

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

BRIDGEWATER CHOSEN FOR REGATTA

The annual regatta of the Vintage Glider Association will be held at Bridgewater, Victoria, over the weekend of October 30 and 31. The site was chosen after a survey of likely attenders.

Earlier plans to hold the rally at Bordertown did not develop.

There was also concern that several recent increases in the cost of petrol would make it too costly to hold anything like previous regattas.

Early in August, the secretary of the VGA sent a letter to all members in Victoria, South Australia and New South Wales who owned a vintage glider to ask if they planned to come to this year's regatta.

The letter offered a choice of Bridgewater or Corowa as a possible venue.

Fewer than half of those contacted replied to the enquiry but the majority of the members who replied favoured Bridgewater as the site for the regatta.

It seems likely that about 10 vintage sailplanes will attend the rally this year. This is a little disappointing considering that there are now about 30 vintage sailplanes in the south-eastern part of Australia whose owners are in the VGA.

Those who said they would not be attending gave the high cost of travel as the major factor in the decision. This is a truth that the Association must face in planning future rallies.

It is a factor that should encourage members to be more active in planning regional rallies.

Bridgewater in central Victoria is one of a small number of sites that meet all our requirements. It is the home of a small but active club, the Midlands Soaring Club, and has an Auster tug.

The VGA has already held several regional rallies there and has always been welcomed.

Soaring conditions have been proved good and surrounding areas offer safe outlandings and are safe for cross-country flying in vintage aircraft.

Though there is no on-site accommodation, there are several hotels and motels within easy reach. Club officials say that a limited number of tents

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BRIDGEWATER REGATTA

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and caravans can be brought by visitors. Toilets and showers are available at the field and a small clubhouse can provide limited cooking facilities.

There is no hangarage for visiting sailplanes but plenty of parking space for trailers.

The site is part of a private property used for farming and visitors will need to bear this in mind and take care not to cause damage or litter.

For this reason also, wire launching is not permitted on the airfield.

Visitors will be asked to pay the normal club rate of \$10 a tow to 2000 feet.

It is expected that the usual barbecue will be held on the Saturday evening and a brief annual meeting of the association will take place on the Sunday morning.

One of the matters that is on the agenda for the meeting is consideration of whether in future it would be better to

THE REGATTA SITE

The airfield is on a property called "Derby", owned by Mr and Mrs Hokin. It is just off the Calder Highway, about 10 km east of Bridgewater.

The turnoff from the highway is about 8 km east of Bridgewater, about 100 metres past a railway crossing.

Drive north on a dirt road or 3 km and you will see a gate on your right with the name "Hokin" painted on it.

arrange a week-long regatta to make it worthwhile for members to bring their sailplanes the long distances required.

Members are asked to consider this matter before they arrive. Members who won't be at the annual meeting are invited to write to the secretary to indicate whether or not they favour this new idea.

ACCOMMODATION

If you would like to make sure of your accommodation at Bridgewater, ring any of the following to book a room:

Bridgewater Homestead Motel
(054) 372 211, Bridgewater 147.
Bridgewater Ludden Hotel (054)
372 211, Bridgewater 4 or
Inglewood Hotel Royal, (054)
382 211, Inglewood 18.

NSW PILOTS MAY HOLD A REGIONAL REGATTA

A number of VQA members who live in Sydney and will not be able to attend the meet at Bridgewater may hold their own regional rally instead.

Ray Ash writes, "Other commitments will prevent me taking my Grunau 4 to the annual regatta and I know of other Sydney pilots who won't be able to make it either.

"Instead we may get together at a closer site either on the same weekend or near to it.

Greenthorpe would be the best site for us. It is likely we may get six vintage sailplanes to attend. Both winch and acrotow are available."

REGIONAL RALLY AT WHYALLA IN OCTOBER

South Australian members of the VGA who are unable to get to the regatta at Blanchetown have the opportunity to attend a regional rally to be held at Whyalla, on the west coast of Spencer Gulf in their own State.

The Whyalla Gliding Club has offered to host a regional meeting for vintage sailplanes over the long weekend of 9-11 October. Flying will be available from the Friday to Monday inclusive.

The club has two winches and offers free launches to VGA members attending for the weekend.

Ample hangarage is available and clubhouse facilities will be open to visitors.

Accommodation is available in the bunkhouse or in caravans if requested. The club will be contacting all South Australian members of the VGA to extend an invitation to attend the rally.

Weather permitting, short tasks will be set.

NEED TO RECORD VINTAGE STATISTICS

It would be useful and encouraging if the Association could keep a record of flying done throughout each year by vintage sailplanes.

With this issue of Vintage Times is a form on which all members are asked to record the

flying they did in the 12 months to the end of June 1982 in their own or any other vintage sailplane - even if it is one operated as a normal club machine.

For most pilots this will require no more than a few minutes of search through their log book. If you are the owner of a vintage sailplane and you don't have a record of the flying done in it by other pilots during the year, make an estimate.

Please fill out the enclosed form and return it as soon as possible to the secretary.

VICTORIAN MEMBERS MOVING TO SYDNEY

David Goldsmith and his family will be moving from Gisborne in central Victoria to Sydney very soon. Dave writes:

"Jenne and I expect to have our H17 at the next vintage regatta but soon after that we will be moving to Sydney.

"I checked out as an Ansett captain on 10 June and am enjoying flying the Fokker again.

"We are arranging a house swap with some Sydneysiders as it now appears I will be based in Sydney for another year.

"Because of my training program and the recent poor weather, we haven't done much gliding lately. We hope to do some after we settle in Sydney and our new baby arrives, at the end of January."

Kingfishing at Waikerie

Summer had not turned out as I had hoped this year so when my wife, Lauri, suggested I take the Kingfisher to Waikerie for a week before the season finished, I jumped at the chance.

We had visited the Waikerie Gliding Club in the spring of 1980 and the weather was so good that I wondered why all glider pilots didn't live there. This trip I found out.

The weather was lousy on the way over from Swan Hill on the Sunday. When I arrived at Waikerie everyone said "You should have been here last week."

I managed a couple of brief flights during the week and surprised a couple of fibre-

by Tom Hinton

glass trainees with my close-in (to them) circuits.

While I was at Waikerie I had a flight in a glass job and found it difficult to believe what a wide circuit was necessary in it.

I was due to leave for home on the Saturday when finally the sun poked his nose through the murk and promised a nice thermal or two.

Silver C distance was what I was after so I decided to try for Loxton.

Because of the 1% rule I let go the tug at 1400 feet to notch my barograph. That flight consisted of a downwind leg, base and final, as the tuggy took me to the area where the glass ships release.

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Returning to the end of the queue, I got another tow an hour later. Same caper. I'm sure the tuggy thought I had a bag of tricks in the cockpit rather than a tiedown kit.

This time however I contacted a thermal on the downwind leg, would you believe right over the Murray River. My turns were actually between the banks, which just shows how much a thermal can drift, even at 1000 feet.

With grim determination the Kingfisher and I rode the 2-knotter to the top at 4700 ft. under a cloud. Silver height in the bag!

After a win like that I would like to be able to say that we gaily set off for Loxton, but as it was I had forgotten to put on my jumper and what with my short-sleeved shirt and the Kingy's generous venting, it was a chilly trip.

I stayed under the clouds nearly all the way, hopping from one to the next and following every bend in the river marked on the map to keep track of my position.

By the time I arrived at Loxton the day had died so I didn't try to return, though I had taken a photo.

Landing nice and short on the desolate Loxton strip I found I had a good half mile to walk to the phone at the other end.

Three very kind fellows came with the trailer to pick us up and listen gallantly to my ravings all the way back to Waikerie.

The flight took 1 hour 53 minutes for 67 km. It wasn't a strong day and we had very little tailwind so I'm quite looking forward to next summer.

One thing is sure. My five-hour leg won't be spent hanging around the airfield.

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449, Benalla, Victoria 3672.
Telephone (057) 623 616.

GROWING INTEREST SEEN IN QUEENSLAND

by Allan Ash

While on a brief visit to Brisbane during August I met a number of gliding people and found an increasing interest in the vintage glider scene.

I spent a day with the Beaudesert Gliding Club, which is based about an hour's drive from Brisbane, as guest of Tim Harlock, Chris Rawson-Harris and George Dick who own the only L-Spatz in Australia.

Other vintage sailplane at Beaudesert are a Kingfisher owned by Ken Stephens and Ken Waterford and a BG12 owned by Ivan Teese, Noel Smoothy, Phil wood and Terry Crack.

Also there was a Cherokee 2

in unairworthy condition which the club says it will give to anyone who collects it. The sailplane needs a lot of work, especially the fuselage, but on casual inspection appears to be repairable.

Anyone interested in taking over ownership should ring the club president Trevor Turner, phone (07) 343 2630 evenings.

I visited Gilbert Simpkins who says his T31 should be in the air again this summer after its 20-year inspection.

I heard of several other vintage sailplanes based in and around Brisbane.

The Beaudesert club agreed to host a vintage rally later in the summer or next Easter and it seems quite likely that this will come to pass.

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GOOD FLIGHTS MADE BY U.S. VINTAGE SAILPLANE

Bob Storck, editor of "Bug-gee Cord", newsletter of the Vintage Sailplane Association in the U.S.A., has made some good soaring flights this year in his flat-topped Laister Kauffman LK10.

At a wave camp in Virginia early in February, Bob soared to 17,000 feet despite intense cold.

Then at Julian, Pennsylvania, during March he soared in slope lift on an attempted 300 km triangle.

Using thermals to cross several wide gaps in the long ridge, Bob rounded his two turning points and began the final leg but had to land in a high school sports field after covering a total of 153 miles (246 km).

This was the best distance of the day, exceeding the flights of several modern glass machines. Bob's average speed was 46 mph (74 km/hr).

Not bad for a 40-year-old sailplane!

RESTORATION AWAITS NEW WORKSHOP BUILDING

Gunter Bartasek of Penrith, NSW, is involved in two projects but says work has been delayed pending construction of a larger workshop.

"My old garage is too small as well as being something of a fire hazard," Gunter writes. "I have a new workshop on the

drawing board and expect to begin work on it soon."

Gunter has begun the restoration of the Hutter H17 he bought from Reg Todhunter last year. Fittings have been removed and cleaned and a new bulkhead has been built.

"Lately," says Gunter, "I have been more involved with my BG12. I'm well under way with cockpit installation and controls but the wing skinning must wait on the construction of my new workshop."

During the year, Gunter has been flying the Cherokee 2 in which he has a share. Over the past 12 months it has flown a total of 41 hours bringing its total flying to 1469 hours from 2989 launches since it was built by Reg Barrington in 1958.

The C of A is now being renewed and it will be flying again soon.

Gunter says the Cherokee is in excellent condition. "This must be one of the best-built sailplanes in Australia", he says.

FLYING PLANK MAY BE RESTORED

Graham Fredrickson of Melbourne has acquired the EPB1A Flying Plank built for the late Fred Hoinville by Glidair Sailplanes in 1957.

It is in need of a lot of work and Graham is not yet in a position to do much with it but eventually he hopes to get it back into the air.

SUCCESSFUL GRUNAU BABY MEETING IN GERMANY

A very successful Grunau Baby meeting was held at Schameder near Eisenhardt in West Germany at the end of May this year.

It was attended by 9 Grunau Baby 2bs, 3 Grunau Baby 3s and one Cumulus, which is a German variant comprising a Grunau Baby wing and tail fitted to a pod-and-boom fuselage of steel tube construction.

The towplane was a vintage Focke Wulf 44 Stieglitz.

Excellent weather prevailed throughout the weekend and good soaring resulted.

One of the set tasks was a triangle of 70 km. One Baby flew around the course twice then flew to the first turning

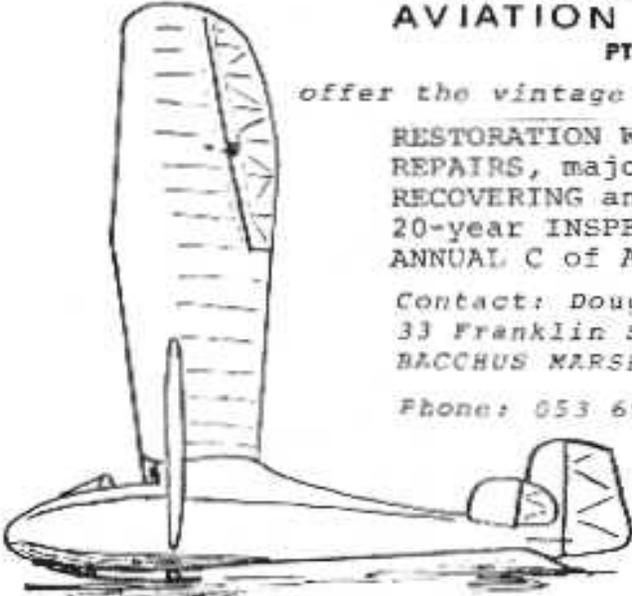
point again and returned to base to cover a total of some 200 km!

The meeting resulted in 107 flights for 52 hours and 677 km distance. The fastest time was twice around a 66 km triangle in 2 hours 56 minutes -- average speed 45 km/hr!

OLYMPIA VISITS RAAF CLUB AT LAVERTON

Keith Nolan reports that he spent the Queen's Birthday holiday weekend by taking his Olympia "Yellow Witch" to the RAAF Gliding Club site at Laverton, near Melbourne.

Keith says: "I tried some winch launches for a change. 2000 feet for \$1.50 is not hard to take these days."



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