

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

A Good Regatta At Bridgewater

Despite strong, cool winds and a heavily clouded sky, the weekend regatta at Bridgewater was a considerable success with some good soaring flights and a relaxed atmosphere.

The hosts, the Midlands Soaring Club, excelled themselves in providing hospitality and a warm welcome. Most of the members are real vintage glider enthusiasts now.

Ralph Crompton was the only interstate visitor. He brought his sleek Skylark 4 across from Adelaide after attending the regional rally at Whyalla earlier in the month.

In addition to the Midlands club's M200 two-seater and Boomerang, the regatta was attended by the Golden Eagle, Olympia (Yellow Witch), Hutter H17 and Grunau Baby 3A.

All launches were done by the club's Auster.

VGA members who flew during the weekend (30-31 October) were Ralph Crompton, Keith Nolan, David and Jenne Goldsmith, Garth Hudson, Alan and Ian Patching, Frank Smith, Ken Davies, Allan Ash, Campbell Curtis and Graham Fredrickson.

Among the visitors were Dick Duckworth, Norm Hyde, Gayle Wyer, Leo Dowling and Tom Hinton (the latter, alas, without his Kingfisher, which is having

some maintenance done).

Charlie Lambeth flew in for the Saturday from Benalla in a Motor Falke. He left during the afternoon and was last seen at a good height, circling under a big cloud.

Conditions were deceptive throughout the weekend. Heavy cloud and strong, gusty winds made a depressing atmosphere as the aircraft were taken out on Saturday morning but when Alan Patching was launched in The Golden Eagle he found good lift that took him quickly to 6000 feet.

Pilots found the air very turbulent but the lift was of 2-4 m/sec strength, though the downs were just as strong.

The seven sailplanes logged 13 hours from 17 launches with Ralph Crompton making the best duration and height with 3 hr 33 min. to 7500 feet in his Skylark 4.

Garth Hudson (Grunau Baby), Alan Patching (Golden Eagle) and Ian Patching (Golden Eagle) flew over an hour and most of the others had flights between

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BRIDGEWATER REGATTA

(continued from page 1)

30 and 60 minutes, with several exceeding 7000 feet.

David Goldsmith in the GB3A won the spot-landing prize (a water melon) by landing 4 ft 4 inches from the mark.

A barbecue dinner and a social evening finished off a pleasant day.

Conditions on the Sunday were much the same as for the Saturday except that the wind had gone around from the west to the south.

Once again, Ralph Crompton made the best flight of the day. He flew an out and return from Bridgewater to St. Arnaud (total 135 km), reaching a maximum of 6000 feet (and a low point of 1900) for a total flying time of 5 hr 3 min.

This was Ralph's 100th flight in the Skylark 4 for a total in the aircraft of 313 hours. Not a bad average!

Altogether, 23 launches were made for the day, with a total of 20 hours. Apart from Ralph's flight, the best duration for the day was by Jenne Goldsmith in the H17. She had a maximum height of 6100 feet on a flight of 1 hr 49 min.

Garth Hudson reached 6000 feet in a flight of 85 minutes in the Golden Eagle, Alan Patching reached 5000 feet in the Eagle on a flight of 80 minutes and MSC pilot Col Hokin, on his first flight in the Olympia, reached 5500 feet for 64 minutes. Other pilots had flights of 30 to 60 minutes during the day.

INTEREST SHOWN IN WEEK-LONG REGATTA

Members of the Vintage Glider Association who were at Bridgewater expressed interest in the idea of a week-long regatta to be held at the end of 1983.

This confirmed a similar interest shown by those who attended the rally at Whyalla.

At the annual meeting of the association at Bridgewater the secretary, Allan Ash, said many members had been unable to come from interstate because the high cost of travel made it uneconomical to come long distances for only a weekend.

It was suggested that a week-long meeting at a central site could make it worthwhile for members to drive 1000 km or more to attend.

In the meantime, members in the Melbourne area supported a suggestion to hold a rally in the Christmas and New Year period at Bridgewater.

The Midlands Soaring Club expressed willingness to host such a rally, though a shortage of tug pilots might prove a difficulty. Several of the club's tuggies planned to be away during this period.

Members interested in flying for all or part of this period from 26 December to 9 January should ring Allan Ash during the week before Christmas (work 03 699 8522, or home 03 783 8915) to enquire what days tug pilots will be at the airfield.

Whyalla Rally Was Fun

from Ron Dunn

Though attendance was small, the vintage glider rally at Whyalla, South Australia, was an enjoyable weekend which gave a lot of fun to all who attended it.

The rally was held over the long weekend of 9-11 October.

When we heard that there would be few interstate members at the Bridgewater rally, several members of the Whyalla and District Gliding Club came up with the idea of holding a rally at their home airfield, in the hope of having some of the South Australian VGA members come along.

The club was keen on the idea and a lot of the members became involved in getting things ready. However, when we sent out the invitations they produced a crop of apologies.

True, we held the event on the same weekend as the Bala-klava Rally but I wonder how many VGA members attended that event.

We did have one enjoyable guest, however, Ralph Crompton complete with his Skylark 4. He arrived on Friday morning and promptly asked: "Where's the winch'?"

Flying did not start until the Saturday and though we had offered free launches to all visitors, Ralph didn't exactly break the club as he finished the three days with a total of four launches for 11 hours 52 minutes of flying.

Altogether we made 23 launches on Saturday. Ralph had the best time of 3 hr 10 min.

The club's Astir made sev-

eral local flights over the hour while the best flight in the K8b was 35 minutes.

Sunday saw 28 launches with six aircraft flying, the Skylark 4, Graham Thorpe's Nymph, my Duster and the club's K8b, Astir and IS28. Conditions were not very good, though most flights were from 1 to 3 hours each.

Monday looked like being the best day with the wind from the north-west and temperature forecast for 20°C. A task was set to Quorn and return, a total of 158 km. This required crossing the upper part of Spencer Gulf.

Thermals proved to be very rough and at first there was an inversion at 3500 feet.

I found the upper wind was about 30 knots and even though I pushed the Duster across the foothills to the water's edge three times I was then too low to cross the water safely.

Taking a thermal to a good height would drift me halfway back to the airfield. After the third attempt I radioed the base that I was giving the task away and was comforted to be told that the Astir had given up for the same reason.

Afternoon conditions gradually improved until at 4.30 pm thermals were going to over 6500 feet.

(continued on next page)

WHYALLA RALLY

(continued from previous page)

Ralph Crompton did not complete the task but made better distance than others in crossing the gulf to have a look at Stirling North.

All in all, everybody had a good three days of flying.

The barbecue on Saturday night was a ball with the ladies challenging the boys to a game of hopscotch (and winning). One of the ladies found out how NOT to roller skate. Jackie, we do admire your effort to do a loop on skates!

The rest of us found it hard to keep up with the young un's in a boistrous game of touch ball.

The club would like to run

a vintage rally each year, probably on the weekend after the Balaklava Rally and we would like to see some new faces and aircraft.

PROPOSED REGIONAL RALLY AT BATHURST

Plans are going ahead for a regional vintage glider rally at Piper's Airfield, near Bathurst, NSW. The site is the home of the Bathurst Soaring Club, which is keen to host the event.

The tentative date for the rally is the weekend of 12-13 February but confirmation of all details can be made by phoning David Goldsmith on (02) 520 3018.



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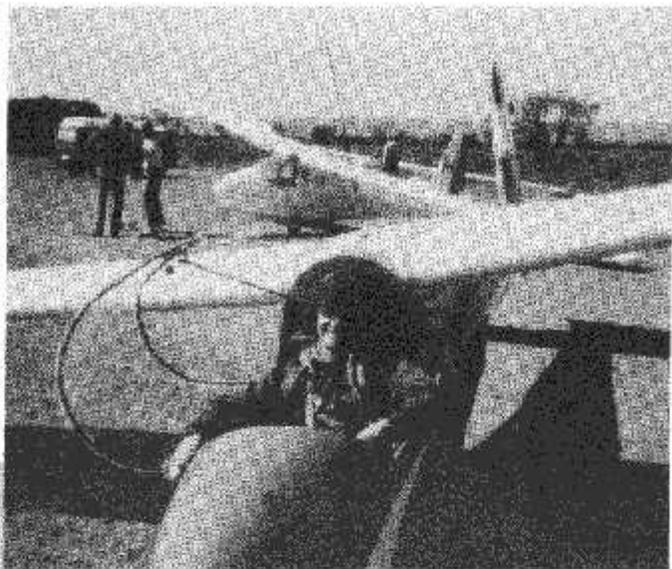
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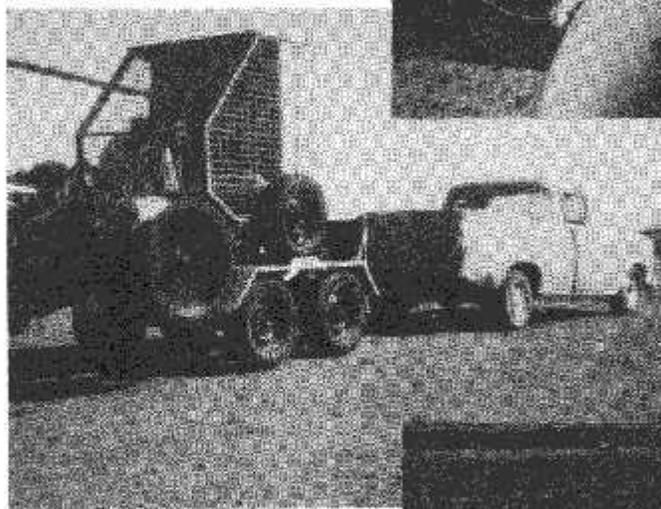
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RALLY PHOTOS



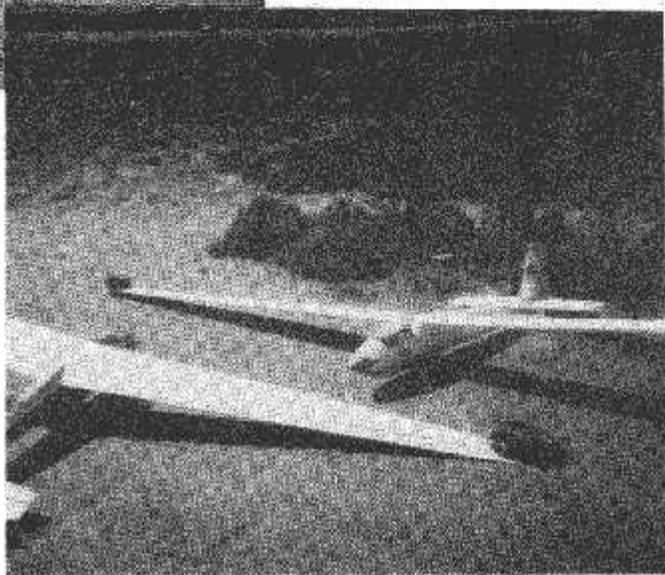
The pictures on
this page show
some of the vintage
sailplanes at the
Whyalla rally



Top: D. Foord in the
Whyalla club's K8.
In the background is
Graham Thorpe's Nymph.

Centre: The Whyalla
club's new two-drum
winch.

Bottom: The K8 and
Ralph Crompton's
sleek Skylark 4

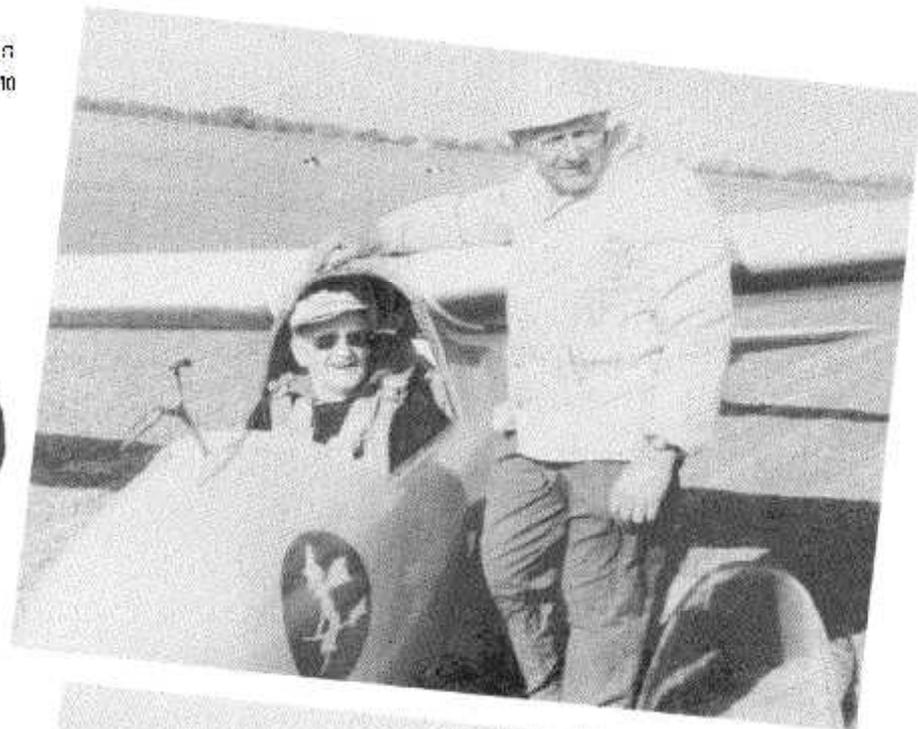




The veteran
Chilton Olympia
"Yellow Witch".

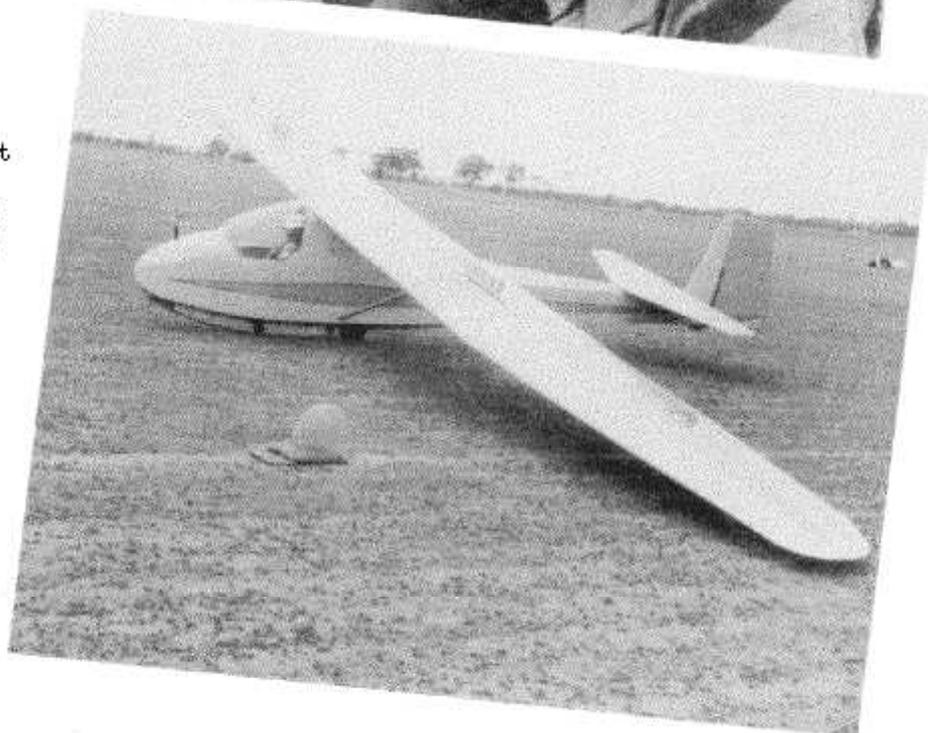
Ken Davies gets
a briefing from
Keith Nolan
before flying
the Olympia
which he
helped build
in 1948-49.

...and here are some from
the rally at Bridgewater.

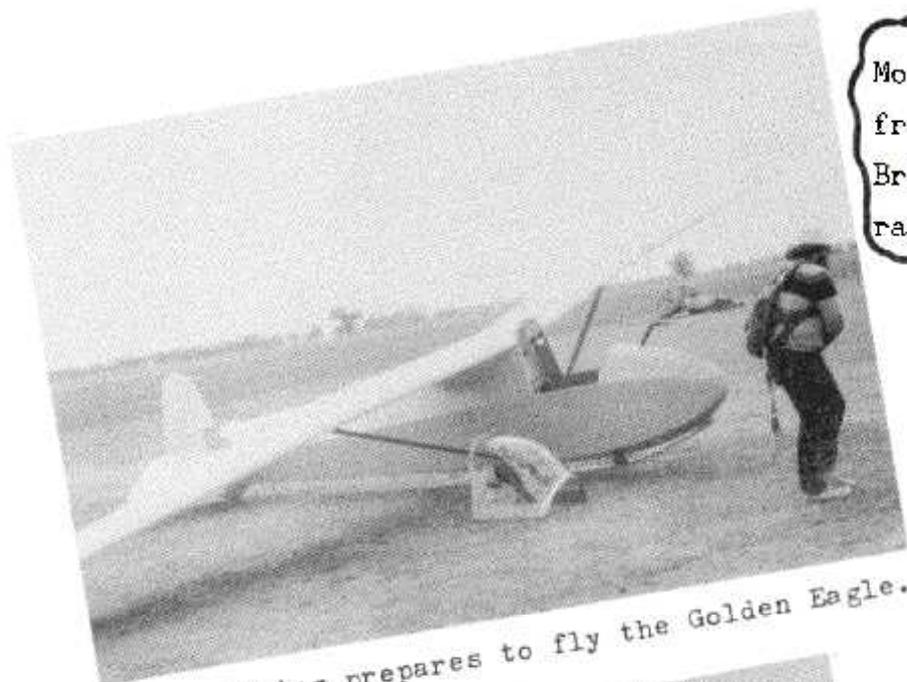


Jenne Goldsmith
prepares to fly
the Hutter H17
while husband
Dave stands by.

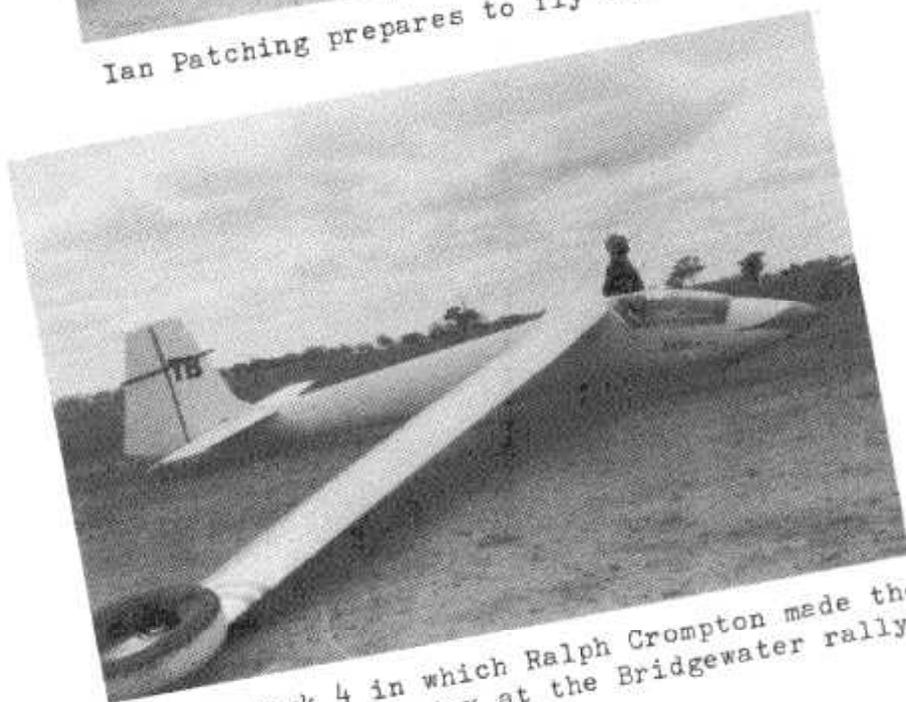
Earth Hudson
has an attempt
at the spot
landing prize
in his Grunau
Baby 3A



More pics
from the
Bridgewater
rally.



Ian Patching prepares to fly the Golden Eagle.



The Skylark 4 in which Ralph Crompton made the
best flight each day at the Bridgewater rally.

FLEETWINGS WILL SOON FLY AGAIN

Sometime around 1950, Alan Milligan and Neville Wynne of Perth built two Hutter H17s which they named Fleetwings and Sweetwings. Over a period of about 15-20 years the two little sailplanes did a lot of soaring, including several short distance flights.

For the past five or six years, Fleetwings has been sitting in its trailer at the Camden aerodrome, near Sydney, neglected and unflown.

The aircraft was owned by Don Wylie but he wasn't interested in flying it. All the same, he refused offers from other people who wanted to buy it and restore it.

Several months ago, Don made a deal with a group of Sydney pilots, Ray Ash, Fred Brown, Brian Hemmings and John Daniels.

The group offered to repair the Hutter and get it flying again in return for permission to fly it. Don Wylie was to retain ownership of it.

Ray Ash reports that an inspection of the Hutter showed it was suffering more from dirt than damage and several months of work have almost got it back to airworthy condition again.

At present, Ray and his partners are repairing the H17 trailer. They say the Hutter may be flying again before the end of summer. It will probably be flown at Mangrove Mountain, north of Sydney.

SYDNEY PILOT WILL REBUILD CHEROKEE

Bob McDicken of Sydney has acquired the Cherokee 2 from the Beaudesert Gliding Club in Queensland and will rebuild it to flying condition.

A report in the September issue of "Vintage Times" said the Cherokee was laying in a derelict condition at Beaudesert and the club would give it to anyone who collected it.

Bob McDicken writes: "When I read about the Cherokee I rang the club and arranged to drive to Beaudesert with my Grunau trailer and collect it.

"We had some trouble with the trailer on the 800 km drive north but eventually got there at 3 a.m. During the day we loaded the Cherokee into the trailer, had a flight in the club's Slingsby T53 and K13, then set off for home as night fell.

"Trouble with my car caused some delay but we finally got back to Sydney. Though the glider cost nothing, collecting it was expensive in repairs to the car and trailer."

OFFICE BEARERS RETURNED

The annual meeting of the VGA at Bridgewater returned Alan Patching as president and Allan Ash as secretary/treasurer for the next year.

The meeting voted to continue the annual subscription at the present rate of \$5.

GRUNAU BABY GETS 30-YEAR INSPECTION

Geoff Osborne of Woomera in South Australia has just about completed the 30-year survey of his Grunau Baby 2, VH-GHM, which was built by members of the Adelaide Soaring Club and first flew in 1949.

Geoff writes: "When the survey became due last year I didn't know what was required so I sent off a letter to the GFA and they were most helpful.

"It was decided to rebag, rejuvenate and rebuild both the glider and the trailer.

"I expect to have her ready to fly again by Christmas."

Geoff is a member of the Waikerie Gliding Club and does most of his flying there.

SWAN HILL COULD BE FUTURE REGATTA SITE

The Swan Hill Gliding Club, which began flying operations during August, could be a possible venue for a future vintage glider regatta.

Michael Burke writes: "The club is flying at Nyah, about 27 km north-west of Swan Hill. It has two one-mile strips and a double-drum winch which can give launches to 2000 feet.

"The club is operating the Kookaburra and Kingfisher that are owned by Lloyd Stewart.

"I feel that the site has a lot to offer the VGA. We are sited in the wheat belt with good thermals and are fairly central to Melbourne, Sydney and Adelaide."

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MEMBERS WIN AWARDS FOR GOOD FLIGHTS

At the annual meeting of the Gliding Federation of Australia at Bacchus Marsh on 23-24 October, the president, Roger Woods, presented VGA member Keith Nolan with the GFA's Hoinville Award for 1982 for outstanding performances in soaring.

The award recognised the many fine flights Keith had made in recent years in his vintage Olympia, "Yellow Witch". These included a 2nd place in the Sports Class Nationals and a 514 km triangle, believed to be the longest flight ever made in the world in an Olympia.

The New South Wales Gliding Association has presented two of its major awards, the Silvafras Trophy and the Stamina Trophy to VGA member Ray Ash for his outstanding flight of a 320 km triangle this year in his vintage Grunau 4.

HISTORIC L0150 FLYING AGAIN

The Vogt L0150 first flown in Australia by Tony Goodhart is once again airworthy and is flying at Marulan, the site of the Wollongong Gliding Club in NSW.

The owner, Peter Rigby, has recently joined the VGA.

After importing the L0150 in 1956, Tony Goodhart used it to set new world records for speed around 300 km and 200 km

triangles in NSW.

When Tony returned to England the sailplane was sold to a syndicate in the Victorian Motorless Flight Group and did a lot of soaring and contest flying until it was badly damaged about 1970.

It was bought and repaired by a group in the Wollongong club but was damaged again in 1976.

Peter Rigby was one of the syndicate and he bought out the other members and repaired the aircraft. It began flying again in August this year.

To that date it had logged 1430 launches for 1100 hours and about 20,000 km of cross country soaring.

VGA MEMBER VISITS BRITISH VINTAGE MEET

Dave Craddock of Sydney, who is presently working at the British Aerospace Aircraft Group at Hatfield, England, (the old de Havilland factory) writes that he recently spent a day at a vintage glider rally at Dunstable, Bedfordshire.

Sailplane at the rally included an assortment of British, German, French, Swiss and Polish designs. The oldest was a British Scud 2.

Dave also spent a day at the Farnborough Air Show and, during a weekend visit to Paris, visited the Musee de l'Air (aircraft museum) at Le Bourget airport. He saw many gliders among the exhibits.

MERV GILL PLANS 400 KM FLIGHT IN SPRUCE GOOSE

In tendering his regrets that he wouldn't be able to take his Spruce Goose to the Whyalla rally, Merv Gill of Adelaide said he is looking forward to a good summer.

He said, "October will be a busy month for me with a Sport Class meeting at Lochiel, our own club regatta at Balaklava and an air show at Parafield.

"I am still making plans to build an enclosed trailer for the Goose (I've been saying that for years).

"This summer looks like it will be a boomer for soaring. I want to attempt a 400 km flight in the Goose if it is possible."

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