

Vintage Times

Newsletter of Vintage Gliders Australia

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President Alan Patching, 22 Eyre Street, Balwyn, Vic 3103

Tel 03 98175362 E-Mail: calbpatc@netspace.net.au

Secretary Ian Patching, 11 Sunnyside Crescent, Wattle Glen Vic. 3096

Tel 03 94383510 E-mail: patching@westnet.com.au

Treasurer, Editor and Membership David & Jenne Goldsmith, PO Box 577, Gisborne, Vic 3437

Tel: 03 54283358 E-mail address daveandjenne@gmail.com

The account number for deposits is BSB 033 624 Account 176101, please also advise daveandjenne@gmail.com

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Articles for Vintage Times are welcomed



PHOTO GEORGE BUZULEAC

BORDERTOWN 2011 - "JUST HOW MUCH FUN IS THIS!"

Bordertown this year was another triumph, for while the attendance was down a little on prior years, the level of enthusiasm continues to grow! The commencement date of New Year's day allowed many short term visitors, but made it more difficult for others to remain for the full week. The weather co-operated with pleasant conditions and one hot day, so stratospheric flights were available only on Friday and then there was a return to pleasant temperatures for Saturday and the Presentation Dinner on Saturday night.



PHOTO PETER BROOKMAN www.brookmanonline.com

Not everyone could make the 2011 photo shoot -
Ted Bowden, front row, fourth from the right, was there in spirit!

A Blessed Bordertown Rally.....

The major blessing heaped upon our collective backs was the timing of the rally.

Had the rally been held a week later, as normal practice would have dictated, we would have had no rally at all due to the tropical deluge of rain that hit S.E. Australia in the second week of January. I don't know what premonition it was on the part of our Bordertown hosts that made them plump for the first week instead of the usual second, but we should be truly grateful for their prescience, for it gave us 7 out of 8 days of flying and a dry trip home.



PHOTO BY SIMON CARKEEK
KOOKABURRA VH-GNZ

At first, they were not sure that they had done the right thing at all, as the wettest late spring and early summer for over 10 years had caused the harvest to be late coming in, leaving our mainly farmer hosts a little short handed. Nevertheless, on New Years Day the Bordertown–Keith Gliding Club had their ever competent & efficient launching crew, CFI and Chef's team ready to hit the ground running.

The first participants arrived on the Thursday before the rally began, including ourselves, to see the airfield and club grounds looking an absolute picture, well manicured grass runways with the thickest, greenest grass cover

we have ever seen (usually thin, dead straw at this time of year), the lawns around the club house, in camping areas and at the launch pad on the end of runway 17 were lush, soft, jewel green, irrigated carpets. Our intention was to set up camp, rig gliders on the Friday morning and be ready to fly on Saturday, the first day of the rally.



The forecast for Friday was however, ominous, 40 degrees, strong to gale force wind and catastrophic fire danger. After an almost still dawn the big, hot, blow arrived with a vengeance, building up as the morning wore on. Instead of rigging, trailers were made secure in the trailer park as more participants arrived. By Friday evening 9 gliders had arrived, among them the Howse family Kookaburra which had suffered a rather difficult trip in the savage headwind. It spent a considerable time enroute with Ian Patching, who was towing it, holed up in shelter of the leese of the Grampians G.C. hangar at Ararat until the wind abated enough to allow him to safely continue.

That wasn't the only trouble the wild wind caused. A Renahan family tent was shredded after being erected and Ian Patching's tent was inadvertently left on the side of the road when he had to take it out of the boot to get at tools and equipment to make the Kookaburra more secure

in its trailer. Ian remembered and went back for it, but the light fingered were quicker.

John Zoanetti arrived after making the long trip from Hendra, QLD., minus his Cobra which he had left safely dry in its enclosed trailer in a warehouse on high ground well above flood level. His house was not in such a happy position and anxiety about it, on hearing updated reports of the floods, caused him to leave for home again the next day (*we contacted John on our return from the rally – his house is on stumps and he considered himself lucky to have remained dry from just below the floorboards up, but garden and outbuildings? - our thoughts are with you in the cleanup John, and many thanks for making the huge effort to get to the rally!*).



CALEB READIES THE FOKA FOR AN EARLY DEPARTURE

After Friday's 43 degree temperature and 40knot winds it was a relief to have much cooler temperatures and light southerly wind on Saturday morning, though increasing cloud and virga discouraged some from rigging. More gliders arrived with their custodians and many members arrived sans gliders. Ian Patching ably demonstrated his labour saving way of rigging a shortwing Kookaburra with HH, making it look quick and easy. David and Rosie Howse arrived in their futuristic Vari Eze, not able to stay for long unfortunately due to David's work commitments.

No launches were made on the Saturday with some light rain reaching the ground early in the afternoon. People were content to catch up with each other, set up camp, help with rigging as they could, do any small maintenance jobs necessary on gliders and just enjoy the social.

At briefing on Sunday, the dreaded "banned word" was decided upon, this year by ballot. Everyone at the briefing put a suggestion in the hat and the word "six" was duly drawn from it. Diabolical! Especially for owners of a certain Schleicher designed glider, or anyone who hit 6,000', or a temp of 26 etc., etc. The collection pot was so successfully filled with fines for using it, that by Friday morning, the banned word was no longer banned, much to everyone's relief, as

there was plenty in the pot to provide drinks for all at the presentation dinner.



Flying for the rally started well with Ian Patching taking the first launch and staying away for 3hours 15 mins in the Boomerang TR up to a maximum of 4500 in the SE wind. The Kookaburras both gave good service as pilots not current on winch renewed their acquaintance with this form of launching (thanks to instructors Ged and JR and Kookaburra owners, Howse family and Gary Crowley).

Monday (3/1/11) was a better day, again blue, with isolated climbs to 6000', mostly about 5000' with some good streeting. The southerly wind continued and thermals didn't get going till about 1300hrs when you could stay up with a struggle till the temperature warmed further. Long soaring flights from an hour up to 4hrs were enjoyed by just about everybody who launched with very few relights. The little Cherokee LU was seen on top of the stack in a couple of gaggles during Lindsay Gamble's flight in it of 3hrs 2mins. Distances flown included 130km by Ian Patching in Boomerang TR, 140km by Bob Hickman in Boomerang QY, 77km by Mike (Rena) Renahan in Boomerang TL, 116km by Caleb White in Foka5R QN, and 80km by Emilis Prelgauskus in SuperArrow TJ. Leigh Bunting flew a triangle Bordertown - Mundulla and back to the airfield in 3hrs 4mins in his Grunau Baby 2B GDN with the comment that he "coulda walked it faster". The thermals were often slow, hard to work and multicored, but it was just good to be up there.



BOOMERANG GDU REACHES FOR THE SKY

The winch and Kookaburra NZ were lined up and ready to fly at 0830hrs the next morning (Tuesday 4/1/11) with three youngsters, Amy (16) and Nick (14) Marshall and Daniel Renahan keen to continue their instruction on circuit training. With 3 or 4 circuits each under their belt JR took a break from instructing to take the Yellow Witch up for a couple of hours while the day was developing. Conditions were much the same as the previous day, maybe a little more reliable, or perhaps people were gaining in confidence. Patch took TR to Nhill and back, 202km. He found the thermals rather better organised in Vic. going to a height of 6,100'. Bob Hickman took QY on a 191 km tour and Caleb flew 180km in the Foka5R QN.

The lower performance gliders stuck a bit closer to home with Mundulla and Bordertown township being popular turnpoints. The Yellow Witch went around the latter triangle twice with Leigh Bunting at the controls and the K7 VH-GNU flew an O/R to Mundulla with Eric Sherwin and JR aboard, their best climb going to 5,300'.



GARY CROWLEY ASSISTED BY
DIANE DAVEY AND PHIL PRAPULENIS

The same southerly airstream continued on Wednesday (5/1/11) with some broken high cloud. The forecast temperature of 27 degrees was reached with thermals again going to about the 5000' mark. Despite the fact that it could be pretty hard work, many people enjoyed long soaring flights. Ken Caldwell was up for 3hrs 5mins in his Cherokee LU, John Mackley for 3hrs 27mins in his Ka6CR and Caleb White 4hrs 27 mins in the Foka5R QN on a 202km distance flight that took in Nhill and Mundulla. This was a great effort from Caleb during which he found it useful that the harvest was so late coming in - working machinery was a reliable thermal trigger as he went from paddock under harvest to paddock under harvest! The longest duration flight of the rally, 4hrs 47mins, was flown by Bob Hickman on this day in his Boomerang QY during a 108km tour.

Thursday (6/1/11) was the only day on which we had to leave the northern end of the field and make the long trek to the southern end to launch into a Northerly wind on 35. The first to launch (as he was on most days of the rally!) was Ian Patching in the trusty Boomerang TR. He was rewarded with the longest duration flight of the day, 3hrs 34 mins, during which he took in a "Cook's tour" of the area over 153km.



JR AND NICK MARSHALL

The day looked a bit daunting with a rather strong wind, especially at height, widespread high thin cirrus and a thicker band of cirrocumulus type cloud coming across from the west. This had the appearance of a convergence line of some sort. Under it, in the Ka6E GEA, Jenne had some good climbs, the best to 6,900' before the thermal weakened, and was also able to make some good progress into the head wind with little loss of height during a 96km triangle flight in 3hrs 33mins. Leigh Bunting found the wind rather too much for the little GBII to cope with but still managed to travel nearly 50km during a 2hrs and 2min flight. Rena's Boomerang, TL, was taken up for 2hr and 20 min of fun by Ged Terry.



KEVIN BARNES AND TED BOWDEN

John Ingram kindly made his K7 GNU available to the youngsters, Amy, Nick and Daniel, for further training and experience in a different type, with JR again in the back seat.

The strongest soaring day of the rally by far was Friday (7/1/11). Caleb presented a very promising day at the 10am morning weather briefing with thermals looking to reach 12,000' if the forecast temperature of 36 degrees was reached. The wind was expected to abate and back to the west.



DANIEL RENAHAN WITH JR IN THE K7

The NW wind allowed us to use runway 31 with the Kookaburra NZ being first to line up for further training flights, but as soon as it contacted the first sniff of lift, Tango Romeo was at the launch point and ready to fly with Ian Patching aboard. He covered 372km in 4hrs 40 mins – a very worthy winning flight for the Renmark trophy. *See Ian's story in this issue!*



PHOTO BY BOB HICKMAN
LINDSAY, KEN AND THE CHEROKEE II

Caleb White launched in the Foka5R QN immediately after Ian's first launch, managing to get away, and also had a fantastic flight heading east into Victoria before turning to come back. He covered 332km in 4hrs 43mins.

David Goldsmith flew 118km in 2hrs 4mins, heading east to Lillimur and then north before turning for home. A wonderful local flight in the K7 GNU was had by Alan Patching and

John Ingram. After taking their initial thermal to 3,500' while drifting in the NW wind to over the township of Bordertown, they headed back into wind to find that they continued to climb in a straight line, apart from an occasional turn in the stronger lift, to over 7,500'! When they wanted to come back for someone else to have a turn, their efforts to find some sink were unsuccessful – even practising a few stalls lost little height! Eventually it was decided that the all powerful airbrakes had to be deployed to get down to circuit height.



LEIGH PREPARES TO FLY HIS GRUNAU BABY

During the early afternoon we had the arrival of two very long distance participants, all the way from Caboolture, QLD. "Speedy" Gonzales and Trevor Mills flew in aboard Trevor's very beautifully finished RV8.

Bob Hickman and Mike "Rena" Renahan (each in their Boomerangs) were lured west by a cloud street on 80 and 91km flights respectively, however, they found conditions were not as good in this direction. The best climb between them was to 8,200', the cloud street moved rapidly to the NE, both found heavy sink around Keith and had a struggle to get home, encountering some very rough air on the way.



DAVE HOWSE MODELS THE NEW VGA T-SHIRT

The wind backed as forecast and caused Markus Trnovsky, CFI, to have to call a close to launching at 1600hrs as the crosswind, by then a south westerly, was too strong, a couple of cables going over the downwind fence. A change was coming.

Early on Saturday morning our weatherman, Caleb White, was seen with helpers derigging the Foka and packing it away into its trailer. I guessed we had to take that as a comment on the weather that he saw coming for the last day of our rally. Trevor and Speedy departed in the RV8 shortly thereafter on their long trip back home to a sodden and soon to be even more sodden Queensland. Mass derigging began after briefing. Kookaburra NZ (continuing its training mission), Ka7 NU and Ka6E GEA took a few last flings into an overcast, and in places virga laden, grey sky, Leigh Bunting managing the longest duration of 13mins in GEA (How does he do that?). The first spits of the very light passing showers that came later in the day came as the derigging party was still on and the gliders on open trailers found dry homes in hangers.



With all derigging done and gliders ready to travel home the next day, everyone was ready early for a par excellence lamb spit roast presentation dinner (see separate story). To our continuing good fortune, the next morning dawned dry with a light easterly wind, allowing everyone, including those with gliders on open trailers, to get their birds home safely.



Gliders in order of arrival were:

Chilton Olympia Yellow Witch VH-GFW with JR, Merryn, Nick and Amy Marshall
Ka6E VH-GGV with Erik Sherwin
Ka6CR VH-HNA with John Mackley
Ka6E VH-GEA with Dave and Jenne Goldsmith
ES60 Boomerang VH-GTL with Rena, Carmel and Daniel Renahan and family
ES52 Mk IV Kookaburra VH-GNZ owned and flown by Gary Crowley and towed from Millicent by JR
Cherokee II VH-GLU with Ken Caldwell and Lindsay Gamble
ES60 Boomerang VH-GTR towed by Geoff Hearn, flown by Ian Patching and owned by Theo Van Alkemade
ES60 Boomerang VH-GDU with Ted and Kath Bowden and Kevin Barnes, owned by Philip Beale
ES52 Mk III Kookaburra VH-GHH owned by David and Rosie Howse and towed in by Ian Patching.
K7 VH-GNU brought by John Ingram
Grunau Baby II VH-GDN with Leigh Bunting
Chilton Olympia VH-GLY with Phil Prapulenis and Diane Davey
ES60 Boomerang VH-GQY with Bob Hickman
Foka 5R VH-GQN with Caleb White
ES60B Super Arrow VH-GTJ with Emilis Prelgauskas and Rachel Westcott
ES60B Super Arrow VH-GGP with John Viney



PHOTO BY SIMON CARKEEK
CHRIS DEARDEN FLIES HIS XENOS

Aircraft to visit included:

Vari-Eze 19-5033 with David and Rosie Howse
Piper Pacer VH-DNW with Diane Davey and Phil Prapulenis
Vans RV8 VH-YGY with Trevor Mills and Speedy Gonsalves from Caboolture, Qld
Xenos 19-7235 with Chris Dearden
Sapphire with Keith and Edna Nolan
Aeroprakt 20 24-7232 with Paul Woods



**BROTHERS REG & ROB MOORE RENEW
ACQUAINTANCE WITH AN OLD FRIEND,
EX-ADELAIDE SOARING CLUB K7 VH-GNU**

Other members and friends to attend included Peter Feitz, John Zoanetti, Nigel Baker, Rob and Reg Moore, Cath Conway, Baylee Roberts, Alan Patching, Doug Cole, George and Helen Buzuleac, Colin Collyer, Martin Simons, Ged Terry, Alan Delaine, Kim Van Wessem, Keith Willis, Peter Brookman, Brian Gerhardy and Markus Trnovski. Kevin Sedgman, Sylvia Sharman and Ralph Crompton unfortunately were not well enough to attend.



**SPEEDY GONSALVES AND TREVOR MILLS
FLEW FROM CABOOLTURE VINTAGE
GLIDING CLUB TO VISIT THE RALLY**

THANK YOU

The Bordertown-Keith gliding club members continue to show their skills in running a highly successful rally, from having the place spotless and the grass mowed and watered at the beginning to managing a large presentation dinner at the finish. All the jobs in between such as managing operations, winchdriving, tow-outs, catering, cleaning, timekeeping, cooking, and providing drinks, and having a lot of fun mixing with the visitors, just all seems to happen like clockwork, thereby ensuring that we look forward to our Bordertown gliding holiday each year. Andrew, Nugget, Peter, Greg, Markus, Brian, Bruce, Bully, Tyson, and others including the gliding juniors and families, all contributed to the running of the event and earned much appreciation.



Congratulations To:

Kevin Sedgman, who celebrated his
90th Birthday on 17th February, 2011
Caleb and Sophie White, who were
married on 29th January, 2011

MARTIN SIMONS BOOKS

"Sailplanes 1920-1945"

"Sailplanes 1945-1965"

"Sailplanes 1965-2000"

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Current price for each "Sailplanes" book is \$108.90 (incl GST), & for "Advanced Soaring Made Easy" \$69.95. Please add \$10 for Postage & Handling. As Future Aviation Pty Ltd has shared with us the cost of providing our second prize, please mention Vintage Times with your order!

VINTAGE GLIDERS AUSTRALIA

34TH ANNUAL GENERAL MEETING

4TH JANUARY, 2011 AT BORDERTOWN

The present officebearers were elected unopposed.



A pleasant interruption to the AGM occurred when the committee revealed that Alan Patching has been awarded life membership of Vintage Gliders Australia. The well-deserved award was a big surprise to Alan!

PRESIDENT'S REPORT

Alan Patching reported that vintage gliding continues to grow, and we now have over 140 members from five countries.

A major impact had been felt from the grounding of the Blanik fleet, and many K7, K13 and Kookaburras that had been restored by members are now back in full time service and have kept clubs flying.

The annual rally at Bordertown was again a success, and had visitors attending from England, Italy and Japan. Flying at the Melbourne Cup rally, held at Bacchus Marsh, was reduced by bad weather, and VGA members took our K4 to fly at Old Mate's Week, Benalla. Three members attended the International Vintage Rally in England.

Restorations are continuing and the Australian Gliding Museum are restoring an ES49 and Cherokee back to flying condition.

Alan thanked the Bordertown Gliding Club members for assisting with the Annual Rally and he also thanked VGA members who provide help on all matters including airworthiness. He wished all safe and enjoyable gliding in the coming year.

TREASURER'S REPORT

Vintage Gliders Australia had a good year, partly influenced by increasing membership and also good member response to annual membership accounts.

The combined total of our two bank accounts at the end of the calendar year was \$9782.08. Income: Donations \$76; Interest \$18; Raffle \$652; Membership \$3220; and Sundry \$17. Expenses: Vintage Times \$1187.20; Trophies \$45; Form 2 VH-IKK \$80; Domain name \$72; Raffle prizes and costs \$93.50; and Student pilot subsidy \$300, with an additional \$300 allocated for further subsidy in the 2011 year.

EDITOR'S REPORT

This has been rather a difficult year for the production of Vintage Times, with a total crash of our computer motherboard and subsequent software difficulties with moving to a new programs etc. However member enthusiasm and contributions have been heartening and we continue to enjoy the tasks involved. Contributions to Vintage Times have fallen off in recent months, probably due to bad weather reducing everyone's flying, so we ask all to make a special effort and keep in mind Vintage Times whenever you hear that scrap of news, amusing anecdote or obtain an interesting photo. Thanks to all our contributors and readers, and thank you also for sending me items for Vintage Gliding Corner in Soaring Australia.

The VGA Website has lagged a bit last year as our overworked webmaster Anne Elliott took on a part-time job at her local newspaper, which rapidly became a full-time job! Peter Raphael has leapt into the task and already the feedback is positive. Peter would particularly like quality photos as well as articles, please send them to me and mention that you would like to see them on the website! Thanks to Anne for her setting up the website originally and maintaining it over the years. Thank you also to Peter for taking over the webmaster's task.

GENERAL BUSINESS

JR Marshall has organised monogrammed VGA T-shirts and all 20 offered were sold for \$40ea. Additional T-shirts can be ordered by contacting JR on (08) 8733 4416. Thanks to JR for his efforts to provide this member service, the T-shirts looked great.

The next Annual Rally will be held at Bordertown from **Saturday 7th January, to Sunday 15th January, 2012.**

A proposal to participate in an Olympia Rally at the next Olympic Games, in London, 2012, was considered and it was agreed that a committee should investigate further the feasibility of VGA participation.

Annual Presentation Dinner

The Bordertown Boys excelled themselves with the spit roast, and this year's dinner was again delicious. A good crowd enjoyed great food and company.



Daniel, Amy and Nick started the presentations off by thanking Gary Crowley for the many training flights done in his Kookaburra. They also thanked Vintage Gliders Australia for subsidising the launch costs.



Ian Patching awards Amy Marshall with a stand in for the Feathers Encouragement Trophy



Jenne Goldsmith wins the Geoff Gifford Trophy for a 312 km flight between Rallies. Jenne made this flight at Women in Gliding week at Narromine immediately following Bordertown 2010 in her Ka6E



Ged Terry presents Ian Patching with the Renmark Trophy for a 372 km flight. Ged was very relieved that Ian made it back as he was the retrieve crew!

Vintage Times Raffle

First Prizewinner John Ingram chose from the prizelist a copy of Bernard Eckey's fabulous second edition of "**Advanced Soaring Made Easy**".

Second Prizewinner Bruce Gaskell selected a new VGA Logo T-shirt.



Third Prize, **Sailplanes 1965 to 2000**, by Martin Simons, was won by a delighted Diane Davey (centre). Rachel Westcott drew this year's prizes.

Fourth Prize, a set of **Vintage Coasters**, was also won by Bruce Gaskell. (I want him in my syndicate next year!)

Thanks to all who participated in the raffle, once again the draw was a lot of fun and the funds help to cover the cost of VINTAGE TIMES.

300k in a Woodstock



BY PETER RAPHAEL

While I would not categorise this as being an exceptional flight in terms of surprises or even the distance flown, it is the first time I have taken the Woody around a 300k triangle. Last year at the Geelong Christmas Camp, also hosted by the Bendigo Gliding Club, I managed a 200k triangle and extended legs thereafter to complete an OLC distance of 341k in just over 6 hours so I knew that 300k and even more was very possible. Many great flights and achievements had been logged this year also and it is hard not to get caught up in the enthusiasm the Geelong members bring with them.

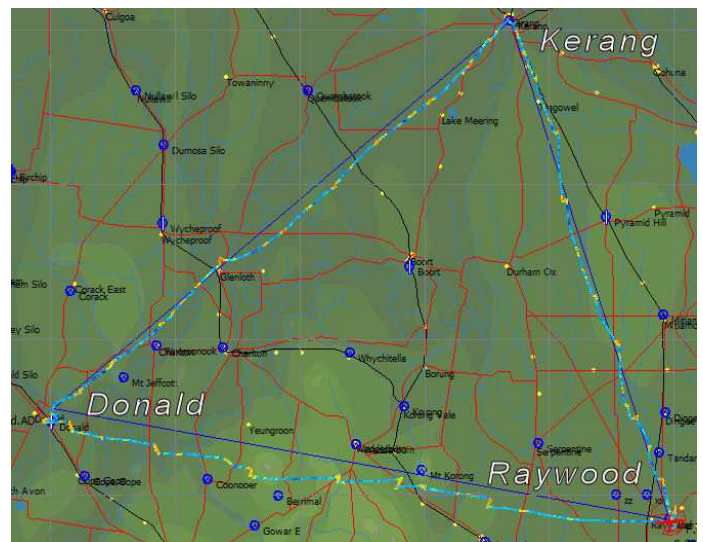
Encouraged by my pseudo coach for the task, Frank Van der Hoeven, and supported by Patrick Roberts who indicated that he would also fly the same task, I prepared for the flight. The car was connected to the trailer and the glider was prepared with all the requirements for a days flying and a possible outlanding.

After brief discussion relevant to the met prognosis the planned task was to be Kerang-Donald-Return and would amount to 314k. A light north-northeasterly was predicted and this would mean I would have a slight tailwind on the second leg and a crosswind back to Raywood on the last. Cumulus were predicted over in the Northeast of the state but this was too far away to be viable for me so I elected to fly out to the west, 'in the blue'. As the day was looking good early there was a mad rush to grid, but having only one tug meant that launches would take some time. As it happened I occupied third last spot to launch and as I had estimated that I may need about 6 hours to complete the task my eventual departure time of 13:49 meant that I would be cutting things close.

The gods were smiling on my launch and we had barely diverged from runway heading 36 when we were flying through lift. The second thermal was contacted at 1500ft QNH and I released at

1700 and thermalled away. Once I had sufficient height I flew to the south to position myself behind the Raywood start line for the first leg and turned on track for Kerang.

Flying toward Kerang and abeam Mitiamo I received a call from Patrick advising he was climbing over Raywood as I worked my way up to 6000' climbs. I steadily progressed to operating within a 6-4000' height band, determined to push down to the lower limit unless I encountered 6-8 knots and beyond that to take the next reasonable climb. This worked well for me and it discouraged me from lingering too long at the top of the thermals in weakening lift.



I turned Kerang after 1:44 and with a groundspeed of 29 kt and I knew I would have to make better time if I wasn't to run out of day, as also now looming in the distance was a band of cirrus moving in from the northwest. The run to Donald was otherwise straightforward, looking ahead to the most likely thermal sources and concurrently potential outlanding sites. Aside from the map and GPS, the navigation here was easy as the now full Lake Buloke shone like a beacon in the distance with the town of Donald residing, but not yet visible, at its southern end.

As I passed Charlton I recognised features from my previous flights out of Donald, the Wooranook Lakes, now full and entertaining a water skier, and Mount Jeffcott, perhaps the only prominent hill in the area which had been the source of a thermal on an earlier flight from Donald to Raywood where I had then scored a single climb to 10'000 ft over it.

Now with the prospect of the Donald airfield available if necessary I decided to sacrifice some additional height to gain the turnpoint. The air seemed softer as I approached and I was acutely aware of the potential for a lake shadow to exist. I was therefore determined to take a

good climb before I moved too far away so I ended up wasting a little time backtracking over the town looking for the thermal I had seen break away from the wheat storage depot on the way in . It was at this point that I spied Patrick below me, having caught up with me in his IS29. My speed over this leg had been better, 39kt, testimony to the tailwind that was expected on this leg, helping me along.



PETER AND WOODSTOCK OVER BORDERTOWN
(file photo)

As we pushed out towards Raywood Patrick and I were able to share a few thermals until we eventually lost touch approaching Mt Korong. With the sun behind us the shadow of the cirrus was cast across the country ahead and this was probably the first occasion that I felt that I was going to be too late. Tiptoeing around Mount Korong I managed to work back to 6400' and derived some comfort from the fact that I was now aligned with the Bridgwater-Raywood road and even if I just continued on toward the field a retrieve now would be a simple affair. Hearing Patrick declare that he had final glide and a little later the Geelong Janus also, inbound from Inglewood, was a little disheartening as Soarpilot™ was telling me I needed at least another 900 feet to make the distance. I am always suspicious of final glide calculations as a little too much sink can really spoil the party, but I set off in the hope of one last climb. As it happened I found my last thermal 42 k out and worked my way up to 6900, putting a little extra height in the bank. The last 22 minutes were spent on a euphoric final glide and as a result I was able to increase my speed near the end when I saw that I could make the field and ultimately complete the task in under 5:30 at 57 kmh.

Perhaps the icing on the cake was my posting of the flight on the OLC. The Woodstock has an index of 55, this is about half that of the high performance gliders and means that I am in with a show if I can cover some distance. How good

this was, was revealed the next day when all the days flights had been posted. I managed a placing of 7th on a day of 91 flights posted nationally. Now I don't take these results too seriously but I doubt if anyone else had as much satisfaction as I did that day, in coaxing this wonderful little glider around the task. I now know that there is a lot more potential in the glider should I choose to exploit it.

Letters

From John McCorquodale:
Hi Dave and Jenne.

With Ian Patching's assistance, our Club's K13 is now back in the air and getting plenty of use. When I read the question on the Kiwi Vintage Digest, about the replacements for Blaniks, we have already solved that one !! It was interesting when we did the wing frequency on the K13, we did it with and without the stand, with the tail propped up on a chair, we found with the stand mounted in position, the wing frequency increased from 170 up to 200 CPM. I had never seen the stand previously, it is just two bent pieces of flat steel, which bolts through onto the fuselage bolt holes! It is so simple, do you have them with your K13? I am going to use them on our Ka7 when the Form 2 comes up in a month's time. It is always difficult to do a wing frequency with the Ka7 resting on the wheel, so it will be interesting to see what affect it has !

With all the floods all around the State, between Christmas and new Year, we ran a mini camp at our Club for 3 days, as it was hopeless attempting to go to Narromine as the whole region around Dubbo was flooded. This was so successful, and we had an excellent response with Club Members turning up each day, just to go flying ! Having 2 two seaters back in the air again, as we also asked Patch to check out the modification to the rudder hinge on the Puchatec, and so having the ability to get back into the air, brought members out of the 'woodwork' again! Of course the Ka7 had a good workout as well.

Regards, John

IVSM USA 2012 at EL MIRA, NEW YORK STATE

The next International Vintage Soaring Meet has been moved forward to next year. I have just received the dates, 30 June through 7 July, 2012. I will send more information as it becomes available.
Lee Cowie

JUST HOW MUCH FUN IS THIS?

Ian Patching



BOB HICKMAN PHOTO

PLANNING THE FLIGHTS, CALEB AND IAN

Thursday 7th Jan had all week been promising to be a good one. Both Caleb White and I had set our goals for the Vintage Glider Rally on a couple of things. 1. Stay up and 2, Go places. It hadn't been easy, we were always first in the line, ready to go and apart from being a little early on a couple of occasions we generally timed our takeoffs pretty well.

He was in the family Foka 5R, GQN, and I was in Theo's Boomerang GTR. Both of us capable of reasonable flying as long as we were up to it. We had been flying every day and done flights around the 200 km mark, staying reasonably close to Bordertown so we were reasonably confident that if the weather was good then we should have a go at a long task.

The day dawned with high expectations and along with it some pretty strong winds. Just what we don't need. The weather was much as we predicted, a trough line extending into our space with high 30's. The wind wasn't supposed to be there.

Task setting was pretty interesting. We mapped out a 500km route which was a double out and return, firstly to Lah, and return, 307km and then to Gerang Gerang return, 210km. When flying the older more classic gliders then having an early/late out is always preferable. This course took us pretty much down wind for the first leg. Local knowledge was completely against us. Go east was the cry, you will get to Lah but not back among some of the gems. I was using the knowledge of Max Hedt from Horsham who had just recently told me of some of the flights he had done when this trough line was active and I was very keen to try it as this day was shaping up in a classic pattern. Max had told me this trough line generally runs between Bordertown and Waikerie and then down to Horsham and in that space there would be very good soaring conditions. So against all local skepticism we went ahead with our plan.

We prepared everything and towed out to wait. The wind was pretty strong from the Nth West but the day was definitely stirring. There was even a couple of cu's forming further to the north. I launched first and was pretty happy with the 1000' and tucked into a scrappy 2 knts. The drift was considerable but I slowly gained height. Caleb launched about 5 mins after me and got a good climb closer to the airfield. I lost it at around 3000' and pushed back into wind to try and get the next thermal. Best laid plans sometimes don't work and I soon found myself back on the ground. Caleb was away so I immediately went again. That 15 minutes made all the difference and I was soon climbing in 5 knts. The drift was still very strong so I figured it was time to go as the cu's were forming and I was already about 10 km away from Bordertown. The next climb averaged 7 knts and went to 10,000'.

The run to Lah was very straight forward and I only used 3 thermals, and the push into Lah with a quartering cross wind was a bit of fun. I marked a climb just before Lah and went in for the turn and went back. Sure enough the cu was still pumping and I was soon heading back. I decided to keep as far north of track for the return and was able to make good progress along the scrub line and under the cu. My plans changed a bit here, I hadn't heard from Caleb, considering I only have a hand held this was normal, and I was contemplating following the cu and then once back near Bordertown I would turn north and head across the scrub towards Pinaroo. Maintaining 10,000 was very easy so there was no real issues here.

I arrived at a point about 25 km north of Bordertown and pointed the nose into wind. After a few minutes, even from my lofty position, I could see I wasn't making any progress. In fact I was going backwards. Bugger this I thought so I then changed plans again and decided to just keep going north west and glide out from under the cu and then turn and final glide back to Bordertown. I had plenty of height and went about another 30 km before turning for home.

What I was expecting was a leisurely glide back but about half way I realized the drift wasn't where it was supposed to be. The trough had finally past through and the winds had swung so I now had a quartering headwind. You wouldn't read about it.

It wasn't a real problem as I still had plenty of height and I finished 4 ½ hours after take off. Caleb was on the ground, he had also modified his task staying longer under the cu's for an OLC flight of 332 km. My OLC was 372 km. Good enough for 5th and 3rd on the OLC for that day. Not bad for a couple of old wooden birds we reckon.

A great week, lots of flying, 25 hours and great friends around. It can't get much better until the next time. The following week everything went to water.

SAFETY CORNER

Another Fatality After Wings Fell Off

From Peter Champness

Following publication of my previous report about the Fatal Crash of a Cobra glider in the USA 2 years ago, there has been another similar accident in England involving a Foka 4 (ref 1),

The accident report has not yet been published, however press reports and some information obtained by Ged Terry, suggests that the events were very similar to the American crash. The glider had been rigged on the day of the crash. Both wings were seen to depart from the fuselage at the top of a winch launch. The glider had apparently had about 20 minutes flying time prior to the crash.

Preliminary reports indicate that the cause of both crashes were the same ie the expanding spar pin had not properly penetrated the lower spar fittings.

Both the Cobra and the Foka have identical spar connections. Other gliders share the same type of fitting. Whilst the correct connection of the upper spar pin can be observed directly the lower spar pin cannot be seen and its correct connection must be inferred.

The BGA has issued a warning to owners and operators of the following glider types which use this type of spar fitting:

Foka 4, Foka 5, Cobra, IS28, IS29, Bocian, Jaskolka, Austria

The warning suggests that those involved in rigging become fully informed about the type of fitting before rigging a glider. In particular the winding screw should not be forced if there is excessive resistance (ref2).

I have concluded that the correct rigging can be inferred by counting the number of turns of the expanding spar screw during rigging. Those who are interested can contact me for a longer analysis of the rigging problem.
plchampness@gmail.com

reference 1

<http://www.toyotaownersclub.com/forums/index.php?showtopic=114081>.

reference 2

<http://www.gliding.co.uk/bgainfo/safety/documents/safetyalert020910.pdf>

I'M A FORTY NINER!

(with apologies to Clementine and the miners of the 1849 California Gold Rush)

BY GED TERRY



Some years ago a gliding friend returned from a regatta in Germany bursting to confront me with a slide he'd taken there. It showed a German-registered glider on approach to land. Smugly, he challenged, "I bet you don't know what that is!". My instant reply had him thunderstruck; "Know what it is! I've flown two of them! It's an ES49 of course!"

Recovering, slowly, he related the story that some Germans had recently painstakingly built the ES49 to original Schneider plans with the (mistaken, I pointed out) belief that, although Schneider had designed the ES49 years earlier, none had hitherto been built so this was the first and only one of its type. This fallacy had been proudly promulgated to all and sundry. I had no intention of belittling their efforts in any way, but, my announcement that three (VH-GDK, GFO and GLL) had been built in Australia would really take the wind out of their sails.

How accurate the story was I have never been able to determine but, taking it at face value and notwithstanding the Australian connection, those involved obviously had not done their homework as eight ES49s of various models had been built in Germany in 1951-1953! Perhaps the misconception had arisen from the fact that the ES49 was the last ES glider completely designed in Germany (just before Edmund Schneider emigrated to Australia) - and that when it was designed (1949) glider construction and flying by Germans was still banned by the Allied nations which had been in occupation in Germany since the end of World War Two. The ban was not lifted until 1951.

In my wanderings on my annual gliding pilgrimages to Australia I had been very fortunate to get to fly GFO (at Barmera on 26 December 1987) and GLL (at Warkworth on 18 January 1992). I look forward to the resurrection of the ES49 in Australia. In view of JR's involvement in the ES49, allied to his ardent purveying of gliding T-shirts, perhaps the next installment of this "Been There, Done That" saga of mine will be entitled "Got the T-shirt". In case he's at a loss for wording to put on it, how about "I'm a Forty Niner"?

How not to do 300kms crosscountry

By Ray Ash

During the Christmas period at the end of 1985, our syndicate Fred Brown, Brian Hemming and I took our K7, Golf Papa Golf to Narromine in central west NSW in the hope of doing some cross country flying.



K7 VH-GPG, NOW OWNED BY JOHN McCORQUODALE, ARIE VAN SPRONNSEN AND ROB MOFFAT, SEEN HERE AT RAYWOOD IN 2009

For those not familiar with the Schleicher K7, it is a 16 metre span tandem two seater having a steel tube fuselage and wooden wing, of moderate performance, a gliding angle of 25 to 1 and although used mainly as a club trainer, was quite capable of 300km flights and given the right conditions up to 500kms

On the 29th December it was Fred and Brian's turn to fly while I rested in the caravan park. They declared an out and return flight to Coonamble and back, a total distance of just under 300kms and they were shortly launched and on their way. I wandered across to help a friend, Peter King who had arrived by himself with his own K7 hoping for some crosscountry experience also. I mentioned that the others were on their way to Coonamble and back and his immediate response was to offer me occupancy of his rear seat and that we should follow them. I accepted his offer and in no time we were on our way.

I had known Peter for a number of years, he was a competent pilot but this was to be his first attempt at cross country flying. It was an excellent soaring day, Peter insisting that I could thermal better than him, so we settled into a routine where I would climb in the thermal, hand over to him, he would push off on course until he found the next thermal where he would hand it back over to me. About half an hour into the flight I casually asked him to hand me back the maps. ---"What maps? I don't have any, I thought you had them! --First mistake! Never mind, I had made the trip to Coonamble at least twice before and knew the area reasonably well so we pressed on.—Second mistake!

Coonamble is almost directly north of Narromine so it was just a matter of staying on this heading and all would be fine as there was

negligible wind.—third mistake! The area north of Narromine is typical flat farming and grazing country almost devoid of recognizable landmarks, until about 60kms out you cross the Oxley highway that runs west to east from Warren to Gilgandra and you pass almost directly over the tiny village of Collie. From here on to the east you can see the Castlereagh River and its adjacent road and railway line which gradually converge on our course and all eventually meeting at Coonamble. So---no worries Peter, been there done that, just head north—piece of cake! I was so confident that it was going to be an easy flight that after handing over control to Peter each time I relaxed back in my seat and closed my eyes until he handed back over to me.

About an hour out I thought we should be crossing the Oxley highway by now, but on looking out could see no sign of it, and thinking we had probably already passed it I relaxed back into my stupor.

I simply cannot explain my attitude over the next couple of hours, except that I was so complacent and confident in my knowledge that as long as we maintained a northerly heading, Coonamble would simply appear that I did nothing to confirm our position.

After about 3 hours out from Narromine I said "We should be coming up to Coonamble soon ", but on looking out to the right where I expected it to be I could not see anything recognizable." Hmm that's strange". I looked over to the left and could see miles of stunted trees and scrub and a glint of sun on water.

--WATER!!!-- As far as I could see mile after mile of WATER. BLOODY HELL, where ARE we?

A quick look to the right again confirmed dry land in this direction so we made a quick 90 degree turn onto what hopefully was an easterly bearing and put the water behind us. By this time I was wide awake and my brain was working overtime. Coonamble is in the midst of wheat, sheep and cattle country and although the Castlereagh River flows through the town it is normally bone dry with only a few scattered pools along its length, and there is nothing else even resembling water within coo-ee of the place.

I was desperately trying to visualize the area north of Narromine on the map and the only large area of water I could think of was the Macquarie Marshes, an area of several hundred square kilometers where the Macquarie River spreads out over the low lying flood plains on its journey north.---But, but, but,--The Macquarie Marshes are at least 60 to 80 kilometres west of Coonamble and we couldn't possibly be that far off course--- COULD WE ?

"Are you sure you have been heading north Pete? " I don't know how many times I was to ask him that question but the answer always came back the same. "Yeah mate spot on".

No time to figure it out, when in doubt Aviate, Navigate, Communicate, the first priority was to fly the aircraft. The soaring conditions were near perfect and from memory we were between 6 and 7000 feet above ground most of the time, Peter was flying so there was no anxiety on remaining airborne. This left me to solve the Navigate part of it which up to this time I had failed miserably. We soon noticed a small town underneath us but there was nothing about it that I recognized and having no maps there was no way we could identify it, so we pressed on. (The town was later identified as Quambone).

Some time later I thought I noticed a change in the landscape ahead, it was still at least 25kms away, but "That has to be Coonamble". By now however it was mid afternoon and we were probably still about 150kms from Narromine so I said "We had better forget about Coonamble and head for home before we run out of day".

Another 90 degree turn to the right and hopefully on to a southerly heading. I still had no idea where I was except for the vague notion that we were about 25kms west of Coonamble and that was by no means certain. The day was still good and we progressed steadily and then I saw in the middle distance to my left a jumbled mass of low mountain peaks. "That has to be the Warrumbungles", a broken mass of ancient volcanic cones jutting westward from the Great Divide. I then noticed a faint white line running north and south paralleling our course about 20kms distant. "and that has to be the dry bed of the Castlereagh River".

I was starting to feel confident in the knowledge that at least I knew approximately where we were and if we kept this heading we should be approaching Gilgandra. Gil is some 60kms north east of Narromine so we altered course about 30 degrees to head in this direction

Conditions were starting to fade however, thermals getting weaker and lower until finally we had to concede defeat, picked a large stubble field with an adjacent house and outlanded. We had been airborne over 7 hours and later measurement of our probable course indicated a distance covered of somewhere around 300kms.

Peter elected to walk to the house, about half a kilometer away, confirmed that we were somewhere west of Gilgandra and still about 40-50kms from Narromine. He also rang the airfield and organized an aerotow retrieve but could only give an approximate location. When he arrived back at the glider we pushed it back to the far fence and sat down and waited. It wasn't long before we heard the sound of the Pawnee and saw him approaching, however he wasn't heading in our direction so we called him up on the radio, managed to change his course and in no time he was on the ground next to us.

The anxieties of the flight had not finished yet, after a wing down take off we were on our way but it was now evening with long dark shadows on the ground, the sun sitting well down on the horizon and us towing directly into its eye. Peter was doing the tow which left me anxiously watching the gathering darkness and wondering how long it would take to get to the airfield. By the time we released the tug the sun had disappeared completely and although the landing was straightforward by the time we were pushing the glider into the hangar there was total darkness.

Where had we gone wrong? Although the prime cause of the problem was not my fault as it turned out, I have to accept full responsibility for my total complacency, verging on stupidity and a "She'll be right mate" attitude in assuming the flight was going to be a simple 'walk in the park'. How wrong did this turn out to be?

But what had gone wrong? The answer came soon enough when the next day we pushed the glider out away from the influence of the hangars and swung it around until the compass pointed north. It was pointing nowhere near where we knew North was supposed to be. A quick check with a prismatic compass showed an error of over 20 degrees and a ruler on the map on this heading pointed straight at the Macquarie Marshes. Peter had installed the compass not realizing that the tubular steel fuselage caused the compass to be affected to this extent.

My only saving grace was that although we were unknowingly lost for the first half of the flight when the sight of the water brought me back to earth with a thud, I think from then on my assumptions and decisions regarding where we might have been, were, in most respects, correct ones. I even think that had we been able to stay airborne for another hour we possibly may have even made it home.

Incidentally Fred and Brian enjoyed an uneventful trip to Coonamble and back and wondered why they hadn't sighted us somewhere along the track.

HUNTER VALLEY GLIDING CLUB **VINTAGE AND 13.5m RALLY**

Easter --- 22 TO 25 APRIL, 2011

Warkworth, via Singleton, NSW. A meeting place for Vintage and 13.5m World Class gliders. Prizes for best wooden glider, best metal glider, classic plastic. Jaskolka restoration workshop tours. Cross-country tasking by "stepping stones" airfields.

Launching by Pawnee, minimum 60 knots.

Details on our web site www.hvgc.com.au

Contact Morgan Sandercock 0428 433 484 or morgan@sandercock.com

OLD MATES' WEEK

FROM KEN BOLAND

As you will know, Old Mates' Week is one of the highlights of the GCV year and this season will be held between 14th and 18th March. Although planned originally for 'senior' members, all are welcome and it is a fun week for everyone. Our President, Robert Dorning, has asked me to organise this event and I am getting in touch to invite you to attend.

The plan is for the program to begin on Monday 14th March. All Club gliders (including our new ASK-21s) will be available as will be instructors for those preferring to fly in a two-seater. A dinner will be held on Wednesday 16th March at which it is intended to invite a guest of honour to address us all on the development of gliding in Australia. The cost of this dinner will be \$35.

I very much hope that you will join me for a week of flying and fun with old mates. Please let our Office Manager, Rhonda Gelletly, know as soon as possible if you wish to attend.

A letter from Holland

FROM JASON HATTON



The Kennemer Gliding Club is nearby in the dunes. In the winter there is sometimes dune ridge flying with landings on the beach, with the club Ka-6CR, Ka-8 and a K-7. I now fly primarily at Deelen, near Arnhem since the thermal conditions and airspace are much better than on the coast (At Kennemer, controlled airspace starts at 1500ft since Schiphol Airport is nearby). Also I spend some of my vacation time in the Alpes in southern France flying at Fayence - they have quite a large fleet of wooden gliders including 4x K-13's, 4x K-8's, 1x Ka-6CR and 4x Ka-6E and a couple of WA30 Bijaves. I learned to fly there, doing my silver C on a club Ka-6E and most of my hours are on wooden gliders :-)

I'm currently in the process of putting together a Ka6 webpage for the VGC, which will act as an online owners / flyers club for the glider type. The intention is that this will provide a good overview of the Ka6, promote preservation/restoration and a forum for sharing information on the type. A similar webpage is also being prepared for the Olympia Meise. The idea originally came from the organisation of the 2012 "Olympia's back to Olympia" meeting / competition of Meise gliders as well as Ka6's (see the VGC main page). I'm planning to attend with my Ka6e and I hear that there are a couple of interested participants from Australia.

Japanese Vintage Glider Museum Planned.

Ken Ueyama

I attended the inauguration meeting of the Vintage Glider Restoration Project last weekend at a meeting room of the Japan Aeronautic Association in Tokyo. It was planned by Mr. Ikeda and Higuchi of Takikawa Skypark. The main topic was Mr. Honda's 12 vintage gliders which they have acquired. The Long-wing Kookaburra and Kingfisher are also included in this transition. All of the former Condor 4 restoration project members, and Mr. Maeda from Kyushu were there.

They are trying to establish a Vintage Glider Museum in Takikawa with the restoration shop within the same building. They are asking everyone to contribute in many ways. I took your magazines and committee reports to show how Vintage Gliders Australia is operated for their reference.

We are long way from what you have now but we must start somewhere and go forward step by step, otherwise many of the precious vintage gliders in Japan will be disregarded and their history forgotten. I will try to act as go between for both organisations. I believe they will need a lot of help from the Australian Gliding Museum and Vintage Gliders Australia.



HOMEBUILT SAILPLANE CORNER

James Garay on behalf of the Australian Homebuilt Sailplane Association would like to invite all interested persons to a

SYMPOSIUM

at Bacchus Marsh Gliding Clubhouse
on 3rd April, 2011 from 10 am to 1 pm

SPEAKERS:

- * Malcolm Bennett:- "Building the Minimoa"
- * Fernando Salazar:- "Why I wanted to build the Minimoa"
- * Martin Simons:- "Development of the Minimoa"
- * Doug Lyon:- "Design Aspects"

Contact James Garay (03) 9367 3694
or Peter Champness (03) 9497 2048

Following the Symposium the Australian Gliding Museum will have an open day and lunch with sausage sizzle and tea and coffee for sale.

Until next time, safe flying and have fun!

Dave and Jenne G