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

PLANS PROCEEDING FOR BLANCHETOWN REGATTA

The Scout Gliding Club at Blanchetown, South Australia, are getting ready for the next vintage glider rally there, on the weekend of 27-29 October, which is a holiday weekend in that state.

Kevin Sedgman says he will provide more details of the regatta for inclusion in the September issue of "Vintage Times".

Launching will be by winch and probably by aerotow also and suitable social activities are being planned.

The club hopes to see most of the VGA members living in

South Australia at the regatta.

Harold Bradley has already promised to attend. He began his gliding activities in the early 1930s and continues to take an active interest in the sport.

It is expected that a number of members from Victoria will also go to Blanchetown.

Soaring conditions at the Blanchetown field are usually good. Two previous vintage regattas have been held there. Both were extremely successful.

Accommodation is expected to be available on the field or in the nearby town.

All members are urged to go to this rally if possible. It is sure to be interesting.

VICTORIAN PILOTS PLAN REGATTA FOR THE NEW YEAR

VGA members in Victoria are making plans to hold their summer regatta at Bridgewater, in central Victoria again this year.

It will be an unstructured rally, similar to the successful meeting last summer, where people come and go as they please during the period of the regatta.

Activities will begin on Saturday 5 January and wind up a week later.

Launching will be by Auster tug. If soaring conditions are suitable, it is likely that a lot of cross country flying will be done.

It is expected that the members of the host club, the Midlands Soaring Club, will also fly at the regatta.

The club has recently installed air conditioning in its clubhouse, which will make things more pleasant if the weather is really hot.

The rally is not restricted to local VGA members. Anyone is welcome to attend.

PELICAN DOES A LOT OF FLYING EACH YEAR

Jock Barratt's Pelican 2 is probably the most active vintage sailplane in Australia.

Reporting from Waikerie, the veteran owner of this vintage sailplane says, "I fly the Pelican most weekends that I can get out flying, and my son Christopher also flies it when he can get up here from Adelaide."

Jock says he puts in about 150 hours in the Pelican each year from as many launches. Totals for 1983 were 146 hours from 136 launches. Since Jock acquired the sailplane from the Waikerie Gliding Club in 1974, it has flown a total of 1500 hours, most of it by Jock himself.

"Many pilots from interstate and overseas want to fly the Pelican when they visit Waikerie," Jock says.

"Derek Piggott recently had an hour in it and seemed to enjoy it. He says that for sheer fun he prefers to fly these old machines.

"The trailer is not really roadworthy now so I usually keep close to the airfield to avoid the risk of outlanding, but I get a lot of enjoyment while keeping within about 25 km of the field.

"So far this year, the conditions have not been up to the usual Waikerie standard. I think I have been over 8000 ft only once this year, whereas a couple of summers ago I had

many flights to 12,000 ft, and one to 14,500 ft."

Jock says he still does some instructing for the club when no other instructor is available. On two occasions he has taken part in the club's two-seater training courses in cross country soaring.

"I hope Christopher and I can get to Blanchetown with the Pelican for the rally in October," Jock says. "Perhaps one of Waikerie's tugs can be made available for the weekend also.

"I called in on Harold Bradley in Adelaide recently and found he has all the work completed on the wings and the fuselage of the Hutter H17 he is building. He is doing some final work on the fittings before commencing the covering.

"Our local Grunau Baby owner (Geoff Osborne) has done a complete recover and paint job on his machine and it looks very nice indeed."

BACK ISSUES OF AUSTRALIAN GLIDING MAGAZINE AVAILABLE

Copies of "Australian Gliding" in good condition are offered for sale at the current price, plus postage.

They run from the August 1973 issue to the present, except for the issues of July, August and September 1975 and September and October 1981.

Write to John Saint, 5/92 The Avenue, Parkville, Vic. 3052.

GLIDING DISPLAY AT MANGALORE FLY-IN

The Golden Eagle again took the award for the oldest sailplane at the Easter Fly-In of the Sport Aircraft Association of Australia at Mangalore, Vic.

During the public air show on Easter Sunday, Alan Patching floated around above the large crowd, creating a lot of interest.

Other sailplanes on display and flying at the Fly-In were Keith Nolan's Olympia, Warren Mayfield's homebuilt HP14, Bob Russ' homebuilt Monerai, Theo van Alkemade's Boomerang and Mike Giles' ASW22.

Members of the VGA noticed at the Fly-In included Ken Davies, Gil Simpkins, Alan

Lewis, Tom Hinton and Graham Fredrickson. Members involved in helping to run the display included David Goldsmith (with wife Jenne and family), Keith Nolan, Alan and Ian Patching and Allan Ash.

The display tent featured photos, brochures, magazines and books about gliding. It drew a lot of spectators and created much interest.

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The Soviet record breakers

This report has been condensed from a technical paper published recently by the Vintage Glider Club of Great Britain.

We have often heard the statement, "What is the use of old gliders? You can't go anywhere in them".

Then we have been asked by experienced glider pilots (who we think should know better) "How fast can you fly old gliders between thermals?"

Occasionally, gliding records have been broken in these old gliders by such a huge margin as to create an international sensation.

In this category were the records flown by Soviet glider pilots between 1937 and 1939. Their flights broke existing records by as much as 30% and, in our opinion, they were the most sensational records of all time.

Although these records were recognised by the FAI, no details of the sailplanes which flew them have ever been released to the West, until now.

We can now reveal for the first time details of the GN7 flown by Rastorguev on his staggering 652 km world distance record in 1937.

The previous world record was 504 km flown from the Wasserkuppe by four pilots during the 1935 Rhon contest.

Even more sensational was Olga Klepikova's 1939 world distance record of 749 km in a Rot Front 7. Until now, the only information on the RF7 was that it was similar to the

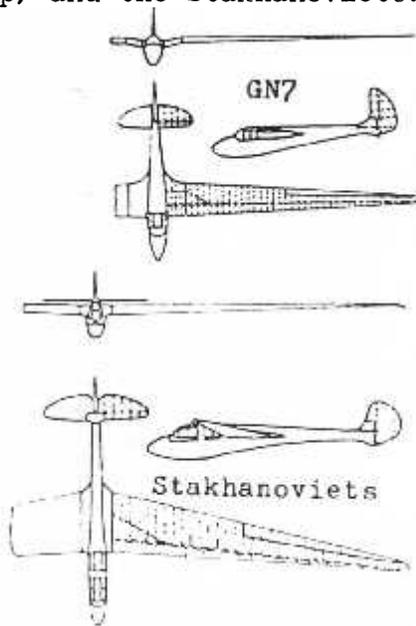
1948 design A9. Just how similar is now evident.

Details of great numbers (83) of Soviet prewar sailplanes were published in Soviet books during the 1950s but no information filtered through to the West.

Details of the GN7 and the Stakhanoviets were kindly given us by Martin Simons who had obtained some of these books with the assistance of the Adelaide State Library.

Details of the Rot Front 7 were kindly sent to us from an East German publication by

Below: Three-view drawings show the outlines of the GN7 (top) and the Stakhanoviets.



Gabor Fecacs of Budapest.

The GN7 was the 7th design of engineer Groshev and was designed in 1937. Detail are: wingspan 16.8 m, wing area 12.8 sq m, aspect ratio 22, wing profile modified Göttingen 549, empty weight 200 kg (440 lb), flying weight 304 kg (669 lb), wing loading 23.8 kg/sq m (4.8 lb/sq ft, max LD 1:28.

During May 1937 it was used to make flights of 539, 602 and 652 km. The first of these broke the existing world record of 504 km.

On the third of these long flights the pilot, Victor Rastorguev landed late in the evening near what is now known as Stalingrad, to be greeted as a hero by the farm workers who showered him with rose petals.

The Stakhanoviets was a two-seater designed by Emel'yanov who developed it from his 1935 design, the KIM2.

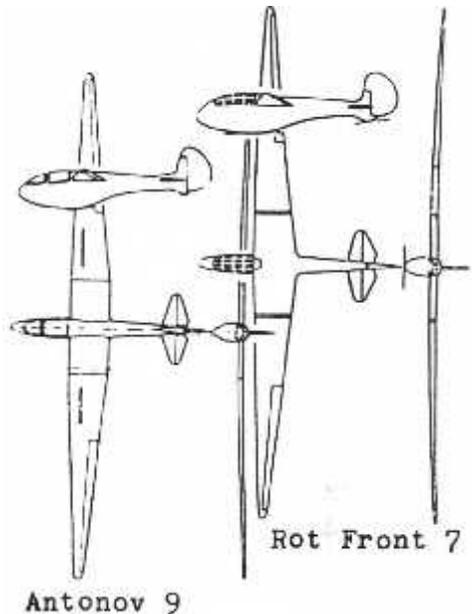
Details are: span 20.2 m, length 8.1 m, wing area 22.97 sq m, aspect ratio 17.8, empty weight 294 kg (646 lb), flying weight 454 kg (990 lb), wing loading 19.8 kg/sq m (4.059 lb/sq ft), min. sink 0.65 m/s, max LD 1:26.8.

It had swept-forward wings, rather like the Blanik.

Flights made in the Stakhanoviets included 407, 552, 619, 396 goal and 495 km goal.

Each of these flights in turn broke the existing world two-seater distance record. There were no previous world two-seater goal records.

Below are outline drawings of the Rot Front 7 (right) and its descendant, the Antonov A9.



Then in June 1940 a Stakhanoviets was used to set a new world out and return record for two-seaters with a flight of 416 km.

The Rot Front 7 was the design of Oleg Konstaninivitch Antonov and was developed from several earlier designs. It first flew in 1939 and was probably one of the world's best designs at that time.

It had a cantilever wing of 16.24 metres, built in three sections. The centre section was permanently fixed to the fuselage in the shoulder position, with tapering tips of

two-spar construction.

Derigging involved only the removal of the outer wing panels. The tailplane remained in place during retrieves. There were neither dive brakes nor spoilers on the wings.

The fuselage had a long canopy and a retractable landing wheel fitted with a door cover. Behind the pilot's seat was a tank to hold 120 litres of water ballast. The RF7 was rated as being fully aerobatic.

Details are: span 16.24 m, length 6.4 m, wing area 11.86 sq m, aspect ratio 22.2, empty weight 245 kg (539 lb), loaded weight (no ballast) 325 kg (715 lb), with ballast 445 kg (979 lb), wing loading 27-37 kg/sq m (5.5 - 7.5 lb/sq ft),

max LD 30.5.

The wing loading was very high and was especially suited for the strong thermal conditions of inland Russia.

During 1939, Olga Klepikova used the RF7 to set a world distance record of 749 km (466 miles) which remained unbroken for nearly 20 years.

Shortly after this world record flight, another Russian pilot, Savtsov, flew an RF7 602 km to set a new world goal record.

A postwar development of the RF7 was the Antonov 9, a sailplane used to make many long flights in Russia during the 1950s and 1960s.

In 1952, the world goal record was raised to 636.88 km in an A9.

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20-YEAR INSPECTION FOR CHEROKEE 2

After being in storage for about three years, the Cherokee 2 owned by Lindsay Cooper of Argenton, NSW, is to have a 20-year inspection this year.

Lindsay says he hopes to do more flying in the sailplane when the inspection is done.

Built by Reg Barrington in Mildura, the Cherokee, VH-GLV, is still in good condition after a total of 2962 launches for 1254 flying hours.

It first flew in January 1960 and had several owners before it was bought by Lindsay Cooper in March 1977.

SILVER C COMPLETED IN KINGFISHER

After flying the distance and height legs of his Silver C in his Kingfisher early last year, Tom Hinton of Boort, in northern Victoria, flew the duration leg early in January this year.

Tom reports, "Despite the below-average summer, I have flown more this season than in previous years, so I guess it hasn't been too bad.

"The weekend after the Bridgewater regatta I made an attempt on my five hours in the Kingfisher and managed to complete it despite an uneasy stomach from a wog I thought I'd got rid of. So I finally completed my Silver C!

Since then I have made a

number of short cross country flights, mostly of around 60 km out and return, with a "speed" triangle of 105 km in 2 hours 12 minutes and a 205 km flight during an attempt at a 300 km triangle.

Another achievement this year is that I have checked out on winch launches. So it hasn't really been a bad year at all.

If this unseasonal weather keeps up, we may even be able to do some cross country flying during the winter!"

VGA CLOTH BADGES ARE DISTINCTIVE, ATTRACTIVE

Members of the Vintage Glider Association should be readily recognised on gliding fields in future because of the distinctive and attractive badges worn on their jacket or hat.

Production of the badges was slightly delayed and apologies are offered to those who sent in their orders during March and April and had to wait until May for delivery.

However, stocks are not on hand and can be supplied as soon as orders are received.

The badges have a design and lettering in white thread on a sky-blue background. The price is \$4 each, including postage.

Orders should be sent to the VGA secretary, Allan Ash, 2 Heath Avenue, Frankston, Victoria 3199.

NO SLINGSBY T21
COMING AFTER ALL

Last year we reported that Brad Edwards of Lake Keepit Club was planning to import a Slingsby T21 two-seater from England, bringing it to Australia inside a London bus that he was also buying.

It seems the deal over the bus fell through so the plans to bring out the T21 were dropped. Brad found that the cost of bringing out the sailplane in a container was too high for him.

VARIED ACTIVITY
WITH CHEROKEE 2

Ken Caldwell of Baulkham Hills, NSW reports that he

has not done a lot of flying in his Cherokee 2, VH-GQV, in the past year.

"I entered it in the NSW Sports Class contest in January 1983 and logged 613 km of cross country flying in five days. Since then, however, I have flown it only about five hours.

"During the next year I'll try to fly it more regularly. I'd like to take it to a regatta somewhere, too.

"To the end of March 1984, the Cherokee had logged a grand total of 588 launches for 350 hours. Construction of the sailplane was started by members of the Hinkler Soaring Club and completed by George Detto. It first flew in 1965.

"Late last year I sold my long-wing Kookaburra to a syndicate at Moree."

DELAY IN SUPPLY OF
HUTTER H17 DRAWINGS

In the March 1984 issue of Vintage Times, Alan Lewis of Sydney advertised drawings for the Hutter H17.

Alan has asked us to offer his apologies to those who wrote to him for drawings, as he has not yet been able to deliver them.

It seems that Alan ordered drawings from overseas and expected them to be delivered before April. They had not arrived by Easter, and Alan cannot find out when they will be available.

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ES57 KINGFISHER VH-GRU
Needs 20-year inspection. The fuselage and tail are in good condition but the wings have had water in them and will need repair and regluing. All fabric will need replacing but purchase price includes enough Dacron for the job. The aircraft is complete with basic instruments and trailer. No reasonable offer refused as the owner is moving interstate very soon. Make your offers to Errol Grove, 287 Oliver Street Grafton, NSW 2460. Phone (066) 42 3444.