

Newsletter of the Vintage Glider Association of Australia  
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## YOU COULD BE FLYING ONE OF THESE VINTAGE SAILPLANES IN RETURN FOR A LITTLE WORK

Have you ever wanted to fly a vintage sailplane but didn't have the ready money to buy one?

Then you may be interested in an offer being made by Bill Riley, of Riley Aeronautics at Tocumwal. NSW.

As many people know, Bill has been collecting vintage sailplanes for many years. Most of them have been traded in on the Blaniks and other new sailplanes that Bill has been selling.

Bill has often been asked to sell some of these aircraft to vintage glider enthusiasts but he had a long-standing dream to set up a museum of gliders and wanted these old aircraft as exhibits.

Among the old sailplanes now owned by Bill are several that are unique -- the only ones ever built. These are the T35 Slingsby Austral, built by the British company to the specifications of the Waikerie Gliding Club, and the Schneider Club two-seater, a trainer made by Schneiders about 1952.

Another interesting two-seater is the Schweizer TG3, the only one of its type in Australia.

Other vintage sailplanes in the collection are two Kookaburras, two Hutter H17s, an Olympia, Bocian, Mucha, Grunau Baby, Kingfisher and Slingsby T31.

Bill Riley has announced that he will make any of these sailplanes available to anyone willing to get them airworthy.

Bill says he strongly believes that the best way to preserve old aircraft is to keep them airworthy and fly them regularly.

Bill wants to retain ownership of the aircraft but anyone who restores one to flying condition will be welcome to fly it at any time.

He says some of the aircraft require very little work. The Olympia, for example, is said to be 95% finished. Others need only relatively minor structural work and recovering.

All the sailplanes have been stored inside the large ex-RAAF hangar at Tocumwal and are in a good state of preservation.

In recent years, some work has been done on some of the sailplanes by George Detto who was once ground engineer for

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## OFFER FROM BILL RILEY

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the Southern Cross Gliding Club.

Ill health has forced him to give up work and he now lives in a retirement home.

Bill Riley says all the old sailplanes can be repaired if a bit of work was done on them.

He has a supply of old instruments, including Cosim variometers, that can be fitted to the sailplanes.

He says he would like to see all the old sailplanes flying regularly at Tocumwal as a flying museum.

Anyone interested in taking on a project should contact Bill Riley at Tocumwal, phone (058) 74 2063.

Bill says he would not mind an aircraft being taken away from Tocumwal to be restored but he says he would like to have them operating at his airfield after they have been made airworthy.

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## BRIDGEWATER REGATTA SHOULD BE SUCCESSFUL

The regatta to be held at Bridgewater, in central Victoria from 29 December to 4 January is expected to be well attended.

Bob McDicken says he will bring his Cherokee 2 this year instead of his Grunau 4. The Cherokee has just had its CofA renewed and is resplendent in new paintwork.

Among other vintage sailplanes expected at the regatta are Keith Nolan's Ka6, Jenne and Dave Goldsmith's Hutter H17 and Ka6, Alan Patching's Golden Eagle, Ralph Crompton's Skylark 4 and the Midland Soaring Club's Boomerang and M200.

Others who will probably be there are Doug Vanstan with his modified Kookaburra and the Grunau 4 owned by Wally Wolf.

Tom Hinton says he will get

there with his Super Goose if he can complete some work on it in time.

Launching at the regatta will be by the Midland club's Auster.

As usual, a number of VGA members without sailplanes are expected to attend.

## A 20-YEAR INSPECTION FOR ANOTHER CHEROKEE

It seems that the Hall Cherokee 2 is one of the most numerous types owned by members of the VGA.

Yet another one, VH-GQV, is undergoing a 20-year inspection. Originally built by the Hinkler Soaring Club and first flown in 1965, it is now owned by Ken Caldwell, Fritz Friess and Dieter Stuemfl of Sydney.

Ken and Dieter flew it in the NSW Sports Class contest in 1985, finishing in the middle of the field.

## DISPLAY AND FLY-PAST OF VINTAGE SAILPLANES AT THE WORLD GLIDING CHAMPIONSHIPS OPENING

Visitors to the 20th world gliding championships at Benalla in January will be able to see a number of vintage sailplanes as well as the very latest in fibreglass marvels.

The contest organisers are planning to have a fly-past of vintage sailplanes as part of the official opening ceremony, of the contest.

Contest administrator Clive Phillips said the fly-past will probably be led by the Golden Eagle. Others in the fly-past will include some of the sailplane types that were once world contest machines.

These will certainly include a Ka6 and possibly other types such as a Foka, Mucha, and Arrow, leading on to such types as the Libelle, Cirrus, Kestrel and Nimbus 2 and then the very latest designs.

Exactly which sailplanes will be featured will depend on the willingness of present owners to bring and fly their aircraft.

To tow the older vintage sailplanes, the organisers plan to have several Tiger Moths, Austers and Chipmunks, so that some interesting old tugs will also be on show.

Though not in the fly-past, it is expected that Ken Davies' Zogling primary will also be flown as part of the official opening display.

The Zogling will also be a part of the associated static

display being arranged by the Vintage Glider Association.

This will include several sailplanes and a valuable and fascinating display of rare old photographs.

VGA president Alan Patching has asked British pilot Frank Irving to bring from England a set of photos taken at the first world gliding championships in Germany in 1937.

Irving will be coming to Benalla to take part in the 20th world championships.

If he agrees, his photographs will be part of the VGA display.

Jenne Goldsmith, who will be at the world contest assisting Ann Welch produce the daily contest news bulletin, will be adding to the display the set of photographs she has previously shown at several Mangalore displays for the Sport Aviation Association.

Jenne and David Goldsmith may have their Hutter H17 in the static display also.

Anyone interested in taking part in the fly-past or static display at Benalla during the world contest should contact Clive Phillips at the world championships office at Benalla (057) 62 4760.

Unfortunately, the static display will not be under cover so if the weather turns bad the sailplanes on display will have to be derigged and returned to their trailers.

## HIGHLIGHTS FROM HISTORY

### 85 MILES FLIGHT IN A GRUNAU BABY by Norman J. Hyde

It was 3 January 1948, the day after Ted Desmond had made a goal flight from Benalla to Albury, 63 miles, in the blue Grunau Baby 2.

I was hoping for similar conditions in the hope of making an even longer flight in the same machine, but the wind had gone around more to the east and the lift did not begin until midday.

It was not until 1302 hours that I became airborne in the blue Grunau behind Tiger Moth VH-RJA. I released 9 minutes later at 2200 feet in 3-5 fps lift.

This thermal proved patchy and after another 9 minutes I had gained only 800 feet, but it gradually improved and 26 minutes after release I was at 6450 feet.

At this stage there were very few clouds downwind or for some 10 miles either side, but to the north-east they were thick and well-developed.

I had decided before take-off that the best plan would be to fly north-east until I got to those clouds, then go downwind, that is, roughly north-west.

However, all the clouds in my immediate area were now dissolving and the chances of crossing the gap seemed hopeless, so I headed back to the

airfield, where a small cloud was forming on the upwind side. This gave lift of 5-10 fps.

I then noticed that the previous cloud I had used, which had dissolved, was now reforming, so I returned to it and climbed to 7500 feet, above the Mokoan Swamp, at 1400 hours.

More clouds were forming downwind so I turned onto my course and set off.

At 1415 hours I was at 7500 feet, approximately four miles NE of Nungeet Junction, and nine minutes later I recorded my best rate of climb at 1400 feet a minute.

At 1430 hours I passed St James and changed course a little to fly towards Tungamah. It was just past this town that I thought the flight was over.

Until now I had not been below 5000 feet between clouds but now the cloud I went for gave me no lift and the rate of sink was 1000 feet a minute.

I turned upwind and returned to an old cloud and connected with lift at about 4000 feet, climbing again to 7000 feet.

At 1535 hours I was just to the south of Cobram East and passed Cobram itself a little later. I followed the Murray River to Tocumwal where I arrived at 1610 hours with 6000 feet in hand.

This had been my goal, but with conditions still good and

plenty of height, I decided to go on to Jerilderie.

It was just past Curragh-mohr, about 5 miles NE of Finley, that I reached my highest point, 7600 feet.

A few more thermals, with the last one over Wunnanurra, and I arrived over Jerilderie at 1732 hours with 2400 feet in hand.

There was good lift over the town itself and it was necessary to go beyond the town to lose height. I flew up and down the main street until my presence became known, then landed in a paddock on the north side of the town.

After leaving Benalla, I averaged 22 mph ground speed, a pointer to what is possible in a Grunau Baby.

The return to Benalla was by trailer.

### 300 KM TRIANGLE WINS OUR YOUNGEST GOLD C

There has been publicity lately about a number of 17-year-old pilots gaining the 3-diamond badge.

Back in 1961, Ron Brock, 15, of Waikerie became Australia's youngest Gold C pilot, and he didn't have a GRP bird to do it in.

He flew a 300 km triangle in the Waikerie club's Olympia "Yellow Witch".

Here is Ron's account of his flight.

"Due to delays in rigging the Olympia, it was 1pm before

I was launched into a thermal that took me to 11,500 feet in 25 minutes.

On course, I was able to follow a cloud street most of the way to Nuriootpa, my first turning point, which I reached in 1 hour 20 minutes.

After taking photos, I set off for Karoonda. For a time, conditions deteriorated due to clouding over of the sky, and I was soon down to 2000 feet.

However, a big black cloud saved me by lifting me up to 12,500 feet at a steady 1200 feet a minute.

From this thermal I reached Karoonda at 5.15 pm, 2½ hours after leaving Nuriootpa.

With thunderstorms racing behind me, I set course for Waikerie from 14,200 feet and reached Blanchetown without circling.

There I added a few extra thousand feet before commencing my glide in, passing through a thunderstorm on the way, and finally diving across Waikerie to the airfield at 110 knots."

### MILDURA PILOT FLIES GOLD C IN GRUNAU

In 1961, the Sunraysia club gained its first Gold C member when John Dempster flew 310 km from Mildura to Inglewood in 6½ hours in the club's Grunau Baby 3A.

This Grunau is owned now by Garth Hudson of Dandenong, in Melbourne. When are you going to duplicate the flight, Garth?

## GRUNAU 4 DAMAGED IN OUTLANDING

Bob McDicken of Sydney had the misfortune to damage his Grunau 4 in an outlanding at Camden during September.

Bob had been flying over the town to the east of the airfield and was returning to the circuit area when he ran into widespread strong sink.

Increasing speed did not get him clear of the sink and it became clear he would have to outland.

He selected a paddock and made an approach from about 500 feet but the strong sink persisted and the resulting landing was rather heavy. One wing dropped to the ground and dug in, causing the Grunau to slew about 30 degrees before stopping.

The outlanding was made in a small paddock near the airfield where two other club pilots had landed this year.

Recent rain had made the field too boggy to allow Bob's car to get in for the retrieve but he got help from some Army chaps on manoeuvres nearby. They loaned him a four-wheel drive vehicle and driver to take the trailer in and out.

Ron Mears carried out the repairs after giving the sailplane a thorough inspection.

Ron reports that the main landing skid was split by the impact and one drag spar was torn from its fitting. There was also some slight damage to the root rib.

## KEITH JARVIS WORKING ON OVERHAUL OF JOEY

Keith Jarvis of Adelaide has been very active in ultra-light aircraft activities for the past five or six years but now says "I have built my last one".

A lot of his flying during these years has been in the diminutive Joey sailplane that he designed and built back in the 1950s.

Most of this has been with a small engine fitted to the Joey and operating as an ultra light powered aircraft.

Keith and his son Lynn have begun a major overhaul of Joey including recovering all the fabric parts.

"So far," he comments, "we have found the structure quite sound despite some of it being made with urea glue."

Keith is thinking of replacing the original Victa motor with a McCulloch 100 cc motor to get more thrust.

"If this works successfully I may rework the Joey fuselage to allow to motor to be retracted in flight," he says.

Keith adds that he and another son, Ian, recently visited Alice Springs and saw some gliding at Bond Springs airfield.

In addition to several IS29s and some privately-owned sailplanes, they saw a hang glider being launched there by cartow.

Also based at Bond Springs were several ultralight aircraft and some lightplanes.

THE WAY TO MAKE  
SPOT LANDINGS  
by Eric Ehrenberg

The year was 1939. The flying field was Belmont Common, Geelong. The occasion was the first national gliding meeting in Australia.

Machines attending were the Gliding Club of Victoria's open Primary and grey Grunau Baby 2, Balsillie's yellow Kestrel, Percy Pratt's red Kestrel, Geoff Richardson's Golden Eagle and the Sydney Soaring Club's Slingsby Gull.

The highlight of the meeting was put on by the pilots of the Gull. They startled all present by their unique standard landing procedure.

A high-speed downwind dive

at the landing spot, levelling off a few feet above the ground, a vertically-banked 180 degree turn with the port wing barely clear of the ground, levelling out as the airspeed dropped and finished off with a perfect landing.

Present-day CFIs would have apoplexy if it was done today!

T31 NEARS END OF MAJOR  
OVERHAUL IN QUEENSLAND

Gil Simpkins' Slingsby T31 is nearing completion of a major overhaul and needs only a paint job to finish it.

Gil reports that the T31 has a total of about 10,000 launches logged for 1051 hours of flying.

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SIGNS OF INTEREST IN  
WESTERN AUSTRALIA

It seems likely that there will be an outbreak of interest in vintage glider activity in Western Australia in the near future.

Several people in the west are believed to be canvassing local gliding people in the hope of setting up a local branch of the Vintage Glider Association.

There are a number of air-worthy vintage gliders in the State, including several Kingfishers, a Grunau Baby and a couple of Kookaburras.

Among vintage gliders in WA that are not airworthy are a Laister Kaufmann LK10 and a Dunstable Kestrel. Several other vintage gliders used to operate in the State but the present whereabouts of these is not known.

In addition, there are a couple of ESKa6 sailplanes, which are now regarded as on the borderline of being vintage. The Ka6 was designed in 1956 and the Edmund Schneider version was first built about 1961.

If sufficient interest can be aroused in Western Australia a regatta or get-together of some kind may be staged in the State during the coming summer season.

Enthusiasts in the eastern States are watching this move with interest. It would be a great boost for the vintage movement.

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