

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

## NSW Rally big Success

by David Goldsmith

The first regional vintage glider rally to be held in New South Wales was a big success. Held at Piper's Airfield, home of the Bathurst Soaring Club, on the weekend of 12-13 February, the rally attracted seven vintage sailplanes.

Light rain fell throughout Friday and gave some concern to those planning the trip to Bathurst.

There was even a light fall of rain on Saturday morning but the overcast rapidly broke up to give good soaring conditions and quite strong thermals, going to cloudbase at almost 5000 feet.

The light rain helped reduce the dust problems arising from one of the worst droughts the central west of NSW has ever experienced.

Vintage gliders attending the rally were the ES59 Arrow owned by Brian and Judy Pettigrew of Warialda, the Grunau 4 of Ray Ash, another Grunau 4 owned by Bob McDicken, a Mucha owned by the Murray Nelmes syndicate, two Cherokees, one owned by Ken Caldwell and the other by the Gunther Bartasek syndicate, and a K7 owned by a syndicate comprising Ray Ash, Fred Brown, John Daniels and Brian Hemmings.

While the rally was held, the Bathurst club maintained

its usual operations using its Pawnee tug. The vintage sailplanes were towed by Keith Lanson of Greenethorpe in his beautiful Super Cub.

Launching began about noon on Saturday after the usual rigging and chinwagging that starts any vintage rally.

It was pleasant to renew friendships from previous vintage rallies and to meet new people.

Many good flights were made on Saturday, the longest being 3 hours 5 minutes by Bob McDicken in his Grunau 4.

During the late afternoon there was much interest in the spot-landing contest as the distance from the spot was gradually reduced.

Pilots exchanged flights in each others' aircraft and the pleasant mild temperatures were enjoyed until the last flight at about 7 o'clock.

A very nice barbecue dinner was provided by the ladies of the Bathurst club, with the large clubhouse and bar pro-

(continued on next page)

## BATHURST RALLY

(continued from page 1)

viding a pleasant setting for the relaxation and lie-swapping session that followed the day's flying.

Three beautiful trophies were presented by Dave Goldsmith (Vintage Glider Association) and Ron Ballard (Bathurst club president), who had been assisted in judging by Ron Meares.

Winner of the Senior Pilot Award was Monty Cotton, who regaled the crowd with graphic details of his flights piloting six WAAF passengers in a de Havilland glider towed by a Spitfire from Laverton in January 1945.

John Daniels and Ray Ash won the spot landing award. They landed their K7 6 ft 6 in. from the target balloon, just edging out local pilot Julie-Anne McLaughlan by 6 inches.

The NSW Grand Champion Vintage Glider Award was won very justifiably by Ray Ash with his Grunau 4. Ray had bought the aircraft in wrecked condition for \$75 and spent about three years painstakingly rebuilding it.

Other vintage gliders at the rally were also in fine condition and will no doubt be among the prize-winners of future rallies.

A good night was rounded off when Ray Ash presented his movie films of the International Vintage Rally held at Sutton Bank, Yorkshire, and Australian rallies at Blanche-

town, Bacchus Marsh and Benalla.

The films were well received by the large crowd present and created a lot of enthusiasm for vintage gliders.

Sunday morning brought a skyful of cumulus that were starting to boil even as the gliders were being untied and readied for launching. Soon, large cu-nimbs were appearing to the south-west and north-west.

Flights up to 1½ hours were made, with strong lift being a feature of the day.

In the early afternoon an approaching storm encouraged all pilots to return to the field from their local soaring but there was only a bit of light rain which cleared after 90 minutes.

By then however it was getting late in the day and most people began derigging.

All round, the rally had been a great success. While a bigger attendance had been expected, those who did attend (for many it was their first vintage rally) had a thoroughly enjoyable time and will no doubt encourage a bigger roll-up at the next one.

The Bathurst Soaring Club had really thrown its support behind the rally and it resulted in a lot of interest among its members.

Ron Ballard said a return visit by the Association would be most welcome.

Thanks are due to the club for its efforts in making the rally such a great success.

# Yonder and Back

by Ralph Crompton

The weekend of 5-6 February produced some of the best soaring conditions I have ever experienced, resulting in two very pleasant distance flights in my Skylark 4.

On Saturday I took off from my home base, Stonefield, to do a triangle of 220 km with turning points at Morgan and Hallett.

Conditions over the flat country were so-so but over the hills to the north they were very good. I reached a maximum of 12,400 feet and the lift was 1000-1200 fpm.

Sunday promised to be even better so I declared an out-and-return to Quorn, 500 km.

At noon I was winched to 1200 feet and contacted weak and broken lift to 3500 feet. I was on my way.

Until I reached Eudunda the conditions were below average. At one stage I was down to 1400 feet but over Eudunda on the edge of the hills I got 1000-1200 fpm and went to 9500 feet.

Pushing on, I again flew into 1000-1200 fpm lift but as I had 9000 feet in hand I flew through it. Soon afterwards I encountered more good lift and realised that the thermals were not only strong but also close together.

From Eudunda to Burra (60 km north of it) I did not make a turn. During this time I was fascinated to watch the altimeter vlimb a further 3500 ft to 12,500 feet.

This was soaring at its best. Ground temperature was

43°C and freezing level was at 14,000 feet. Some nice Cu were forming ahead on track.

For the next 1 hour 20 min. I was never below 10,000 feet. From this height I did a straight glide to my turning point, took my photos and was on my way back when the clouds began to over-develop.

I pushed up my speed as the conditions began to look worse. On the radio I heard that some pilots over the Barossa Valley were finding things difficult because of a growing cover of cirrus.

I decided to get as high as possible and stay there. With 14,500 feet under me I felt I was reasonably safe but this was not the case.

With the over-development almost complete, I got the strongest lift of the day with 1400-1600 fpm, taking me back up to 13,000 feet. But after this it was just a long glide before I got any more lift.

With about 150 km to go, the radio told me that Gawler was having a 15-20 knot sea breeze from the south.

With still 100 km to go I got my last thermal which took me to 11,000 feet. Now it was just a matter of sitting back and hoping.

I ran into the sea breeze, which provided a headwind of  
(continued on next page)

YONDER AND BACK  
(from previous page)

at least 20 knots. I was then that I said to myself, "Well, that's that!"

After flying a total of 460

km I had to land. Words cannot describe my disappointment, but looking at the other side of things, it was the most pleasant flight I've had in the most fantastic conditions I've ever encountered.

---

VISIT BY BRITISH  
VINTAGE GC PRESIDENT

Among the visitors to Australia during January was Chris Wills, president of the Vintage Glider Club of Great Britain.

He spent some time at the Waikerie Gliding Club and did some flying there.

Chris gained his Gold C height leg late last year with a wave soaring flight in Scotland, but it was in a Libelle, not a vintage sailplane.

AWARD FROM BRITISH  
VINTAGE GLIDER CLUB

Ray Ash of Sydney was very pleasantly surprised in December to receive a silver beer mug from the Vintage Glider Club of Great Britain in recognition of his flight of 320 km in his Grunau 4 in January last year.

It seems Ray's flight was the longest distance flown in a vintage glider anywhere in the world during 1982.

## WOODEN AIRCRAFT

*For the finest in SPRUCE and PLYWOODS contact . . .*



*Stocks of the Choicest timber in all species available to your order.  
Propellers, etc. Precision Woodworkers. Write Direct to:-*

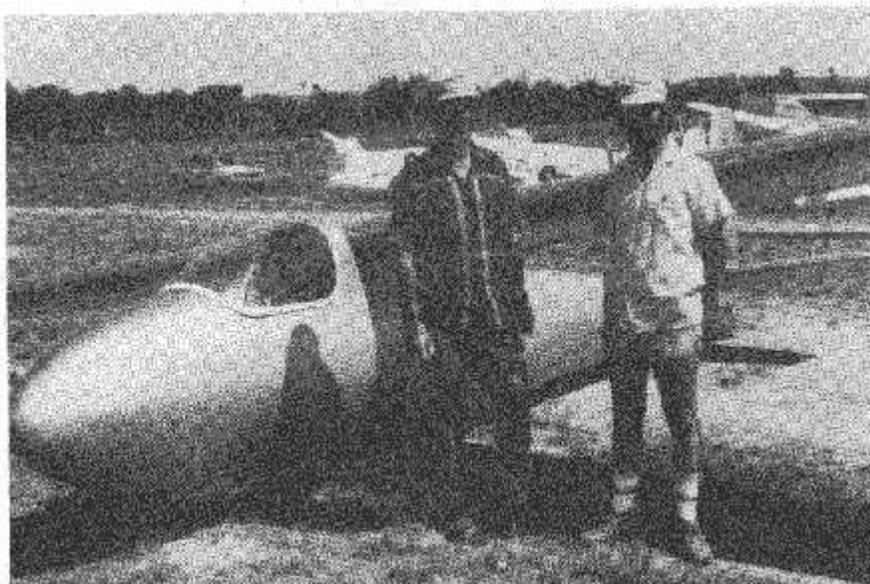
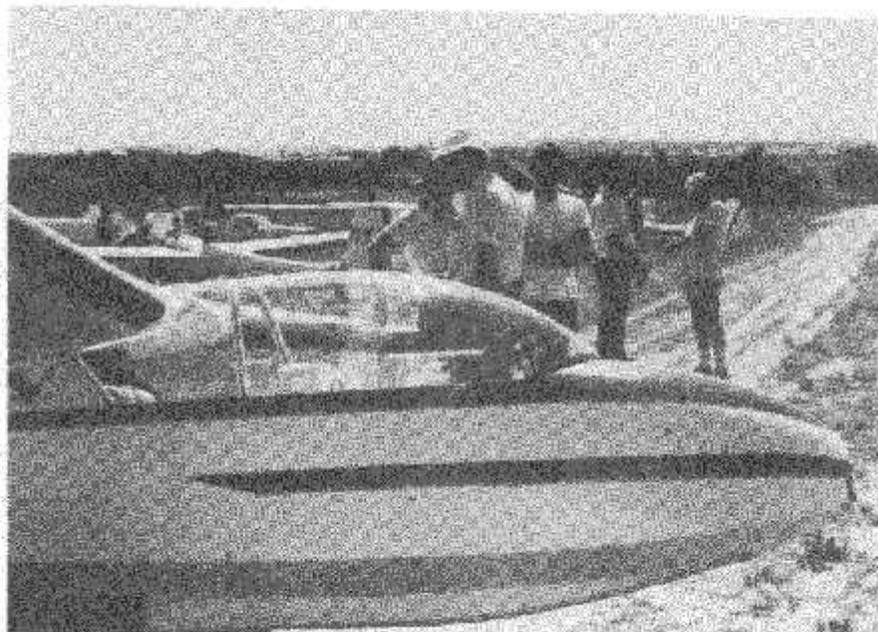
**PERFECTUS AIRSCREW PTY. LTD.**  
**175 MASON STREET, NEWPORT, 3015, VICTORIA**

*Telephone: 391-2076*  
*Telegraphic PERSCREWS*

Fully Approved by  
Department of Transport

## Pics from the Bathurst Rally

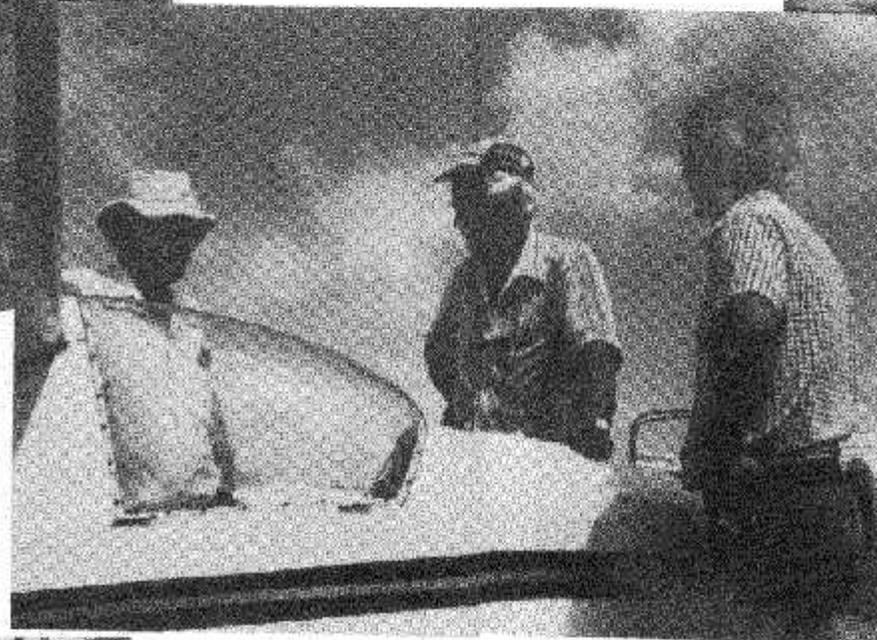
The very nice K7 owned by a group from Sydney.



Ron Ballard,  
Bathurst  
president,  
with Brian  
Pettigrew  
and the  
ES59 Arrow.



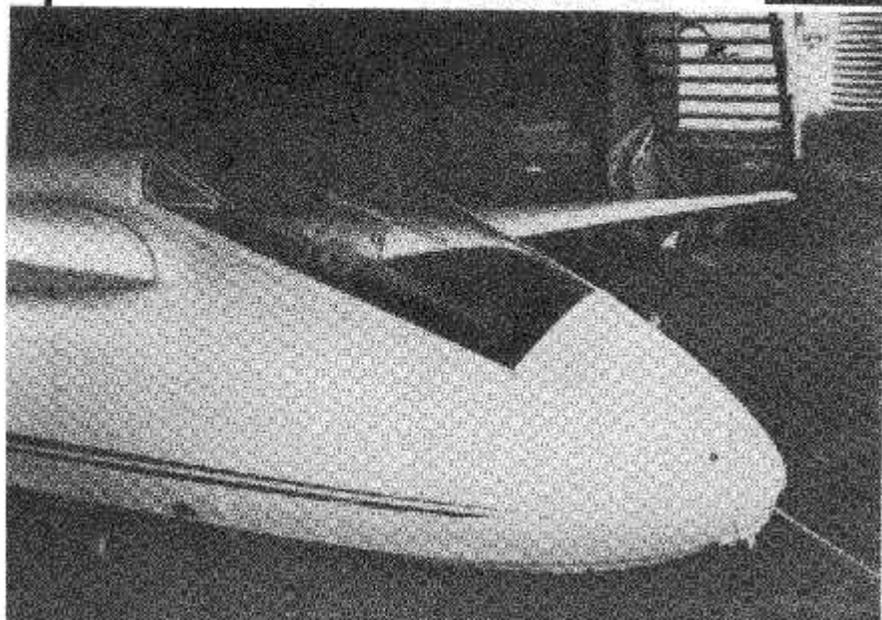
Ken Caldwell's neat Cherokee 2.



Ken Caldwell, Bob McDicken and an unknown bystander.



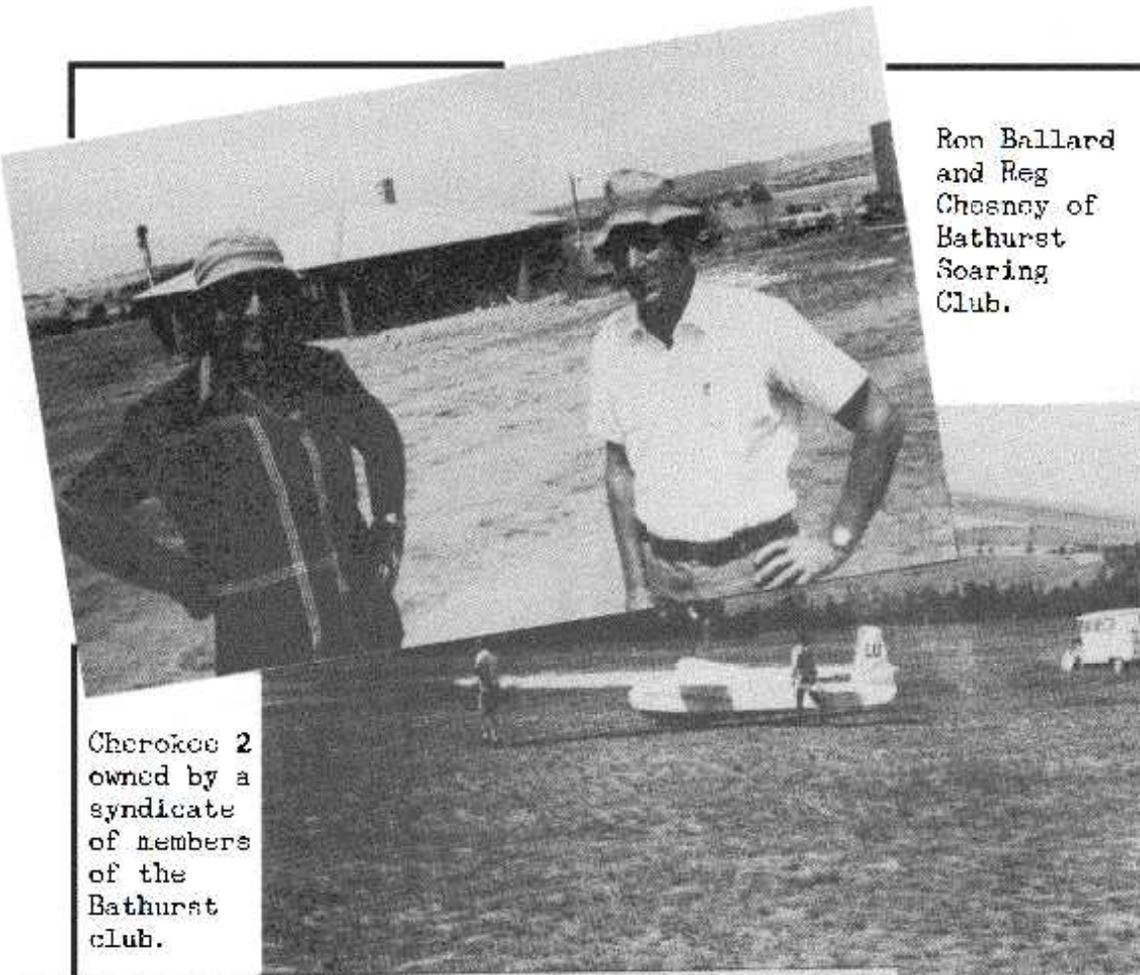
Bob McDicken and Ray Ash decide to sort out whose Grunau is best.



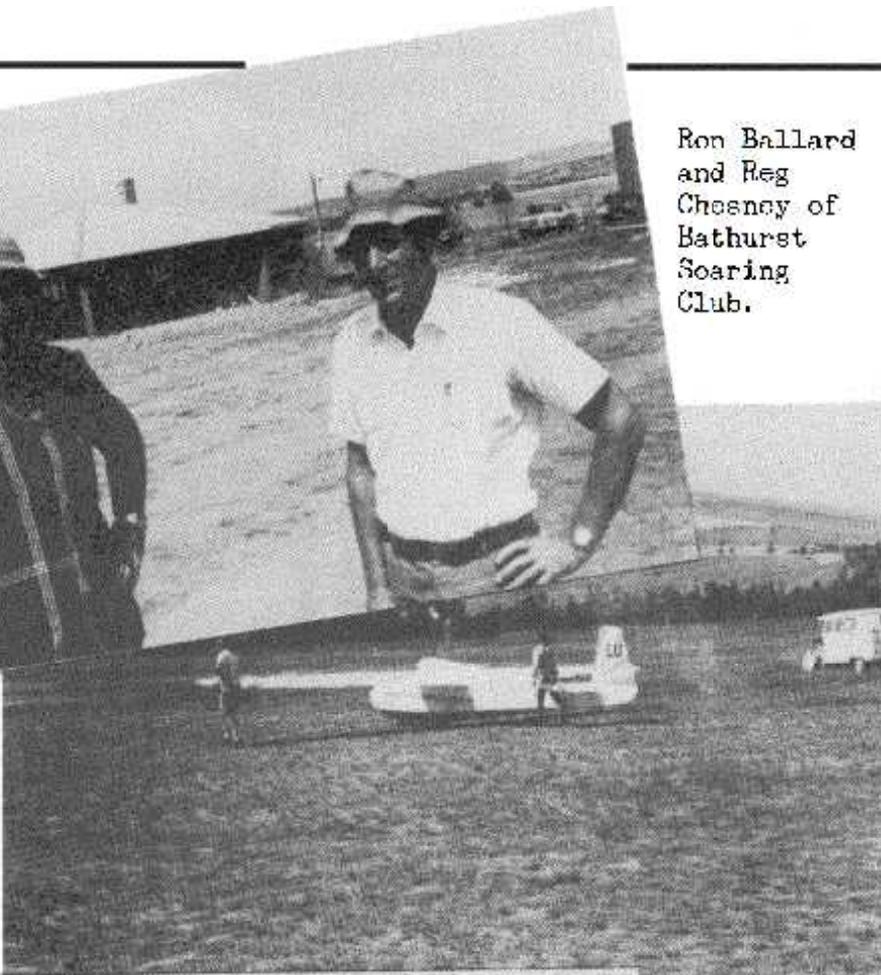
The Mucha owned by a syndicate of Bathurst club members.

"Do this when you make a left turn," says Ken Caldwell. the visitors seem impressed

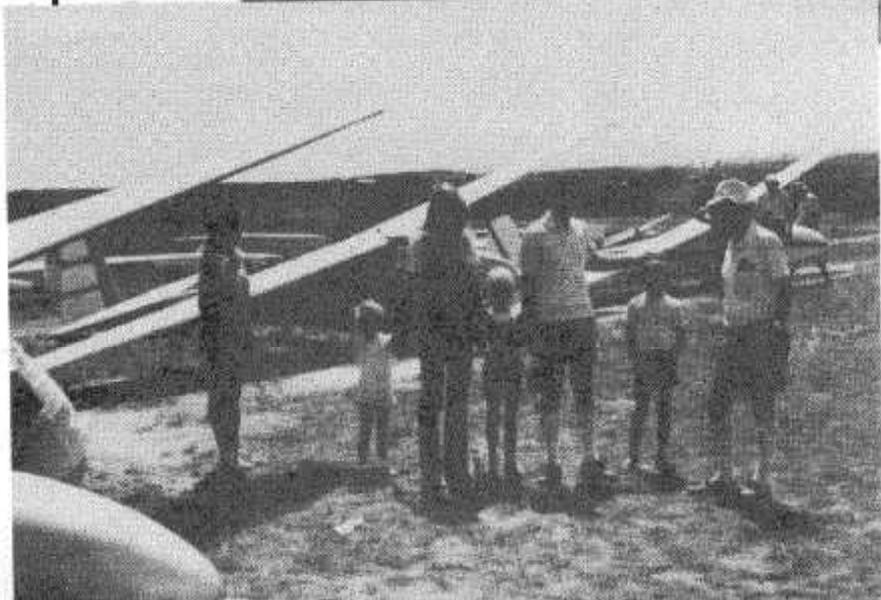




Ron Ballard  
and Reg  
Chesney of  
Bathurst  
Soaring  
Club.



Cherokee 2  
owned by a  
syndicate  
of members  
of the  
Bathurst  
club.



A lot of  
interest  
was shown  
by the  
visitors.

## ZEPHYRUS FLOWN ON 300 KM TRIANGLES

During the past summer the Zephyrus two-seater has been flown around three 300 km triangles by members of the Beaufort Gliding Club.

The Zephyrus was designed by Doug Lyon about 1950 but did not make its first flight until 12 December 1966. Since then it has been in constant use as a trainer by the club.

Several distance flights have been made in Zephyrus in the past, mostly in the 50-150 km range. The best recorded by the beginning of summer was about 250 km around 1975-76.

Zephyrus was taken to the club's Christmas camp held at Corowa last December and made two successful triangles of 300 km.

The first of these was by Kevin Cosgriff and Doug Lyon and the other was by Peter Kroiker and Chris Thorpe.

In February, Zephyrus was taken to Horsham and a solo triangle of about 305 km was flown by Chris Thorpe.

This won Chris his Gold C distance and diamond goal.

## LOW-KEY ACTIVITY BY KEITH NOLAN

The past summer saw less than the usual activity from Keith Nolan and his Olympia, "Yellow Witch".

Keith did not fly at the Sunraysia Mini-Comps in December or at the Sports Class

Nationals at Leeton. At this latter event he was content to crew for someone else.

Keith entered the Olympia in the Horsham Week contest but reports that he did not make a particularly good showing. He was unfortunate in scoring zero on two days and this ruined his chances of achieving his usual high placing.

## VINTAGE GLIDER RALLIES OVERSEAS

Members travelling overseas later this year might like to visit one or more of the many vintage glider rallies being held in Europe. The following are some that we know about.

June 9-12. Go-4 Rally at Woensdrecht, south-west Holland.

July 23-August 3. The 11th International Vintage Glider Rally at Farkashegy, near Budapest, Hungary.

August 13-29, Rendezvous 83 Rally at Lasham, England. This meeting will include the annual dinner of the Vintage Glider Club of Great Britain on the evening of Saturday 27th.

September 10-11. 2nd International Oldtimer Fly-In at Schaffhausen, Switzerland. The rally will mark the 50th anniversary of the Schaffhausen Gliding Club and will be limited to gliders built before 1949.

The names of contacts for these rallies can be obtained from the VGA secretary.

## WHO IS IN FAVOUR OF A WEEK-LONG RALLY?

During last year it was suggested that a regatta or rally extending over a week or more might be better attended than a weekend event.

There are many benefits to be gained by members of the VGA getting together sometimes not only for flying but also for discussions on problems or passing on encouragement and information.

Such an extended event will be of interest both for those who can bring an aircraft and fly and those who only want to watch or help with the organisation.

It would take a lot of time and money, not to mention the

effort, to arrange such a long event but it can be done providing it is likely to be well attended.

Naturally, the site will need to be as central to as many members as possible. For members living in Adelaide, Melbourne and Sydney, the site could be Tocumwal, Swan Hill, Corowa, Bridgewater or some such town in the central Murray area.

If members from Brisbane are interested in attending, a site near Leeton might be more appropriate.

If you would seriously consider attending a week-long regatta, please drop a line to the VGA secretary with suggestions for a date and site. Do this soon please.

**Bulk Stockists and Importers of Aircraft sheet metals, special aluminium and steel alloys, tubing, bar, extrusions, angles etc. Birch Aircraft quality plywood, resorcinol glue.**

### WE WILL CUT TO ORDER

4130 Sheet .025 to .312 ■ 4130 Tubing ¼ inch x .035 to 2½ inch x .049  
■ 4130 Rod 3/16 inch Dia. to 2 inch Dia 2024T3 Sheet .016 to .0250  
■ 2040-0 Sheet (annealed) .016 to .80 7075T6 Sheet and Bar ■ Aluminium Extrusions

Aluminium Tubing 2024T3, 5052-C etc. Aluminium Sheet 6061 and other Specs. Hardware supplied to A.N. — M.S. AND N.A.S. Standards. Bolts, Nuts, Turnbuckles, Galvanised, Stainless cable and fittings. Cotton Tapes, Fabrics etc.

Distributors for Watty! Butyrate and Nitrate finishes.

All V.P.1 and V.P.2 materials available. Cut and formed under carriages.

Flight Instruments • Gerdes, • Cleveland • Azusa • Rosenham wheels and brakes

**MOORABBIN AIRCRAFT  
SPARES**

Telephone: (031) 30 6844  
Telex 'Airmas' 36445

Cnr. First Ave & Third St.  
Moorabbin Airport  
P.O. Box 68 Cheltenham  
Vic. 3192, Australia.



## SAILPLANES AT THE MANGALORE FLY-IN

The Sport Aircraft Association has issued an invitation to the owners of all homebuilt and vintage sailplanes to bring them to the 9th annual National Fly-In and Convention at Mangalore, Victoria, over the Easter weekend.

The Fly-In is a forum for all sport aircraft enthusiasts including homebuilts, vintage, warbirds, gyrocopters, and minimum aircraft.

Vintage sailplanes likely to be at Mangalore include the Golden Eagle, Grunau Baby 3A, Hutter H17 and Olympia. There may be others as well.

Homebuilt sailplanes that are likely to attend include the almost completed Monerais of Greg Peter and Bob Russ, the HP14V of Noel Lovell, the BG12 built by Mike Burns and Gary Sunderland's Moba 2.

A tug will be available for those who want to fly their sailplanes during the weekend. Sunday will be the big public display when several thousand visitors are expected to watch the air show spectacular.

## OLYMPIA PARTS GO TO QUEENSLAND

Gilbert Simpkins of Brisbane has bought the partly-built Chilton Olympias which were started in Perth during the 1950s by Harold Luckly and Geoff Higginson.

Harold and Geoff worked on

the two Olympias for several years before setting them aside. For more than 25 years the parts were stored in Harold's home and are reported to be still in good condition.

They comprise most of the fuselage and tail frames and metal fittings.

After reading about the Olympias in "Vintage Times", Gil Simpkins arranged to buy the parts. They were shipped to Brisbane late last year.

Gil reports that he has been studying the plans and assessing the work involved in completing the two sailplanes.

He says some of the plans are missing and he is looking about for some other source of plans.

He says also that his T31 is almost ready to fly again after its major overhaul.

One of his sons has bought the Hutter H17 from Larry Allen of Albury. The Hutter is in need of some repair but it is hoped it will be flying again eventually.

## NEW CREW MEMBER FOR THE HUTTER

David Goldsmith reports that Jenne gave birth to a boy weighing 10 lb 6 oz on Tuesday 2 February. He will be named Ian James.

Dave says he and Jenne will attend the SAAA Easter Fly-In at Mangalore with their Hutter H17.

# START MADE ON CHEROKEE REBUILD

Bob McDicken of Sydney says he has begun the restoration of the Cherokee 2 which he obtained from Beaudesert last September.

He writes: "The wings are in my workshop but lack of spare time has kept me from doing much to them yet.

"I took the fuselage to Ron Mears' workshop He is going to strip the nose section completely and rebuild it to the standard shape.

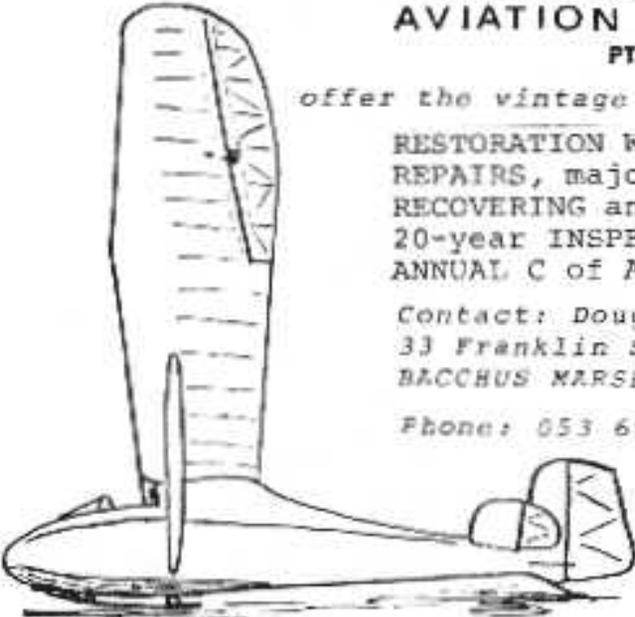
"Ron has built a Cherokee and has some of the plans for it. I have also written to Doug Vanstan to ask if he can help by providing plans.

"I will be taking my Grunau

4 to the Bathurst rally and, if the Queensland people hold a week-long rally, I will probably take some holidays and go up there."

.....  
FOR SALE FOR SALE FOR SALE  
ES59 ARROW, Mk 1 Serial No. 63  
Painted all-over silver.  
20 year inspection due Sept 83  
Asking price \$3500  
For details write to  
Brian Pettigrew, PO Box 91,  
Warialda, NSW 2402

-----  
FOR SALE CHEROKEE 2  
Painted white with blue trim,  
looks very nice. Price \$3800.  
Ken Caldwell, c/- Southern  
Cross Gliding Club, Box 132,  
Camden, NSW 2570  
.....



**BACCHUS MARSH  
AVIATION SERVICES  
PTY. LTD.**

*offer the vintage glider enthusiast*

**RESTORATION WORK, REBUILDS,  
REPAIRS, major and minor,  
RECOVERING and REFINISHING,  
20-year INSPECTIONS,  
ANNUAL C of A INSPECTIONS**

Contact: Doug Vanstan,  
33 Franklin Street,  
BACCHUS MARSH 3340

Phone: 053 695 156

Workshop located  
alongside the  
Bacchus Marsh  
Airfield