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

BIG REGATTA PLANNED FOR STONEFIELD AT YEAR END

A big vintage glider regatta will be held at Stonefield in South Australia from December 26 to January 3.

The site is the home field of the Barossa Valley Gliding Club and offers winch launches as an attraction.

The regatta is being organised by Peter Brenton who has attended a number of regattas at Bridgewater with his Super Arrow.

As well as a number of vintage gliders from South Australia, it is expected that several from Victoria will be there, too.

The regular Victorian regatta at Bridgewater has been cancelled this year.

If a local regatta is not held in NSW, it is possible that a couple of aircraft might be trailered across from Sydney, Canberra and Bathurst.

To assist with the planning of the regatta at Stonefield, it would be helpful if those who plan to attend could contact Peter Brenton, 9 Margaret Street, Evanston, SA 5116, or the VGA secretary.

It is expected that soaring conditions will be good enough for all tastes.

GOLDEN EAGLE JUBILEE TO BE MARKED BY PARTY

A flying rally and barbecue party at Bacchus Marsh, Victoria, will mark the 50th anniversary of the first flight of the Golden Eagle, the oldest airworthy sailplane still flying in Australia.

Alan and Ian Patching, who are custodians of the sailplane following the death in April of its owner, John Wallis, have invited all pilots who have ever flown the Eagle to come along and join in the celebrations.

It is expected that several other vintage sailplanes will be at Bacchus Marsh for the jubilee celebrations which are to be held over the weekend of 26-27 September.

Sailplanes of the three resident clubs at Bacchus Marsh will also be operating, with Super Cubs available to tow the vintage sailplanes.

Over the Easter weekend, Alan and Ian Patching flew the Eagle at Leongatha airfield in Victoria's Gippsland district.

Sunny conditions on Friday and Saturday resulted in several short soaring flights but low cloud and strong winds on Sunday and Monday caused a cessation of flying.

FEATHERS STILL TRYING FOR THE ELUSIVE 500 KM

Ralph (Feathers) Crompton is still working hard in an effort to fly the elusive 500 km.

During last summer he made three long distance flights, as well as some shorter ones, but hasn't cracked it yet.

He has even used two different sailplanes in the attempts. One was his well-trying Skylark 4 and the other is his newly-acquired Ka6.

On 30 November, Ralph flew the veteran Ka6 around a 235 km triangle from Stonefield, home of the Barossa Valley Club. He found lift of 1000 fpm and got to a maximum of 8400 feet on the 4 hr 15 min flight.

On 1 January, at the vintage regatta at Bridgewater, he took the Skylark 4 around a 315 km triangle in 6 hours, with a best height of 6800 feet.

The on 31 January, he went around a 415 km triangle from Waikerie in the Skylark 4 in 6 hr 15 min. His best height was 10,200 feet.

Finally, on 6 February, the Ka6 was flown around a 306 km triangle from Waikerie in 5 hr 30 min. On this flight the lift didn't exceed 600 fpm, and the best height was 7500 ft.

Commenting on the 415 km flight, Feathers says the final leg was a struggle as the sea breeze came in as he made the second turn and he faced a long struggle over some scrub country. At one stage he was down to 1500 feet over the middle of the scrub.

He got back to Stonefield with only 700 feet altitude.

During this struggle he was alarmed to hear on the radio of gliders falling out of the sky everywhere -- from Mildura and Renmark on his right and from Gawler and Balaklava on his left.

As he struggled on he said to himself, "This is when a good wooden glider is better than a good plastic one".

Despite his lack of success in doing 500 km last summer, Feathers comments, "There's always next summer!"

SOME GOOD SOARING AT EUROA OVER EASTER

David and Jenne Goldsmith took their Ka6 to Euroa for a week in April, including the Easter weekend.

They found soaring conditions were good on several days and made a number of good flights to around 5000-7000 feet.

From 10 launches during the week, they logged a total of 17 hours flying.

The time at Euroa also gave Dave and Jenne the opportunity to regain currency on winch launches. They were impressed by the powerful and efficient winch used at Euroa.

Since they bought the Ka6 late in 1985, Dave and Jenne have logged a total of 150 hours of soaring in it. They recently bought oxygen equipment for it in the hope of doing some wave soaring sometime.

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An open letter to my friends in the aircraft industry.
18 May 1987

After nearly half a century in manufacturing, particularly in the supply and manufacture of wooden airscrews and wooden components for aircraft, it is my intention to retire as Managing Director of Perfectus Airscrew Pty Ltd.

My purpose in writing this letter is primarily to acknowledge the very deep and sincere debt of gratitude I owe to those who have supported me in a very special enterprise.

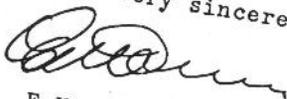
The history of my company goes back to 1924 when Mr Frank Fitzsimon started manufacturing wooden airscrews in a small workshop in Williamstown; he gave his product the brand name of PERFECTUS. When I took over the business from Mr Fitzsimon in 1947, I registered it under the new name of PERFECTUS AIRSCREW PTY LTD, retaining the old brand name for sentimental reasons, for it was through Mr Fitzsimon that I had my first introduction to the love of timber and gained my interest in the precision working of wood.

I am, justly I think, proud of the fact that Perfectus Airscrew Pty Ltd has become widely known, not only in Australia but also in other countries, as the supplier of a very diverse range of timber products where dimensional accuracy and stability, quality and structural integrity are of prime importance. Although wooden aircraft components have always been the main production lines, we are also, because of the uniqueness of our manufacturing methods and attention to quality control, the supplier of specialised wooden articles to many other branches of industry.

It is my hope that my retirement will not see the demise of a business which has been built up over the years to one which has little or no equal in its class in Australia; it is one of the very few with the stamp of approval by the Department of Aviation.

In conclusion, my family and I wish to thank our clients, who range from individual model builders and craft workers to major airlines, for your faith in our products, and to acknowledge the ready and valuable assistance of scientific staff of research organisations. To our factory staff I extend my personal recognition of your continued loyalty.

Yours very sincerely,



E.H. Walker,
Managing Director.

SUCCESSFUL TEST FLIGHTS OF MODIFIED KOOKABURRA

by Doug Vanstan

Test flights of my modified Kookaburra have been successfully completed at Bacchus Marsh.

After proving the reliability of the aircraft's ASI and static system, I was able to proceed with the testing sequence.

This included handling, stability, stalls and runs up to maximum speed. Then came a incipient spins leading to full spins with the c.g in various positions from forward of the forward position to well aft of the aft limit.

This latter series of tests were accomplished with the aid of jettisonable ballast mounted on an extended tailwheel axle.

Fortunately, I didn't have to jettison the ballast as the Kooka recovered quite normally each time.

All who have flown my Kooka have been impressed by its quietness in flight. This was achieved by careful fitting and fairing of the canopy and wing joint.

Also, the absence of the main skid improves the air flow around the fuselage.

It is delightful to fly this glider solo. It is possible to hear and feel thermal activity, making for real fun flying, somewhat similar to flying a Grunau Baby 2.

I have had many enjoyable

local flights with members of the various clubs at Bacchus Marsh.

Last November, Max Hurren and I had a leisurely 3-1/2 hour flight around a 54 km triangle (you can't get much more leisurely than that).

In February, the Kooka and I battled a stiff headwind to Ballarat, taking about two hours. As conditions past Ballarat looked grim, we turned back and with the help of the tailwind porpoised our way back to Bacchus Marsh in about half an hour. Distance covered was about 100 km. Not bad for a Kookaburra.

This flight helped make up for the disappointment of not being able to take the Kooka to Bridgewater at Christmas or Benalla over the New Year. The family car chose this time to become u/s.

SUPER GOOSE LOGS A FEW GOOD FLIGHTS

Tom Hinton of Melbourne has reported that he logged a few good soaring flights in his EP2 Super Goose during the past summer.

"I haven't been able to do as much flying as I would have liked," he says, "because of my work responsibilities.

"But I flew it for about 90 minutes at Tocumwal one day and another time I took it to Euroa and had flights of one hour and two hours, which were very pleasant."

VETERAN LO-150B WILL SOON BE FLYING AGAIN IN VICTORIA

Warren Mayfield of Maryborough, Victoria, has bought the Voigt LO-150B previously owned by Noel Lovett of Ararat.

Warren says the aircraft, VH-GUC, needs some minor repair work and has not flown since March 1984 but it is generally in good condition.

To date, it has flown 308 hours from 264 launches. It was flown at the Nationals at Waikerie in 1972-73 and flew a total of 1366 km during that event.

It also flew at the Horsham Week contest in 1976, 1977 and 1978.

As well as the LO-150B, owns a HP14T.



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