland".

- * a two-seater (span 53-ft) flown by Brisbane Gliding Club about 1953.

- * 1 66-ft span two-seater designed by George Mackay and Roy Hedrick in 1940.

- * gliders designed by Gordon Knipe.

- * gliders designed by Mick Cowey.

- * a two-seater primary designed by Charles Martin.

- * "Aischna" designed 1937.

Information about any of these gliders should be sent to David Craddock, 24 High St., Epping, N.S.W. 2121.

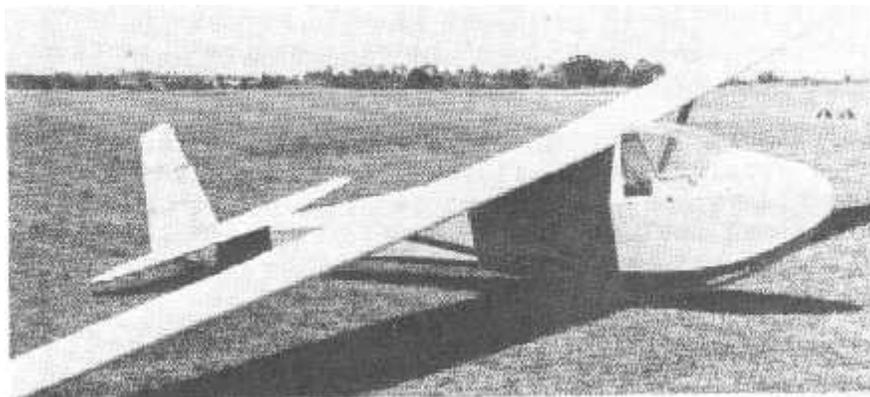
Of special interest would be details of dimensions, performance or weight.

Wooden Wings —

Right: The Spruce Goose, designed and built by Ted Pascoe in 1955 and now owned by Merv. Gill of Adelaide. In competition flying it is regularly up with the leaders in the Sports Class.



Below: The Grunau 4, built by Schneiders in 1958, now owned by Ray Ash and based at Camden.



Right: The oldest airworthy glider in Australia, the Golden Eagle, first flew in 1937.



Right: Schneider ES-57 Kingfisher modified from a high-wing to a shoulder-wing configuration is currently owned by Campbell Curtis of Melbourne.



Left: Zephyrus two-seater designed by Doug Lyons in 1950 and first flew in 1966. Still working hard as a dual trainer with the Beaufort Gliding Club, Bacchus Marsh.



Right: The Erunau Baby 3A, now beautifully restored, is owned by Garth Hudson of Melbourne.



Left: The 18-metre Altair, designed by Ron Adair and Cliff Gurr in Adelaide. Once held the Australian O&R record

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NYPH PROVIDES OWNER WITH GOOD SOARING

One of the sailplanes that will be at the Mildura Regatta is VH-GDX, a Nymph originally built in 1956 for the RAN Gliding Association.

Geoff Young of Gisborne in central Victoria has owned the Nymph since 1972 and has enjoyed a lot of good flying in it. Best flight to date is 5 hours 17 minutes for his Silver C duration.

As Senior Structures Engineer for Ansett Airlines, Geoff was able to carry out the 20-year C of A on the aircraft for himself.

He is a member of the Midland Soaring Club and flies the Nymph regularly at Bridge-water, near Bendigo.

Geoff is repairing a Libelle which he hopes to have back in the air next summer. Because of this he is offering the Nymph for sale after the Mildura Regatta.

WHERE ARE ALL THE VINTAGE GLIDERS?

Members of the Vintage Glider Association own about 25 vintage machines between them.

We all know that there are at least twice this number in Australia.

Some belong to people who are not members of the VGA and some are stored away and forgotten.

A Dickson primary built in the early 1930s was recently discovered near Sydney. There are probably many other old gliders just waiting to be found and restored.

If you know anyone who has a vintage glider and is not a member of the association, it would be appreciated if you would invite him or her to join.

If you know the location of a glider in need of restoration, let us know about it as there are members looking for such projects.

ODE TO AN AEROBATIC GERIATRIC with apologies to Lewis Carroll

"You are old, Father William," the young man said,
"And your hair has become very white;
And yet you incessantly stand on your head
Do you think at your age it is right?"

"In my youth," Father William replied to his son,
"I fear it might injure my brain;
But now I am perfectly sure I have none,
Why, I do it again and again!"

VENTURE RETURNS TO ITS BUILDERS

The Hawkridge Venture has returned to its original home in Dubbo and will be restored to its former glory.

The big side-by-side two-seater, one of only two ever built in the world, was a post-war project of the Dubbo Gliding Club in NSW.

It first flew in 1953 and served as the club's dual trainer for over 15 years.

It was sold to a club at Orange and flew there for some years before being retired.

The Dubbo club, now known as the Orana Soaring Club, bought the old glider last year and plans to restore it.

It is said to be basically sound structurally.

WARTIME GLIDERS ARE STILL ACTIVE

One of the most numerous sailplanes in the early post-war period in the USA was the Laister-Kauffmann LK-10 two-seater which was built as a training aircraft for the US wartime glider program under the designation TG-4.

"Bungee Cord", journal of the US Vintage Sailplane Association, reports that 154 of these gliders were built between 1942 and 1945.

It says that more than 60 of them are still flying in the USA. One was brought to Australia by Ric New but its present location is unknown.

PRESIDENT TO ATTEND OSTIV ANNIVERSARY IN GERMANY

VGA president Alan Patching will be the Australian delegate to the 50th anniversary celebrations of the foundation of ISTUS (Internationalen Studienkommission fur den Segelflug) which was the forerunner of OSTIV (Organisation Scientifique et Technique Internationale de Vol a Vol) and the 60th anniversary of the first gliding competition.

These celebrations will be held at the Wasserkuppe in Germany during September.

During the business sessions, Alan will present several technical papers on behalf of the GFA.

After the celebrations he will visit several airworthiness centres in Germany before returning to Australia later in September.

market place

(free service to members)

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 new trailer -- steel frame, alum. covering, wooden floor, doors both ends. \$1600 the lot. Contact Garth Hudson, Flat 1, 35 Mavho St., Bentleigh, Victoria 3204.

Prototype Nymph Flying Regularly

VH-GHG is the prototype ES-56 Nymph built by Edmund Schneider Limited in 1955. It was bought by the Port Pirie Gliding Club in South Australia and flew with the club for several years until the club was disbanded.

After being stored in a shearing shed for several more years it was bought by the Keith & District Gliding Club whose members made a number of good flights in it.

The best distance by the Keith club was 191 miles from Keith to Warrnambool by Geoff Tremaine in March 1966. He reached 11,700 feet on the way.

In September 1967, GHG went to the Broken Hill club in NSW where it did a lot of local soaring and a couple of modest distance flights. The Nymph's last flight at Broken Hill was made in March 1973.

The Nymph was bought from the Broken Hill club by its present owner, Graham Thorpe, in August 1976 and was taken to its new home in Whyalla, South Australia.

In the process of giving the glider a 20-year inspection, Graham stripped it down and rebuilt some parts, including wing trailing edges and the elevator, plus major repair work to the main bulkheads, fuselage skinning and wing leading edges.

The Nymph returned to the air in October 1977. Since its rebirth, it has provided its owner with some excellent long distance flights.

The best to date was on 4th January 1979 when he flew a

300 km triangle Whyalla Georgetown - Currieton in the company of a K8B, VH-GPD.

The flight included crossing the upper section of Spencer Gulf, a water-crossing of 30 km from Port Lawly to Port Pirie, then on across the Flinders Ranges.

The Nymph arrived back at Whyalla after 5½ hours, beating the K8B by 20 minutes. On the way around the triangle, Graham took the Nymph to a maximum of 13,000 feet.

The total flying time of GHG to the end of May 1980 is 787 hours from 1618 launches.

Graham expects to bring the Nymph to the Vintage regatta at Mildura in October.

APPROVED SUBSTITUTE
TIMBER AVAILABLE

People thinking of building gliders of early German origin are often concerned to find that they were designed to be built of Keiffer pine which is not available in Australia.

Perfectus Airscrews Pty Ltd of Melbourne has advised that it can supply an approved substitute for Keiffer pine.

The company can make wooden parts for vintage gliders to specifications and supply other aircraft materials to order.

AREA RESTRICTION
AT MILDURA

Pilots attending the Vintage Regatta at Mildura are reminded that gliders are not permitted to fly below 3000 ft in the area immediately to the north of the gliding field, except during the approach to a landing on the north-south runway.

This is because of the proximity to the gliding field of the Mildura Airport.

Also, because of the close proximity of the airport, all powered aircraft flying into and out of the gliding field must be equipped with radio.

market place

(free service to members)

LANDING SKIDS for Kookaburra, new and unused. Two only. \$25 each. G.Thorpe, 18 Heading Street, Whyalla, S.A. 5608.

ES-56 NYMPH VH-GDX in good condition, complete with open trailer and basic instruments. For sale at \$2000 after the Mildura Regatta. Contact Geoff Young, 19 Daly st., Gisborne, Vic. 3437. Phone (054) 28 2445.

CHANGE OF ADDRESS

Please note the new address of the VGA secretary which is 38 Murray Drive, Burwood, Victoria 3125.

The secretary's home phone number is (03) 288 4138 and office number is (03) 699 8522.

MILDURA REGATTA
(continued from page 1)

Auster and a Tiger Moth. Winch launches will cost \$1.50 each and aerotows approx. 65 cents a minute.

Car-tow launches may also be available if a suitable car can be obtained. Offers will be welcomed.

By negotiation with the Sunraysia club, winch launches may be available during the week before and/or after the regatta if visitors want to spend extra time at Mildura.

On the Saturday evening, a three-course dinner will be served by the club's catering committee (approx. \$6 each person). Sandwiches and refreshments will be available on the field during each day.

At the Saturday night dinner, awards will be made to pilots and aircraft owners in the various categories. The awards will be made for the oldest airworthy glider at the regatta, the best-restored or best-maintained glider, the oldest personal logbook presented by a pilot or a visitor to the regatta.

Other awards will be made for the longest duration flight at the regatta, the best spot landing and/or any other task set during the weekend.

On the Sunday morning, the annual meeting of the VGA will be held at the field.

At this stage it seems that 12 to 15 vintage gliders will attend the regatta.