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

Enjoyable week at Bridgewater

What an enjoyable week it was at Bridgewater. Eleven vintage sailplanes from three States gathered for a week of flying and fun and that is just what happened there.

The weather could have been better perhaps, but it could have been worse, too. Early in the week the mornings were marked by strong and gusty winds but these usually moderated by noon and the afternoon conditions were quite good.

There were some showers on the Friday and the weekend was rained out, but this didn't dampen the enjoyment.

The meeting officiall began on Boxing Day, 26 December, and ran through to New Year's Day but there was no fixed schedule and people and aircraft were arriving and departing more or less most of the time.

Hosts for the regatta were the Midlands Soaring Club and the venue was their home site on the property of Mr Clive Hokin, about 10 km out of Bridgewater. The VGA is indebted to the club's CFI, Ian Duncan, and his charming wife Nancy (both VGA members) who made most of the arrangements.

Nancy was also responsible for most of the catering arrangements, assisted by her daughter, Elizabeth Juergens.

Sailplanes attending the

regatta were the Altair (Ian Patching), Cherokee 2 (Craig Ligertwood and Nigel Baker, Kingfisher (Tom Hinton), Ka6 (Ralph Crompton), Kookaburra (Lloyd Stewart), Olympia (Keith Nolan), Olympia (Kevin Sedgman), Grunau 4 (Bob McDicken) Hutter H17 (Dave and Jenne Goldsmith, Cherokee 2 (David Newman and the Midland Soaring Club's Boomerang.

It was unfortunate that Dave Newman did not get to fly his Cherokee at the regatta. The day after he arrived, he received a message asking him to go to Melbourne on urgent family business. He had hoped to return before the weekend but was not able to do so.

Launching during the regatta was by the MSC Auster J5. For most of the week it was flown by Rick Miller of MSC and this contribution was much appreciated by the visitors.

Though the strong, gusty wind delayed each day's start, the thermals were quite good later each day and most of the pilots enjoyed the strong though often rough lift.

On most days the air became
(continued next page)

ENJOYABLE WEEK

(continued from page 1)

smoother towards evening and several of the late launches resulted in pleasant climbs to respectable heights.

The Bridgewater district has a local height limit of 10,000 feet, becoming lower in the east and south and higher in the north and west.

The Altair and the Ka6 were the best performers. As well as several extended local tours, both Ian Patching and Ralph Crompton made quite good cross country flights to show that distance flying is not solely the prerogative of the fibreglass fraternity.

Ian flew a quadrilateral via St Arnaud, Donald and Charleton, 200 km, in just over 3 hours.

Ralph made the only out-landing of the regatta when he failed by 8 km to complete a triangle via Wedderburn and Boort, though he covered 140 km in the Ka6.

Later he flew 200 km via Kerang and Pyramid Hill in $5\frac{1}{4}$ hours, climbing to 10,200 ft on the way.

Both Bob McDicken (Grunau 4) and Keith Nolan (Olympia) flew to Bernigo and back (about 60 km total).

Though limited to more or less local flying, the other pilots had good flights, often climbing to 8000 - 10,000 ft.

Lloyd Stewart of Swan Hill bought the Olympia from Kevin Sedgman and made his first flight in his new acquisition

at the regatta.

After Kevin had made a 34 minute demonstration flight in the Olympia, Lloyd took it up for 98 minutes and really enjoyed it.

Lloyd also did some flying in his Kookaburra, taking his own children and several other people for flights. The best flight of the Kookaburra was a mutual when Lloyd shared the flying with Allan Ash for 96 minutes, climbing to 8000 ft.

Tom Hinton made several good flights in his Kingfisher and Nigel Baker and Craig Ligertwood from Blanchetown flew their Cherokee 2 many times. They had sold the machine to a buyer in Victoria but we didn't get around to finding out who it was.

Dave and Jenne Goldsmith didn't arrive with their H17 until Thursday afternoon as Dave was working earlier in the week. By this time, the weather had changed for the worse with heavy clouds over most of the sky.

Both made short trips in the Hutter on the Friday but were not able to stay up long. Ralph Crompton offered Dave a flight in the Ka6 and he was able to soar it for an hour.

The Boomerang was flown by several MSC members during the latter part of the week, with some good flights resulting.

A meeting of the members at the regatta unanimously agreed that the Schneider award for the best-maintained Schneider design attending should go to the Boomerang.

THE SOCIAL SIDE WAS NOT NEGLECTED

Though the weather tended to be rather hot during each day, the evenings were mild so everyone was able to relax at Bridgewater.

A barbecue meal finished each day and provided the opportunity for talking generally and discussions about future activities.

It was suggested that membership of the VGA should be offered to owners of aircraft which are not generally considered to be vintage, but are not far from it.

These include most of the current wooden sailplanes and tube and fabric machines now flying in Australia. Though the owners of such sailplanes may not see them as vintage, it is a fact that some of them were designed well before 1960 (eg the Ka6, Blanik, Skylarks and similar machines).

This suggestion was greeted with enthusiasm so members can pass on the news to any owners of such aircraft that they may know.

There was also discussion about the need for a VGA badge so members can identify themselves as vintage glider enthusiasts (see separate item on the next page).

Kevin Sedgman outlined the invitation of the Scout Flying Club to hold a regatta at Blanchetown, South Australia, next October. Members at the Bridgewater meeting agreed this would be a good

venue and many said they would do their best to get there.

Members also agreed to the idea of having another rally at Bridgewater soon after Christmas this year.

In addition, many people expressed the hope that VGA members in other States would try to arrange regional regattas in their own States.

This would reduce the cost of attending regattas while building up enthusiasm and interest and perhaps enlisting more members.

One pleasant evening was spent viewing colour films of flying activities. Since it was a mild evening, the films were screened outdoors.

Visitors to the vintage regatta included some of the old stalwarts of the Gliding Club of Victoria, Dick Duckworth, Leo Dowling and Ted de Kuiper.

Martin and Jean Simons of Adelaide also looked in for a while on their way home from the nationals at Benalla.

Altogether, it was a most pleasant week which produced a lot of enjoyable flying. Those who were not able to attend should do their best to get along to either the next rally at Blanchetown or the one to be held at Bridgewater next Christmas.

FOUND ...

Two blue towels were left at Bridgewater after the regatta. Owner please contact Nancy Duncan, 10 Hunt St, North Balwyn, Vic. Ph. (03) 859 3497



The badge - full size

VGA BADGE DESIGNED FOR POCKET OR HAT

A cloth badge featuring the Vintage Glider Association is now available to members. It is suitable for attaching to a

flying suit, coat pocket or hat.

The idea for the badge and the design (shown left) were the outcome of discussions at the Bridgewater regatta last December.

Members agreed that they wanted some distinctive emblem which would identify them as vintage glider pilots and as members of the VGA.

The badge was designed so that there was space below the sailplane for members to have their own name embroidered if they wished.

Supplies of the badge will be available by mid-March and can be ordered from the VGA secretary, Allan Ash, 2 Heath Avenue, Frankston 3199. They are priced at \$4 each, which includes postage.

Each badge is $6\frac{1}{2}$ centimetres ($2\frac{1}{2}$ inches) diameter. The design is in white on a blue background.

SWAN HILL CLUB OPERATES A FLEET OF VINTAGE GLIDERS

While many gliding clubs are breaking their banks trying to modernise their fleet, there is one club in Victoria which started off using vintage aircraft and is continuing to do so quite happily.

The Swan Hill Gliding Club was started using a Kookaburra and Kingfisher owned by one of its members, Lloyd Stewart.

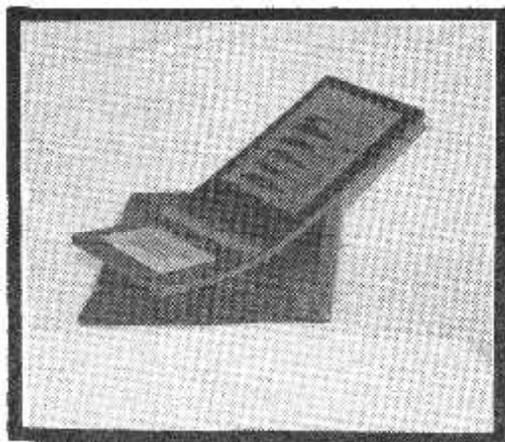
After several years of fly-

ing and fund-raising, the club has recently bought its first sailplane - a Kookaburra from the Wollongong Gliding Club in New South Wales.

Mike Burke, president of the club and VGA member, says the operations at Swan Hill now include not only the club Kookaburra, but also several privately-owned vintage sailplanes - a Kookaburra, a Kingfisher, an Olympia and two Cherokees. (In addition, there is a Standard Cirrus and LS3).

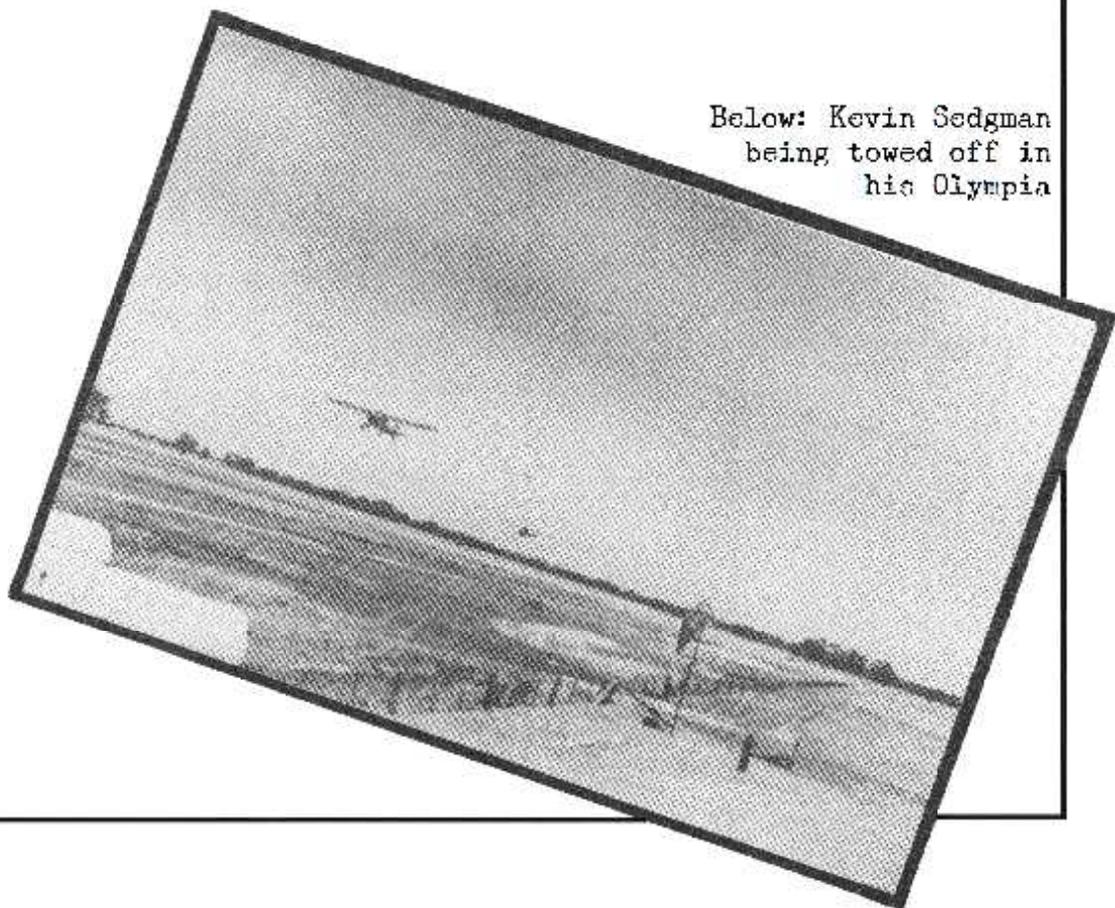
BRIDGEWATER

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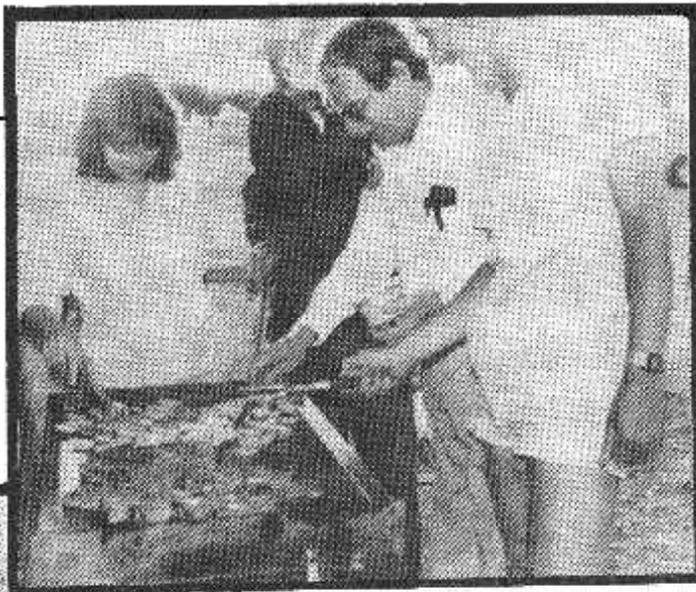


Above: The trophy
donated by Edmund
Schneider Limited

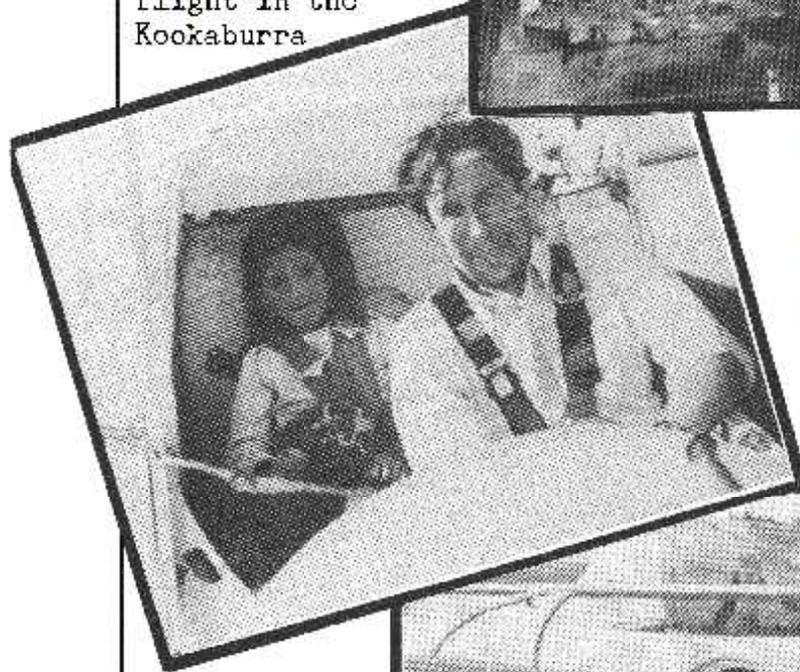
Below: Kevin Sedgman
being towed off in
his Olympia



Right: The evening barbecue dinner was always popular



Below: Lloyd Stewart takes his daughter Nalani for a flight in the Kookaburra



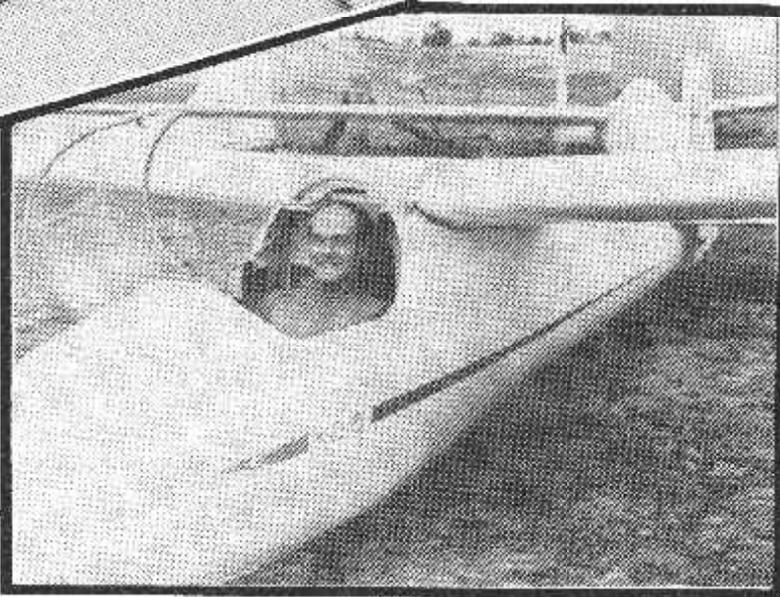
Right above: Lloyd Stewart helps Keith Nolan prepare to fly his Olympia.

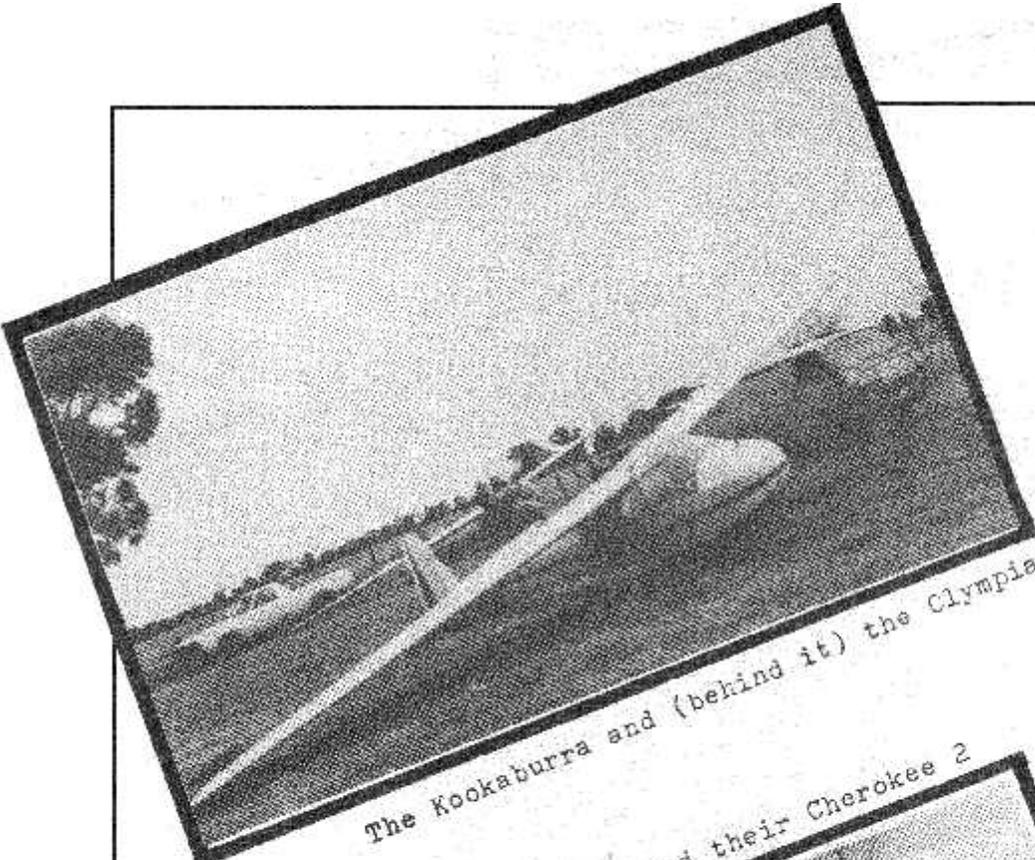


Right below: Noeline Edwards, Ian Patching, Tim Findlow and Elizabeth Juergens

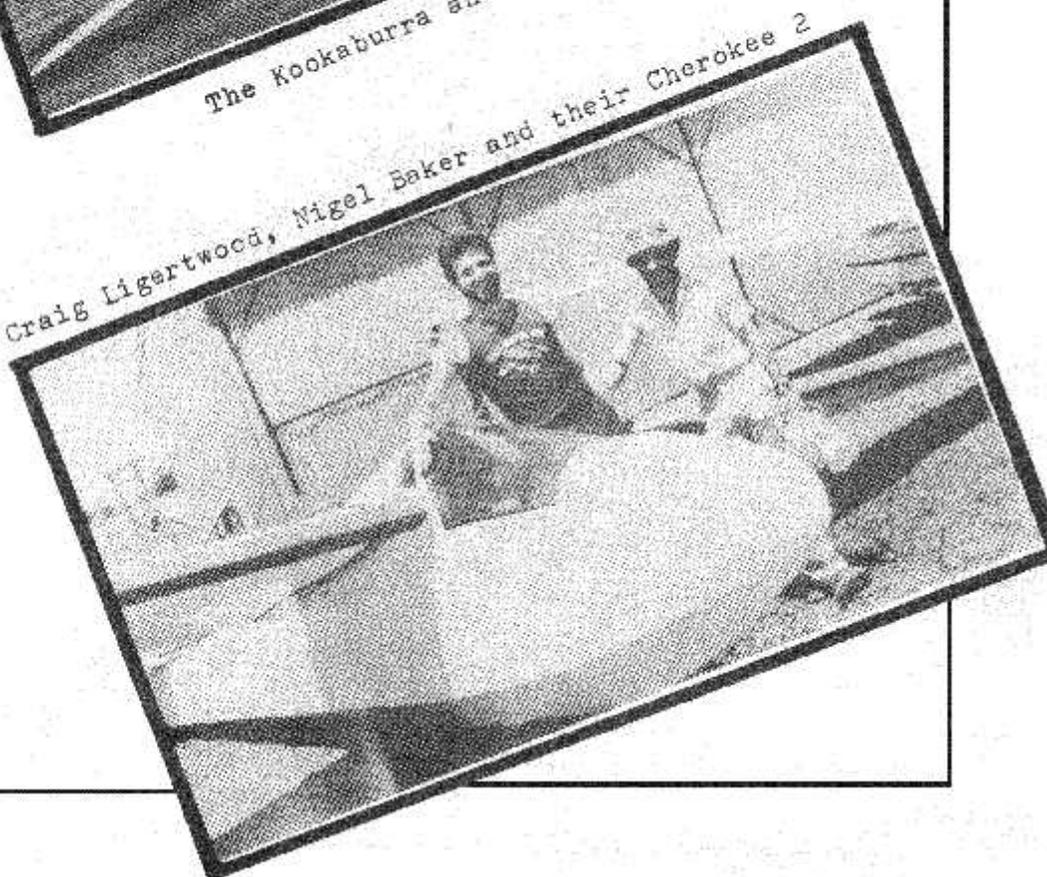


Ralph Crompton earned the nickname of "Feathers" for his consistent good flying





The Kookaburra and (behind it) the Clymphia



Craig Ligertwood, Nigel Baker and their Cherokee 2

WORK ON L-SPATZ WILL IMPROVE ITS OPERATIONS

A syndicate of members in Brisbane have been working on their L-Spatz and its equipment in order to improve its future operations.

Chris Rawson-Harris says that he and his associates, Tim Harlock and George Dick, have been working on the aircraft and its trailer for several months.

"We are aiming at making the sailplane more travel-worthy," Chris writes.

"We are contemplating a radio and an electric audio variometer made to a special design with the help of a fellow member of the Beau-desert club, Barry Daniel.

"The Spatz requires some minor work on the fuselage skin and a few fittings need replacement to suit Tim's long legs. The seat and nose hook are also getting some attention."

(Editor's note: Some other vintage sailplanes based at Beaudesert are a Kingfisher once owned by Ingo Renner and a syndicate-owned Briegleb BG12 in nice condition.)

FOR SALE FOR SALE
RHON RANGER PRIMARY GLIDER
Built by Jack Friswell, has done very little flying. For sale at \$950 by Bruce Hearn, 24 Minerva Crescent. Vermont South, Vic. 3133. Phone (03) 232 2918

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HOLLAND IS CHOSEN FOR NEXT INTERNATIONAL VINTAGE RALLY

Following the success of the 11th International Vintage Glider Rally in Budapest, Hungary, last July, the international rally committee of the Vintage Glider Club of Great Britain selected Holland as the venue for the 12th International Rally in 1984 and Switzerland for the following year's rally.

The rally at Budapest last year attracted 43 vintage gliders from eight countries and resulted in 630 hours flying.

The site chosen for the 1984 rally is Terlet airfield, near Arnhem. The rally will be held from Friday 3 August to Friday 10 August. Launching will be by winch, aerotow and bungee.

It is hardly likely that an Australian vintage sailplane could attend but perhaps some of the VGA members might be in that part of the world during August and could represent our Association.

Enquiries about the 1984 rally can be made to Nel Dijkstra, Secretary, Dutch Vintage Glider Club, Westlanderstraat 1A, 5301 XH Zaltbommel, Netherlands.

Plans are also being made for international rallies in future years.

It seems likely that the 1985 rally will be held at Amlikon, in the north-east



part of Switzerland.

The 1986 rally will probably be held in England (most likely at Lasham, Surrey) and the 1987 rally in Germany.

More details will be given as the planning proceeds.

FOR SALE FOR SALE
ES57 KINGFISHER VH-GLS
with open trailer and basic instruments. In good condition with low hours and new C of A. 20-year inspection completed in 1977. Price \$3500. Contact Lloyd Stewart, 102 Beveridge Street, Swan Hill, Vic. 3585 phone (050) 322 125, any time.

FOR SALE FOR SALE
CONSTRUCTION PLANS FOR
HUTTER H17 SAILPLANE
Drawn one-quarter full scale. Price \$25 a set. Contact Alan Lewis, PO Box 81, Paddington, NSW 2021.

RHON RANGER PRIMARY ONCE FLEW ON FLOATS

In this issue is an advertisement for a Rhon Ranger open primary glider in airworthy condition.

In offering the glider for sale, Bruce Hearn said it was built during the 1950s by Jack Friswell of Melbourne.

Instead of the usual array of bracing wires between the fuselage and wings, this glider has struts. At one time it was also fitted with a nacelle, though this was later removed.

When it was originally acquired by the late Keith Hearn it had never been flown, but had been carefully stored.

A set of floats was fitted

and the Rhon Ranger was flown as a water glider at Bonnie Doon, on Lake Eildon, Victoria. Several members of the Gliding Club of Victoria flew it in this configuration.

The glider is currently at Bonnie Doon under cover.

The Rhon Ranger was designed in the USA about 1928 by the Mead Aircraft Company. Many hundreds were built and flown by enthusiasts in the USA and an unknown number (at least a dozen) were built in Australia.

Several years ago, one was built in Adelaide by a group headed by Cleve Gandy. This beautifully-built replica has attended several VGA regattas and has impressed all who have seen it fly.

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CROSS COUNTRIES FROM NARROMINE IN K7

The wet weather that dampened most of the summer all over Australia this year and cut short the regatta at Bridgewater, also affected the flying of VGA members in other places.

Ray Ash and his fellow-syndicate members took their K7 to Narromine during January in the hope of doing some long distance flights, but found their activities restricted.

Ray provided the following report:

The day we arrived at Narromine a squall line went through and nearly blew the place away. It stayed windy for three days then rained for a couple more days with some big thunderstorms. One storm dropped 10 inches of rain in the Tullamore area.

Then followed a few good days when we were able to fly, despite the saturated state of the district.

Brian Hemmings and I went to Eumungerie and back, about 100 km, in 2 hr 18 mins. The next day Fred Brown and I flew to Gilgandra, then down to Tomingley and back to Narromine, 206 km in 4 h 18 m.

Then Fred and Brian went to Gulargambone and return, 205 km in 4 hours. Brian and I did an O&R to Nevertire, 130 km in 3 h 40 m and the next day Brian and I went to Nevertire,

Warren airfield and return to Narromine, 150 km in 3 h 30 m.

There were also a few local flights of an hour or two.

During the last-mentioned triangle, Brian and I challenged Bob Hare and Henk Meertens in another K7 to a race.

We were several miles ahead at Warren but fell into a big hole on the way back and got down to 3000 ft, which was low considering the poor area we were over and the lack of habitation.

This allowed the others to catch up and they not only covered us wherever we went but could maintain 1000 feet height advantage.

When we were about 20 miles from home we ended in the same thermal but were still 1000 ft below them when we decided to burn our boats and set off to try to beat them in the final run.

They were quick to follow and we covered the distance together and crossed the airfield in a precise dead heat, so everyone was happy.

The only other flying of note in recent months was a four-hour effort I made in the Grunau 4 at Central Mangrove last October.

We are slowly rebuilding another broken K7 we have acquired. As it is almost due for its 20 years inspection, we are taking the opportunity to do this work at the same time.