

Newsletter of the Vintage Glider Association of Australia  
Editor: Alan Ash, 2 Heath Avenue, Frankston, Victoria 3199

## VGA at Mangalore 82

The Vintage Glider Association fielded five sailplanes at Mangalore 82, the annual Fly-In of the Sport Aviation Association of Australia, held over the Easter weekend.

In addition, there were two modern sailplanes, the Moba 2, designed and built by VGA member Gary Sunderland, and the Gliding Club of Victoria's Mosquito.

The sailplanes attracted a lot of attention while on static display and opportunity was taken to speak to many of the visitors about the joys of soaring as a sport.

All the sailplanes except the Mosquito were flown during the weekend and the mild and sunny conditions allowed many soaring flights of 30 to 90 minutes with heights to 5000 feet.

Vintage sailplanes taking part were the Golden Eagle (Alan Patching), Hutter H17 (Jenne Goldsmith), Olympia (Keith Nolan), Grunau Baby 3A (Garth Hudson) and Joey (Keith Jarvis).

Throughout the weekend Joey was flown with its little engine and in this configuration it flew with the ultra-light aircraft, making a better showing than any of them.

Another important part of

the VGA display was the 16th scale model of a Grunau Baby 2b placed on display by VGA member Frank Smith. The Grunau was a radio-controlled flying model but, because of the congestion in the area Frank decided not to fly the model. Instead, it spent most of the time on display beside Garth Hudson's full-sized Grunau Baby 3A.

Aero-towing was provided by the Midlands Soaring Club's Auster J5 piloted by Lynton Ferry.

Two of the sailplanes won awards from the SAAA. Garth Hudson's Grunau Baby 3A was judged the best vintage sailplane at the Fly-In and Gary Sunderland's Moba 2 won the award for the best home built sailplane.

One of the attractions of Mangalore 82 was the photographic and art display and a feature of this was a large display board of photographs of early Australian gliders and sailplanes, prepared by Jenne Goldsmith. It received a lot of attention.

RALPH CROMPTON FLIES  
320 KM IN SKYLARK 4

After completing his Gold C in January by flying around a 300 km triangle in his Skylark 4, Ralph Crompton followed up during March with another long distance flight.

Ralph writes: "Starting at Murray Bridge, I enjoyed a flight of 320 km, with long streeting of over 80 km at a time. The flight took only 3 hours 55 minutes and gave me a best height of 10,500 feet."

Soon after making this long flight Ralph took the Skylark with him when he went to visit his mother in Queensland.

While there he made several short soaring flights at Warwick with the Southern Downs Soaring Club.

On one occasion he landed out in a remote area. Describing the subsequent events, Ralph says: "I put the Skylark down beside a dirt road at 4.30 pm.

"Because of the club's policy of not making retrieves by aerotow, I started to walk back to Warwick.

"For the next  $5\frac{1}{2}$  hours I did not see any kind of light along the road. It was pitch dark.

"At 10 pm I was numb with cold with blisters on one foot and legs becoming rubbery. I then came to a house and stumbled to the door.

"The people were very nice about it all, considering the circumstances, and drove me to the airfield. Next day I dis-

covered I had walked about 12 miles. O, the joys of gliding!

It will take me at least 3 months to recover from that little walk."

Ralph has been living in South Australia "temporarily" for the past six months and has now decided to live there permanently.

HAROLD BRADLEY NOW  
BUILDING HUTTER H17

Veteran gliding enthusiast Harold Bradley of Adelaide has begun the construction of a Hutter H17.

Harold began gliding in the early 1930s. About 1935 he built a Lasco Lark, an Australian design, and flew it for several years before World War 2 intervened.

After the war, with the aid of his son, Alan, Harold built a Hutter H17, then later a Schneider Kingfisher.

In addition, he has been involved with the design and construction of several other sailplanes over a period of 50 years.

BRISBANE GROUP  
BUYS L-SPATZ

Des Cramer of Dalby has sold his Scheibe L-Spatz to a group of three Brisbane pilots Christopher Rawson-Harris, T. Harlock and G. Dick.

They are members of the Beaudesert club and have just joined the VGA.

## LET'S HAVE MORE REGIONAL RALLIES

At present the Vintage Glider Association of Australia is not in a position to offer members very much in the way of services in exchange for the annual subscriptions.

The most tangible benefit perhaps is the regular publication of "Vintage Times" to serve as a means of communication amongst members.

With fewer than 100 members spread across the continent at present, perhaps communication is really the most important benefit we could provide.

Perhaps the second benefit that the Association provides is the holding of regular rallies and get-togethers.

Again, it is unfortunate that distance is a big problem.

It is almost impossible for all the members to get together regularly. The answer perhaps is to hold more regional meets and rallies.

In recent years a number of successful rallies have been held in Victoria. They have taken very little organising and have provided the members with lots of fun and good flying.

It would be good if members in other States, or districts, could arrange regular unstructured meetings during each year.

You don't need a lot of people or a lot of aircraft. Just a few people willing to come together and fly.

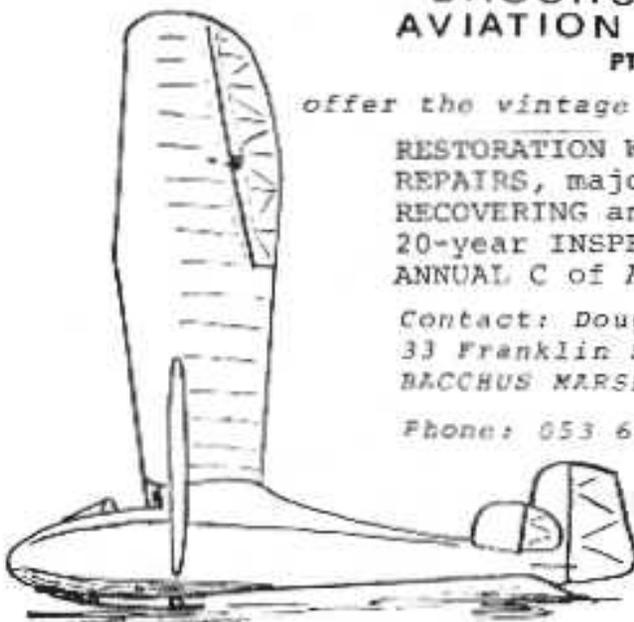
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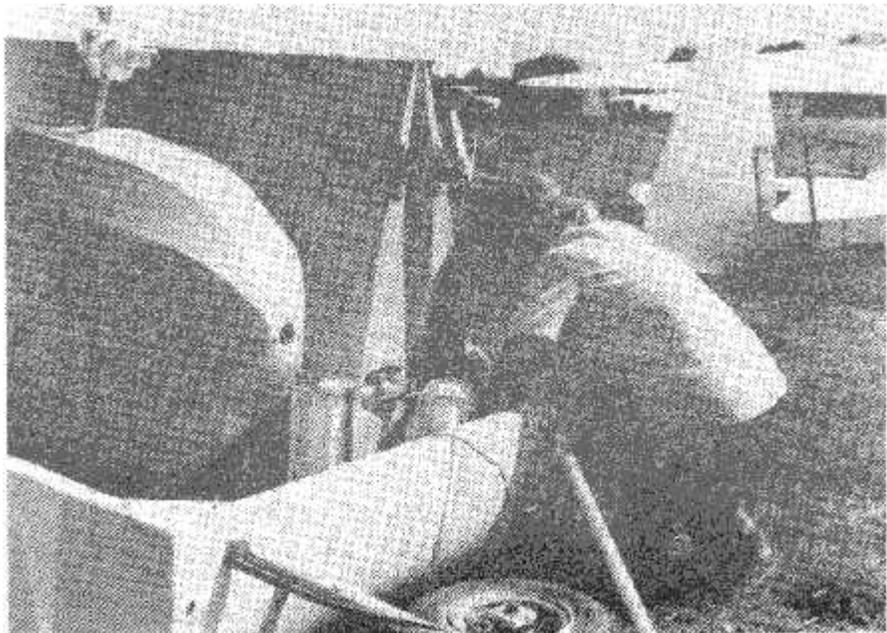
# EASTER AT MANGALORE

Participation by members of the VGA in Mangalore 82 provided them with some good flying and an opportunity to show vintage sailplanes to a lot of people.

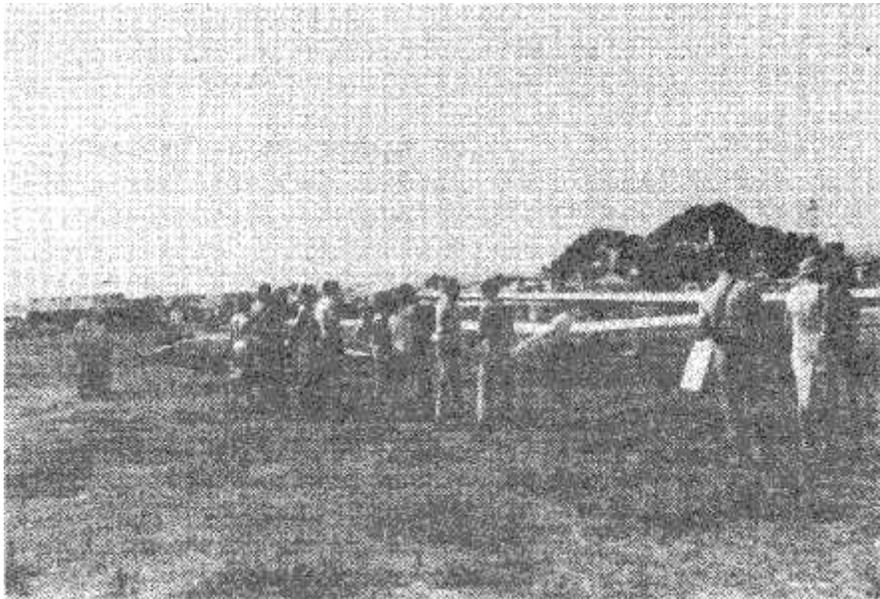
These photographs show some of the activities at Mangalore at Easter.



Above: Frank Smith (left) shows Garth Hudson his flying model of a Grunau Baby 2b.



Left: Jenny Goldsmith prepares to take the Hutter H17 off its trailer. The tail and wing in the background belong to the Golden Eagle.



Above: Most of the time, the crowd around the gliders was too thick to allow photographs. In this picture are Gary Sunderland's Moba 2, the GCV Mosquito and Keith Nolan's Olympia.



Right: Garth Hudson proudly displays the award for the best vintage sail-plane at the event.

## WHAT HE FLIES WHEN HE IS NOT REALLY FLYING

When David Goldsmith is not flying his Hutter H17 he fills in time flying for a living with Ansett Airlines.

After spending much of the last few years as a First Officer in the company's Boeing 727s, Dave is currently undergoing a course to get his Captain's rating on Fokker Friendships.

The course has involved him spending much time in Sydney and flying on country routes in New South Wales.

The only disadvantage has been that the course has kept him too busy in recent months to do any real flying.

## DAVE CRADDOCK IS WORKING IN ENGLAND

VGA member Dave Craddock, of Sydney, is currently working in England in the aerospace industry.

As a result he has had to temporarily postpone work on the preparation of his book on Australian-designed gliders and sailplanes.

We understand however that he is continuing with the work of research into early local designs.

Anyone who has information that could be of use to Dave can still send it to his home address (24 High St., Epping, NSW 2121) and it will be sent on to him.

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## INCREASING INTEREST BEING SHOWN IN VINTAGE SAILPLANES IN EUROPE

The vintage glider movement in Europe is growing rapidly thanks mainly to the efforts of the Vintage Glider Club of Great Britain which has been in the forefront of getting old gliders back into the air in recent years.

The latest Newsletter from the British club says there are currently about 100 vintage gliders and sailplanes flying in Britain. Of these at least 29 were built before 1945.

Of the many vintage gliders being restored in Britain, at least 13 were built before 1945.

A report from Holland says that country now has 41 vintage sailplanes either flying or being restored.

Two Oldtimer clubs have been formed in Germany to preserve and fly vintage gliders. The first, at Munster, formed last year and the second, at the birthplace of gliding, the Wasserkuppe, was formed in April this year.

In many parts of Germany, vintage sailplanes are owned and flown by private owners and clubs.

For the past two years successful flying meetings have been held for Grunau Babies, the most numerous of any sailplane ever to be built. These have been very well supported.

There is an active organisation in France fostering the vintage sailplane movement and many old French sailplanes, once condemned and abandoned, are now being restored to flying condition.

Moves have been made also to start a vintage glider organisation in Sweden.

More than 20 years ago the Swedish authorities grounded all wooden sailplanes, saying they were no longer airworthy.

Rather than destroy their stocks of Weihses, Kraniches and Grunau Babies, The Swedes sold them to pilots in USA and Britain where many of them are still flying safely.

The Swedish government has now changed its policy and an attempt is being made by Swedish pilots to buy back some of the sailplanes they have sold.

## ANOTHER CREW MEMBER JOINS BUNTING TEAM

Leigh Bunting reports from Adelaide that he has done no flying at all in his Grunau Baby since the vintage regatta at Blanchetown at the end of October.

Leigh writes: "I have been involved in moving house and waiting for the stork to deliver my second crew member (another girl as it happened) who arrived on 22 January.

Now, with winter arriving and C of A time falling due, I don't expect to be doing much flying for the next few months either."

## 10th INTERNATIONAL VINTAGE GLIDER RALLY

The former French National Gliding Centre of La Montagne Noire, in the far south east corner of France, will be the venue for the 10th International Glider Rally.

The event is scheduled to be held during the first two weeks of August this year.

In addition to vintage sailplanes from various parts of France, it is expected that vintage sailplanes will attend from Britain, Hungary, Switzerland, Holland and West Germany.

Launching will be by both winch and aerotow. If possible some bungy launches will also

be available from nearby hill sites.

Though it would seem most unlikely that Australia could send an aircraft it is not too much to hope that someone from the VGA might be in Europe at that time and could call in.

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PLEASE NOTE OUR NEW ADDRESS...

The attention of members is drawn to the new address of the VGA secretary.

In future all correspondence should be addressed to Allan Ash, Secretary, V.G.A., 2 Heath Avenue, Frankston, Victoria 3199. Telephone: at home (03) 783 8915, at work (03) 699 8522.

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