

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

## SUMMER CAMP AT BRIDGEWATER

The 14-day camp held at the site of the Midlands Soaring Club, Bridgewater, in central Victoria, between 2 and 15 January was one of great fellowship and good achievements.

Vintage aircraft and their pilots visited when they could during the camp, with five vintage gliders being the most on the field at anyone time, though seven attended during the period of the camp.

Some participants travelled great distances. Ralph Crompton brought his Skylark 4 from the Barossa Valley in South Australia, Bob McDicken came from Sydney with his Grunau 4 and Ian McPhee attended with the Bergfalke 3 from Tamworth in northern NSW.

The Bergfalke 3 added interest to the camp, it being the only one of its type in Australia. It was imported in 1967 and has spent all its life in the New England district of NSW. It is an improved version of the 1951 Mul3E Bergfalke.

Ian was able to spend a few days with us until he took the Bergfalke to Leeton to compete in the National Two-Seater championships. Ian is a new member of the VGA and brings a wealth of experience in the supply, fitment and repair of

radios, accessories and Cambridge variors.

Bob McDicken showed lots of determination in his efforts to complete his Silver C in his 1959 Grunau Baby 4. He was well practised in outlandings and aero-tow retrieves before finally flying 53 km to Elmore

Keith Nolan in his Olympia "Yellow Witch" and Ralph Crompton in his Skylark 4 showed how it is done by flying around a 300 km triangle (Bridgewater, Birchip, Kerang) on Saturday 9 January. The flight earned Ralph a goal diamond as well as completing his Gold C.

On the second last day of the camp, Tom Hinton flew his new acquisition, Kingfisher GLQ, which he recently bought from Campbell Curtis, who also attended the camp and flew the Kingfisher.

On the same day I completed my Silver C by flying the Hutter H17 to Boort, 65 km (see separate report), Bob McDicken completed his Silver C with a climb of more than 1000 metres recorded on a

barograph, and Garth Hudson in his Grunau Baby 3a soared the area for several hours.

During the camp, Ralph Crompton took the cake for long flights by logging more than 20 hours from three launches. One of these was a local flight to 12,000 feet.

Weather during the camp was rather poor generally. Strong gusty winds stopped the vintage machines flying on a few days and predictably the best soaring day was the one when we were busy packing up to go home. We could hardly bear to look skywards at those bright white, black-bottomed cauliflower cu clouds as we drove out of the gate in almost nil wind conditions!

Thanks to MSC members Ian

and Nancy Duncan who organised the camp. The evening barbecues, the fine food and the pleasant fellowship all contributed to the success of the meeting.

#### VINTAGE AIRCRAFT ATTENDING ...

Grunau Baby 3a (GHV) Garth Hudson of Melbourne.

Grunau 4 (GLX) Bob McDicken of Sydney.

Hutter H17 (GDM) David and Jenne Goldsmith of Gisborne.

Olympia (GFW) Keith Nolan of Melbourne.

Skylark 4 (GTB) Ralph Crompton of Adelaide (temporarily).

Kingfisher (GLQ) Tom Hinton of Boort.

Bergfalke 3 (GTP) Lake Keepit Soaring Club, flown by Ian McPhee of Tamworth.

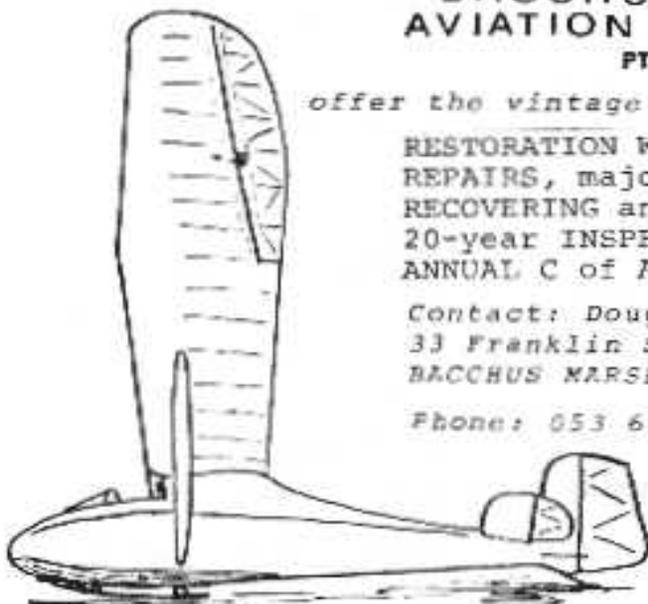
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SILVER DISTANCE IN A  
HUTTER H17? GREAT FUN!

by Jenne Goldsmith

It was the 14th of January, the day before we packed up camp and my last chance to fly Silver C distance in the H17 before it was all over.

The last three days had been so windy that the Hutter had had to stay in its hangar, but this morning dawned with a light south-easterly.

The sky was cloudless but for a small patch of cirrus to the north, and was to remain so all day.

Full of enthusiasm that the day might be on at last, I carefully washed and checked the Hutter and ensured that tiedown kit, map, drinking water, telephone number and money were all on board.

Then the problems started - one after another - with the borrowed tug. For a while it appeared we might not get into the air at all. How frustrating! All the while, the windsock was lifting toward Boort.

Finally however, the perseverance of the tug pilots, one of whom was an LAME, paid off and at 15.37 we were lifting away from the ground at last.

At about 1800 feet I released into 2 knot lift but was amazed, on nearly completing a 360° turn, to see the tug in descending attitude, heading back toward the field, but HIGHER than me!

I knew he had seen me go, so immediately suspected he had gone through better lift than I had. On straightening up I soon contacted 7 knots

and - Whoopee! - quick climb to 5700 feet.

With lift diminishing, I set off on track for Boort, passing directly over the home field.

Lift was good and I didn't lose a great deal of height until after passing over the Lodden River. A careful check of drift in each thermal used showed that though it wasn't great it was in the right direction. Very heartening! Soon I was 20 km from home but still couldn't see the huge lakes near Boort because of the haze.

West of Serpentine, things began to come unstuck as the vario needle glued on 8 knots sink for what seemed an eternity. Five and a half thousand feet was being eaten away in very quick time.

Here I decided to deviate west of track to a likely looking thermal producer of a field that also filled the bill as a landing field, having a farmhouse and buildings on its border.

Down to 1700 feet and the field looked all the better to land in, no power lines or any other obstructions, but now the vario needle had at last shifted itself from its 8 knot position and I was feeling some promising surges.

I seemed to do a lot of messing about however before finally centring "no sink", a couple of times thinking I should give it away and land.

With some relief I watched this strengthen to 4 knots by about 2500 feet and settled into a climb serenaded by the humming rudder cables. The rudder cables always "sing" at minimum sink speed (30-31 kts) but not at faster or slower speeds, and I love to hear it. I associate it with going UP!

Somewhere between 3500 and 4000 feet I was delighted to see Lake Boort and Lake Lyndger coming into view through the murk and began to think that I really would make my goal after all.

The thermal topped out at 6600 feet, my best height for the day. Putting the speed up to best glide (1 in 17 at 35 knots) after leaving the thermal I sat back and enjoyed the scenery for a while as it made its way past.

A couple of likely looking areas didn't fail to produce a thermal during the remainder of the journey, though I did have some periods of alarm as 8 knots sink showed again.

I arrived over my goal, Dr John Findlow's airfield, to the north-east of Boort and 65 km from takeoff, with 4000 feet in hand.

There was still plenty of soaring in the day and I was tempted to stay up for a while longer, but with the retrieve in mind, I just floated about, having a good look at Boort and surroundings

before coming in to land at 17.15. Total flight time was 1 hour 38 minutes - all too short.

I was amazed to see a sea of heads in the car when it arrived with the trailer in tow. Such is the outgoing, helpful nature of the people who spent the camp with us that there were no end of volunteers for the retrieve.

There was even talk of two carloads coming at one stage - all this for a tiny glider that only weighs 90 kg!

It was wonderful to share my excitement and joy in my small achievement with such an enthusiastic bunch.

Going home I had the choice of sitting either in the glider cockpit or the "wayback" of the station wagon. I chose the latter.

Our last barbecue that night (complete with pavlova!) was washed down with champagne in celebration of all the achievements made during the camp - despite the lack of "booming" weather.

#### WORK CONTINUES ON COOGEE REPAIRS

Campbell Curtis of Melbourne reports he is again working on his Coogee.

Pressure of other work has kept him from the sailplane for a long time.

Though he has sold his Kingfisher to Tom Hinton of Boort, Campbell has joined the Midlands Soaring Club so will probably get to fly it again occasionally.

# ONE PILOT'S IMPRESSIONS OF THE BRIDGEWATER CAMP

by Bob McDicken

Attending the camp at Bridgewater in January meant a 2000 km round trip for me but it was worth every kilometre of it. The hospitality was great, with wonderful people and good flying.

I arrived about noon on Sunday 3 January and the VGA members and members of the local gliding club insisted on getting my Grunau 4 out of its trailer and rigging it.

I had been on the road for 18½ hours so wasn't feeling exactly bright but a launch to 2000 feet, a climb to 5300 feet and 1½ hours of soaring really cleared the cobwebs.

Monday was hot with strong gusty winds and the Auster broke its prop when a gust hit it and there was no more flying until Tuesday when we had the use of a Cessna.

On Tuesday I was launched with the idea of flying across country but 14 minutes after release I landed 4 km away. I chose a beautiful paddock but as I turned onto final I saw a telephone line across it so overflowed to the next paddock which had a crop of safflower. I finished up beside a gate about 50 metres from the Calder Highway.

I was shortly accosted by the owner of the paddock who threatened me with all sorts of expenses if I had damaged his crop.

Upon inspection we found no damage had been done and the farmer said he was glad I had stopped beside the gate so no damage would occur during the

retrieve. So my first outlanding wasn't so bad after all.

On Wednesday I stayed close to home, making flights of 13, 19 and 15 minutes.

Thursday looked better so once again I declared Elmore as a goal, but 37 km and 1 hr 10 mins later I was down in a large paddock at North Kamarooka. I was aero-towed home.

Friday and I'm still keen to make that 50 km to Elmore but I covered only 3 km in 23 minutes before I'm once more on the ground. This time the lady of the farm drove me back to the airfield and I came in for quite a bit of ribbing.

On Saturday I again declare "Elmore or bust", but I bust! I couldn't get above 2600 feet so after an hour I turned back toward the field. As soon as I faced the wind I came down like a brick and landed on a private strip only two fields from the airfield.

I walked back to the airfield to get another hilarious reception. As I climbed into the Cessna to set off on the aero-tow retrieve I asked the tuggie what was the record for retrieves and he said, "You just created it."

On Sunday I released at 2000 feet and struggled up to 3000 in weak lift then WHOOSH! I shot up at 500 fpm and at

9500 feet I set off once again towards Elmore.

As I approached Bendigo I had to divert to the north to avoid the forest and at Kamarooka I was below 2000 feet and about to give it away when I got lift to 5000 feet. This allowed me to reach the eastern edge of the forest.

From there on it was down all the way and I landed 7 km short of Elmore. I thought, "Better luck next time."

A phone call from a nearby farm brought the Cessna. When it landed the tuggie said the paddock was marginal so we pushed the Grunau back into a corner for an uphill takeoff.

Halfway across the paddock we were still both on the ground. I was just about to release when the Grunau got into the air so I continued the launch. The Cessna lifted off about 200 feet from the fence and I went into high tow position. The Cessna just cleared the stop sign at the crossroads but we were away.

By the time I landed the CFI Ian Duncan and the tug pilot Lynton Perry had worked out that I had made 53 km. The flight had taken 1 hour 50 minutes from release and 1 hour 25 minutes from the time I left the field.

I was so tired that it was a while before it sank in that I had completed Silver C distance. What am I going to be like after 300 km?

On the same day Ralph Crompton had flown 300 km in his Skylark 4 and boy, was he

sunburned! With temps reaching 45°C, it had been hot, dry work.

Having flown my five hours at Camden last year, all I now needed was the height leg.

Monday was hot and windy. I took a launch but couldn't get above 2000 feet. After landing I tied the Grunau down for the rest of the day.

Later, Ian Duncan took the M200 for a flight to check the conditions but when landing, while only a few inches off the strip, a thermal came through that picked up the M200, tipped it on one wing and then onto its nose, doing a lot of damage but without hurting Ian at all.

The next few days were too windy for flying and the Cessna had to be returned to its owner. By Thursday we had another Auster as a tug.

I was told to grab a barograph from the clubhouse and try for my silver height but we ran into problems.

The Auster we had hired was not carrying any insurance at all, so that had to be fixed.

The wheelbrake on the port side was not working, so that too was fixed. A petrol check showed water in the tanks plus a lot of sediment, so both the tanks had to be cleaned out.

While lifting the tail to help drain the tanks we found a hole in the fabric under the fuselage. While putting on a patch David Goldsmith said that if we found anything else the owner could have the plane back. So I drew his attention

to the rudder cables, one of which was worn half through.

Eventually everything was fixed and I had a tow to 2000 feet. We sank to 1900 then got lift to 5300 feet. I felt it might not be enough so looked around until I found more lift that took us to 6100 feet. I took a few photos and finally landed after 54 minutes.

The next morning I began derigging and preparing to go back to Sydney as Jenne Goldsmith set off across country in the H17. Within a couple of hours we had a phone call to say she had reached Boort.

David soon set off with the trailer and had five retrieve crew with him. As they drove

off Ian Duncan called "Where is Jenne going to sit?" and I explained that they were going to fetch the Hutter, not Jenne.

When they got back, Jenne was in the back of the station wagon while all the men were in the comfortable seats! Such gentlemen!

David bought some champagne to celebrate Jenne's and my Silver Cs and a very merry evening ended a successful and pleasant camp.

I made it back to Sydney in 14 hours and was able to rest over the weekend before starting work on Monday. When the next camp is on at Bridgewater you can be sure that I'll be there.

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## ARTS AND PHOTO EXHIBITION

### WILL BE FEATURE OF FLY-IN

The Sport Aircraft Association of Australia is offering a number of trophies for the best photograph, painting or other artistic work in an exhibition planned as part of the association's annual national fly-in this year.

The fly-in will be held at the Mangalore aerodrome, about 100 km north of Melbourne, during the Easter weekend of 9-12 April.

A number of vintage gliders will attend the fly-in and it is expected that a static and flying display of vintage gliders and gliding equipment will be included.

Entries for the arts and photographic exhibition are not limited to members of the SAAA.

It would be good if some of the entries were from the gliding fraternity.

Entry forms for the exhibition can be obtained from Keith Nolan, 32 Woorite Place, East Keilor 3033. Keith's phone number is (03) 336 2563.

Entry forms must be in the hands of the SAAA no later than Monday 22 March 1982.

Entries must be handed to the person in charge of the exhibition by 1 pm on Saturday 10 April 1982.

All entries must have an aviation theme and must be the work of the entrant.

No charge will be made for entries but a commission of 10 percent will be charged on any items sold during the exhibition.

Trophies will be presented

to the winners of each section at the official SAAA dinner on Saturday evening, 10 April.

Photographs can be in black and white, colour or sepia. Paintings can be in oil, water colour, crayon, pencil, charcoal or other medium.

There is also a section for other art forms which would include sculpture, wood carving or other acceptable creative artwork.

Commenting on the preparations for the fly-in, Keith Nolan said there will be a special trophy for the best vintage glider attending.

Glider launching will be available throughout the period of the fly-in and it is expected that conditions would be suitable for soaring and cross country flying.

Sunday 11 April will be a public day, when thousands of spectators are expected to see a display of flying by SAAA members and vintage gliders.

Aircraft taking part are expected to include home built aeroplanes, restored vintage aeroplanes, gliders, ultra-light aircraft and gyrocopters.

Those in the latter three categories will be allocated their own area on the aerodrome to ensure safe traffic operations.

A large marquee will be the control centre during the day and can be used for accommodating visiting pilots at night.

Jenne Goldsmith is preparing an information board on the Vintage Glider Association so anyone who can contribute suitable photographs, drawings, magazine articles or other material should contact Jenne at (054) 28 3358 as soon as possible.

Any member planning to attend the fly-in should notify Keith Nolan, listing details of the aircraft you will bring, the number of people in your party and the type of accommo-

dation you have arranged. This information will help the organisers plan the fly-in and arrange accommodation, catering and transport to and from local motels. Please do this immediately if you plan to attend.

If you are bringing a sailplane, please make up a display board to place beside it. This should be capable of being read from about 10 metres away and should give details of the aircraft.

Registration fee for the four days is \$5.

Aircraft under construction will be welcomed as part of a static display.

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## DISTANCE FLIGHTS IN GRUNAU 4 IN NSW

During January, Ray Ash of Sydney took his Grunau 4 to Greenthorpe in central NSW to attempt some cross country flights in it.

After a tow to 2000 feet he found 4 knots lift to 5000 ft and set off around a triangle of 320 km with turning points at Tichborne silo and Temora.

Conditions were reasonably good but not outstanding and for most of the flight Ray was in radio contact with the K7 (which he shares with three partners) which was flying the same triangle.

Cloudbase gradually rose to about 7500 feet during the flight but conditions began to deteriorate after Temora had been passed.

With a tailwind but with lift of only 100-200 fpm. Ray gradually worked his way back to Greenthorpe and landed at 7.45 pm after a flight of 7 hours 47 minutes.

(Ray's story of the flight will be published in April "Australian Gliding")

During the next few days two other pilots made good flights in the Grunau 4. John Daniel flew it around a 212 km

triangle and Brian Hemmings made an out and return flight of 123 km.

## GLIDING WAS MORE MODEST IN 1942

A copy of the newsletter of the Australian Gliding Association published in March 1942 shows that the sport was not so advanced in those days.

Though Australia was at war there was still a little bit of gliding being done.

A report from the Waikerie Gliding Club tells of a flight of 16 miles and a climb of 3300 feet by Ken Reibe in the Kite 1 during November 1941.

These modest figures set new South Australian State records at that time.

In Western Australia, a new State duration record was set by Arthur Farmer with a flight of 5 hours 7 minutes in his Grunau Baby 2. The flight was made by slope soaring on the hills at Toodyay, north of the city of Perth.

Secretary of the Waikerie Gliding Club, Jock Barratt, said that in the three months to the end of February 1942 the club's three aircraft, a Zogling primary, the Pelican two-seater and the Kite sailplane logged a total of 54 flights for a total duration of 4 hours 15 minutes.

Flying statistics for the Waikerie club last month are not available but it's a safe bet they did ten times as many hours on any one weekend.

### TRAILER WANTED FOR KOOKABURRA

Please send information on condition and price to Bill Johnston, 12 Curran Street, North Melbourne, Vic. 3051. Phone (03) 329 0091 evenings.

## CRASHED KOOKABURRA TO BE RESTORED

A Mark 3 Kookaburra which crashed at Beaudesert in Queensland last year has been bought by VGA member Larry Allen and will be repaired.

Larry has been living and working at Weipa in the far north of Queensland and has now moved to Albury in NSW.

He picked up the Kookaburra on his way south to take up a new job.

## VGA PRESIDENT WILL ATTEND OSTIV MEETING

The president of the Vintage Glider Association, Alan Patching, will attend the next meeting of the OSTIV Sailplane Development Panel in Switzerland on May 4, 5 and 6.

Alan is the official GFA delegate on the panel.

He commented recently that members of OSTIV have been impressed by recent papers submitted from Australia on some aspects of sailplane design, especially those relating to training and to safety.

## PROGRESS MADE ON BUILDING WOODSTOCK

Ken Davies of Melbourne reports good progress on the construction of his Woodstock sailplane.

The fuselage is now 75% complete and most of the tail is built. Metal fittings, wing

spars and some ribs are also finished.

Ken reports that the work has been fairly straightforward though not as simple as the designer claimed.

No problems have been encountered in obtaining the materials for the work.

The original design of the Woodstock has the horizontal tail unit built permanently on the fuselage but Ken has modified this to make the tail-plane removeable.

He says this change will make the aircraft easier to move on the trailer.

## MORE NEWS WANTED FROM OUR MEMBERS

Our association is growing slowly but steadily and there is an increasing interest in vintage gliders, even among people not directly involved in the vintage movement.

It seems also that Vintage Times is a popular source of news about the vintage glider movement in Australia, but if we are to continue our growth we need to let everyone know just how active we are.

The VGA currently has almost 100 members and these members own more than 30 vintage sailplanes, yet only a few members keep us informed of their activities. Aren't the other members flying?

Please drop a note to the editor once or twice a year, just to let us all know that you are still with us.

## OLYMPIA DOES WELL AT SPORTS CONTEST

Keith Nolan flew his Olympia "Yellow Witch" to second place in the National Sports Class contest at Leeton, NSW, during January.

The Olympia came in first on one day when the task was a triangle of 317 km. On other days Keith completed tasks of 180 and 140 km.

Ian McPhee of Tamworth won the Two-Seater Championship in the Lake Keepit Club's Bergfalke 3.

Keith Nolan flew at the Mildura Mini-Comps in December but was not able to give all his attention to the flying as he was also the competition director and spent a lot of time running the event.

## SUCCESSFUL MODEL VINTAGE SAILPLANE

The Vintage Glider Association doesn't only attract the people who fly vintage gliders but also those who make flying models of them.

Frank Smith of Burwood in Victoria is one such modeller who is keen on vintage sailplanes.

Early last December Frank completed a one-sixth scale Grunau Baby 2b, after two and a half months of work.

The model is controlled by radio and has made successful flights up to two hours at a lope site at Pakenham.

Frank is a member of the

Victorian Association of Radio Model Soaring. The Grunau Baby is not the first model sailplane Frank has built. Early last year he completed a 6-ft span model of the German DFS 230 troop-carrying glider.

He has constructional plans for models of the Fafnir, Condor and Moatzagotl.

Other VGA members who are also keen modellers include Martin Simons of Adelaide and Garth Hudson of Melbourne.

## DRAWINGS AVAILABLE FOR HUTTER H17

Alan Lewis of Sydney says he has noted the interest in the Hutter H17 sailplane and wants it known that he has the constructional drawings for this aircraft. These can be viewed by anybody interested or he will sell them.

Alan says he also has the drawings of the Fauvel AV36 flying wing sailplane. He is building one of these fine French designs.

He can supply information about supplies of glue, spruce and plywood.

Also stored in Alan's workshop are the remains of Miss Queensland, which was designed and built in Brisbane about 1935.

He doesn't seem to think it is restorable and won't have time to do anything with it, but wouldn't mind it going to a good home if only to ensure this historic sailplane is preserved.