

Vintage Times

Newsletter of Vintage Gliders Australia

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Membership \$20 every October

Articles for Vintage Times are welcomed



Standard Austria VH-GUN's First Flight in Eleven Years!

Those spectators watching the Melbourne Cup could have looked skywards and seen another thoroughbred racing to its destiny, as Ian Patching put altitude beneath Standard Austria VH-GUN's wings. Not only that, but Ian and Austria won the Melbourne Cup Vintage Rally award for the longest flight of the Rally! In the photo above, Caleb White, Ian, and David Howse proudly show off their syndicate's recently acquired sailplane.

Standard Austria VH-GUN

Part one:- the recovery

David Howse



“You’re looking tired, you need a holiday!”

Rosie knows me too well to fall for this old trick but I will give it a go any way.

“Why don’t we go on a holiday to Perth?”

One eyebrow shot up, as did her level of suspicion.

“Shall we fly over?” She asked.

“No! Let’s drive!”

The other eyebrow shot up as I guessed she was on to me.

“OK! What did you buy this time?”



Time to confess! I had my eye on the Standard Austria SH-1 VH-GUN for some time. The only problem was it was in Perth. With a fleet of vintage gliders I could not justify to “The Boss” why we needed another. So when Ian mentioned that he was forming a syndicate to get GUN back in the air, the gears started turning. Rosie is no fool; she knew what was going on by the big smiles on Ian’s and my face any time we talked. She also knew that she had married a vintage gliding tragic.



To soften the blow, a full blown 3 week holiday was agreed to. Which I must admit, we both enjoyed.

The glider had been stored well and dry over the nine years in Perth. The trailer had not had such a good life though. Two new tires, clean out of ant nests, and the removal of the deposits of a gum tree on its roof were in order. The lights worked and the wheel bearings checked and we were ready to tackle the Nullarbor.



There is not much to say about towing across the Nullarbor. It’s a long way, the road is good, fuel is expensive, and every second car is a 4X4 pulling a caravan. We overnighed at Cocklebiddy road house under a beautiful star filled night. However this all changed at 2am when a storm front hit our camp site. Tie down ropes were used to stop the trailer and the tent from being blown away.

Over all the recovery went well. The next stage is to restore her and then fly. Now I can never use the same excuse to pick up a glider on the other side Australia. However there is the Gull 1 at Bullcreek.....hmmmm.

Another One, The SH-1

Ian Patching



Adding another glider to their fleet VGA members Caleb White, David Howse and Ian Patching have recently completed the survey and tidy up of the Standard Austria, VH-GUN, and successfully returned it to airworthy condition.

In a long story made short, after 11 years of inactivity the glider was test flown on Melbourne Cup Day at Bacchus Marsh. Earlier articles have told just how bad the weather was so it was with some concern the test flight took place at all. I like to spend some time floating around on a test flight just to get the feel of things, try the brakes for example and with low cloud base it sort of squashed everything.

So, what's it like? It's pretty good. The aerotow was straightforward and once off tow I managed to find some rising air and it quite happily tucked into 1 knot and stayed there all the way to cloud base of 2100'. The next 50 minutes were a mixture of gentle climbs and using the very good LD gliding from thermal to thermal. Sharing some thermals with others didn't show any major differences to say the Boomerang but it certainly held its own with the club Duo Discus.

The airbrakes are very good although I didn't have much need for them as I landed long to be closer to the hangar. Hopefully we get some good soaring at Bordertown where we can stretch the Austria's wings a little more.



The Standard Austria was almost the last of the wooden gliders, only the SH-K and Cobra came later and both were Open Class developments with 17m spans. Not forgetting the Dart 17 as well. By then of course fibre glass was starting to make its way in glider design and construction and the era of the wooden birds winning world competitions was over.

COMING EVENTS for your diary

Vintage Gliders Australia Annual Rally



BORDERTOWN 2012

7th to 15th January

It's on again - all welcome!

Contact Ian Patching 03 94383510

HUNTER VALLEY GLIDING CLUB EASTER RALLY

Everyone seemed to have such a good time last Easter that we will be holding a similar event again next year.

Friday 6th April to Monday 9th April, 2012

Prizes for best wooden glider, best outlanding etc. More details to come closer to the date.

Contact:- MORGAN SANDERCOCK

morgan@sandercock.com



Amy Marshall is presented the VGA "Feathers" encouragement award at a recent Millicent Club Dinner by previous winner Mike Renahan.

Melbourne Cup Vintage Rally and Museum Open Day

29th October to 1st November, 2011

Bacchus Marsh

We were hoping for some good luck with the weather after the soggy start to last year's event. At least, last year the weather improved as the rally progressed, and unlike some sites we did get some good flying in. This year followed the same pattern, a bit wet and a bit windy so we were not able to fly on Saturday and Sunday. Fortunately, Monday and Tuesday were much better!

Visitors from South Australia, John Ingram and John Pollnitz, arrived on Friday, to be greeted by a power blackout that even prevented topping up the Super Cub for its flight to the VSA cross-country coaching course at Raywood. A fuel stop at Bendigo was necessary! The power came back well after dark when some lines were repaired. Not an auspicious start, especially as the wind started to blow some rain in on Saturday morning. The rain stopped, but the wind didn't, and a relaxing day ensued. John Pollnitz revealed that he had repaired the Museum's T31b in 1961 after it was badly damaged in an accident in Western Australia. It was further damaged when being transported in an RAAF DC3 to Adelaide, some wing ribs being sacrificed during loading and unloading! John's major repair, including design adaption brought on by a shortage of plans, has stood the two-seater in good stead over the following fifty years! John presented to the museum the original receipt he received when buying the T31b wreckage for 120 pounds!

Saturday evening's barbeque by our Chef John Mackley, assisted by Jill, Kaye, Jennifer and Jenne, produced a magnificent three course dinner enjoyed by all.



ES-49 wreckage from Gympie arrives

On Sunday the Australian Gliding Museum's Open Day was held in the Bruce Brockhoff Annexe. The weather was perfect - inside the Annexe - and soon a large crowd had gathered. Over sixty members and friends of the Museum took their seats for the eleven am start, and the enthusiasm and support for the Museum was evident. The unique line-up of diverse gliders, exhibition of winches and appropriate memorabilia looked great, much preparation having gone into the event. John Parncutt recorded proceedings on video and set up the PA system.



Australian Gliding Museum AGM 2011

Photo by Bob Hickman

At the Annual General Meeting all committee members were re-elected, and an informal discussion and information session gave added insight to the museum's future plans. In particular members were requested to remember the museum when items become surplus, donations are possible, or a will is considered.



Russell Darbyshire responds for his family

Photo Bob Hickman

Following the Museum AGM we all moved to the new hangar next door for its opening ceremony. This hangar, at Locksley, was donated by Diane Davey and Phil Prapulenis. It had been disassembled and brought to Bacchus Marsh by members, and was re-erected by a contractor. A concrete floor was installed, and it is to be used primarily as a workshop and paintshop.

The GFA kindly assisted by sharing with the Museum the cost of re-erection. It was named the "Dave Darbyshire Glider Restoration Workshop" in the presence of Russell Darbyshire and other family members. Dave was a foundation Committee member and supporter, and he was very active in Museum activities until his death some years ago. During an active business life, Dave started Aviaquip Pty Ltd., and Russell and family continue the support and assistance begun by Dave. A letter from Mavis, in appreciation of the museum's recognition of Dave's support, was read out by Russell.

A plaque thanking Diane and Phil for donating the hangar was also unveiled



Official Opening of the new Hangar



A social lunch

Next on the agenda was the Sausage Sizzle and Burger lunch, enjoyed by almost eighty hungry people. Last minute arrangements were made to get in more supplies. Sincere thanks to Ian "Moose" Cowie, Alma Cowie, Ann Birch and all the volunteers for a great job!

When the list was opened for flights in the Museum's T31b, volunteers were hard to find – perhaps due to the visibility deteriorating to about 500 metres in rain at that exact time!

Dinner was had at the wonderful "Back to Bacchus" restaurant Sunday evening, an excellent menu and social occasion enjoyed by 18 glider pilots and friends.



Back-door entry to the unique Zephyrus

The Vintage Rally began in earnest next morning, Monday, with a light south westerly breeze and six vintage gliders ready to fly. Geelong Club's K13 GPZ had seven flights, including one of 34 minutes by Rosie Howse and Dave Goldsmith. The Vintage Gliders Australia K4, IKK, had four flights including one of 45 minutes by Brian Amey and Alan Patching. Greg O'Sullivan had 28 minutes in his all-metal HP-14V. David Howse had 3 flights in Boomerang "Yellow Bird" GQO, the longest being 33 minutes. The longest single-seater flight award was presented to Bob Hickman, for 40 minutes in Boomerang GQY, one of four GQY flights. The longest two seater flight was awarded to Diane Davey and Jenne Goldsmith for 46 minutes in K13 GPY. GPY did 3 flights on the day.

Sunday night's casserole was produced by the local members, followed up with a birthday cake and ice-cream to celebrate John Pollnitz's birthday the previous day – he nearly got away with keeping it a secret but all enjoyed the occasion!



Diane Davey and Dave Goldsmith reluctantly come back to Earth

Tuesday the soaring continued and a few light afternoon showers caused slight interruption. Nine vintage gliders took to the sky, some using the Geelong winch, and getting launches reaching about 2,000 ft AGL.



John Ingram with VGA's K4

The Slingsby T31b VH-GDB, belonging to the Museum, made five flights before being tucked away as rainshowers approached.

Greg O'sullivan had a flight in his HP-14
K13 GPY had two solo flights by Jenne Goldsmith.

K13 GPZ made two training flights with Peter Hoffman and instructor Wayne Mackley.

ES-65 Platypus VH-GFA, also made two flights, with Leigh and Sue Snell.

Boomerang GQY had flights by Bob Hickman and Neil Hardiman.

Standard Austria VH-GUN had it's first flight for almost 20 years, and Ian Patching proved it really is a Top Gun with the award for the longest flight, 55 minutes. Well done!

The Beaufort Gliding Club's unique Zephyrus showed there is plenty of life in the old girl as Chris Thorpe and Jim Henkel got the longest flight award in a two-seater, with 31 minutes.



John Pollnitz, Dave Goldsmith and John Ingram

The rally lost the first two days of flying due to the weather, perhaps confirming the long held belief that you should plan be there on the Monday! There was lots of enthusiasm and interest, and all agreed that it was all well worthwhile and much enjoyed. Thanks to all those who attended and to the many who assisted with running the event.



Bob Hickman lines up in Boomerang GQY



Dave Howse ready to commit aviation



John Pollnitz and Ross Birch in the K13



The HP 14 flown by Greg O'Sullivan

Hangar Flight



GFA CTO – Operations/Airworthiness Dennis Stacey tries out the Australian Gliding Museum's T31b, watched by wife Judy and the the pooch.

Tocumwal Action



Ingo Renner enjoyed his soaring flight in Ka6E GEA at Tocumwal



VGA Member Fran Curtis with Judy and Ingo's lovely ES 52 Mk III Kookaburra. Originally owned by the New England Soaring Club at Armidale, NSW, and then the Kempsey Gliding Club, it was registered VH-GLK, and is now registered VH-GZB. Fran did her first solo in a Kookaburra in November 1963!

ANNUAL MEMBERSHIP RENEWAL OF \$20 IS NOW DUE. THANKS TO THOSE WHO HAVE ALREADY SENT THEIR RENEWAL.

VINTAGE TIMES \$2 RAFFLE

First Prize is the Original KOOKABURRA Publication from 1986:- **"THE WORLD'S VINTAGE SAILPLANES 1908-1945"**

Second prize is the second edition of **"Advanced Soaring Made Easy"**,

by Bernard Eckey,
an excellent production valued at \$69.95,
Third prize is a surprise!

MARTIN SIMONS BOOKS

"Sailplanes 1920-1945"

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Future Aviation Pty Ltd.,

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West Lakes, S.A. 5021

Tel/Fax 08 8449 2871

e-mail eckey@internode.on.net

Current price for each "Sailplanes" is \$108.90

(incl GST), "Advanced Soaring Made Easy"

\$69.95 + \$10 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!

JUST THE THING FOR CHRISTMAS!

A GOOD IDEA!



Having trouble accessing your instruments and releases for maintenance? Here is the Geelong Gliding Club answer for their K13 VH-GPY. Just undo the fasteners, remove the fibreglass nose panel and it's all there and easy to get at!

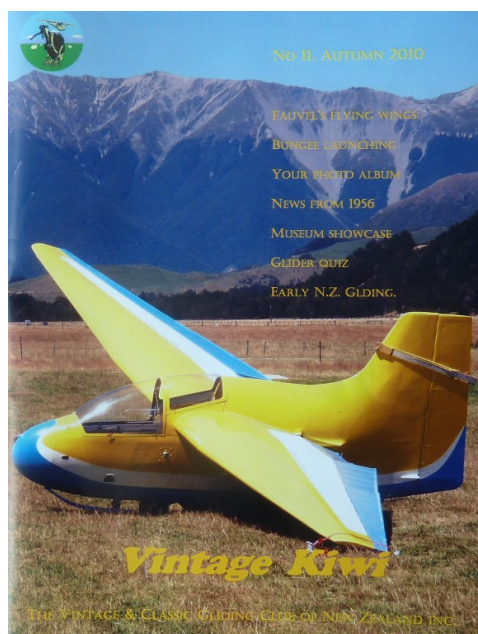


www.vintagegliderclub.org

Check for the European Rallies!



www.vintagesailplane.org



www.vintagekiwi.gliding.co.nz

Vale Garth Hudson

It is my sad duty to advise you my brother Garth, passed away on 20th November, 2011, in the Royal Adelaide Hospital, where he had been for only three days. Until last week he had enjoyed a reasonable quality of life, despite being confined to a wheelchair. He had in fact set his heart on attending the Museum AGM late October. Garth's love of flying stayed with him till the end. There will be no funeral service, his ashes will be scattered in the Linear Park between the Nursing Home and the River Torrens, which just happens to be in the suburb of Paradise.

Jean Hudson

(EDITOR: Many members will remember Garth, who brought his treasured Grunau Baby 3 to many of the VGA rallies until his health started to fail. A very friendly and popular member, who gave a lot to gliding, he will be sadly missed.)

Greetings From Lee Cowie, Missouri, USA



Lee's Grunau at the Wright Brothers National Memorial, Kill Devil Hills, North Carolina

We got the Grunau Baby assembled in early September and made the first flights on 13 September. That started a marathon with a trip to Wichita, Kansas for the Great Plains VSA Regatta, then to Massey, Maryland for the Eastern VSA Regatta and then on to Kitty Hawk for SOARING 100. We are now back home trying to catch up on everything we put off for the last year or so.

Lee Cowie

Wishing you a Merry Christmas and strong thermals in the New Year! We are hoping to see lots of members and friends at Bordertown 2012!

Dave and Jenne