

Vintage Times

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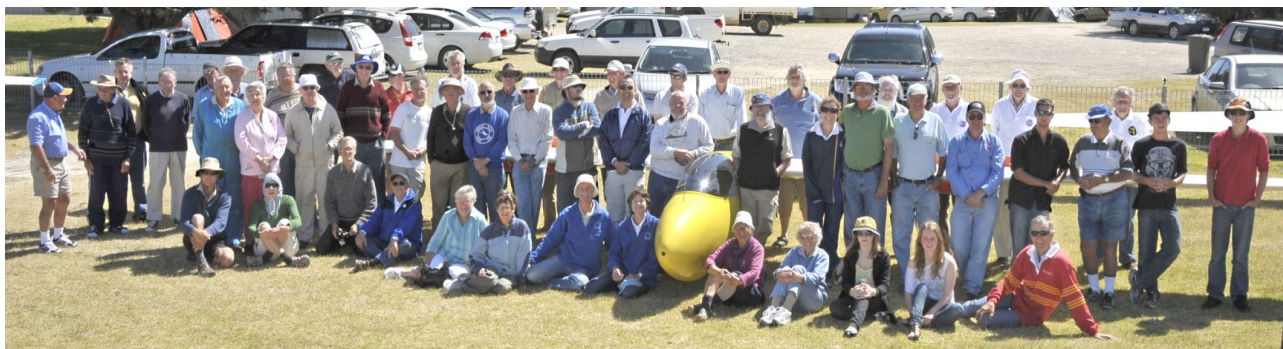
Membership \$20 every October

Articles for Vintage Times are welcomed



Bordertown as viewed by Marijke Waalkens in Kookaburra VH-GNZ

Marijke came from Holland for a holiday in Australia – of course ensuring that Bordertown 2012 was firmly placed in her itinerary. No stranger to poor weather, she kept her enthusiasm throughout the first five windy days, to be rewarded with three flights including almost an hour in the Kookaburra with JR Marshall.



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Windy Bordertown 2012

BY Jenne Goldsmith

It was different! – no less enjoyable - we had a whole set of new experiences. The locals had never seen anything like it, the wind blowing hard, very hard, day after day. We lost 5 days of flying to the cantankerous, mostly south westerly blast. Our weatherman (Caleb White) went home after briefing on the first day, announcing, after informing us about the series of blustery cold fronts coming our way, that he would be back when it was flyable!



PHOTO MARIJKE WAALKENS

Presentation of the JRIP Final Glide Computer

The mood did not descend into despair – far from it. The time was productively used – hangar talk is always productive, isn't it? An industry was raised from the wind blown ground – JRIP Enterprises. The duo who formed it worked tirelessly to produce useful devices for use in vintage aircraft, demonstrating and displaying them at each daily briefing. From FLARM to various final glide computers they provided much amusement to all. Cards were played, gliding films watched (courtesy Peter Brookman and the clubhouse "theatre"), maintenance done and tours undertaken.

The Bordertown –Keith Gliding Club generously made their workshop available for the next few days for completion of the form 2 on Ka6 VH-GNB, which had not flown for the last two years. Apart from a new spring in the tow release, all else passed muster with flying colours and new grease.

Sunday saw the down time being used by some to make a trip to visit Harry Schneider at his home in the Adelaide Hills.



Alan Patching, Harry Schneider, Francis Humblet, Martin Simons and Francoise Humblet on Harry's balcony.

On Monday Sylvia Sharman kindly arranged a mini-bus tour of the Bordertown/ Poocher Swamp /Mundulla/Wolsley area for interested parties. This was most informatively conducted by Chris, the manager of the local tourist information office. It was very interesting to see at close hand features that we have been flying over for years and learn more about them – among them Poocher Swamp with its amazing runaway hole, picturesque Mundulla, the WWII aviation fuel dump at Wolsley, which, during the war was disguised as farm buildings and hay stacks, and a visit to a local lavender farm for afternoon tea with lavender fruit cake, but for me the highlight was the visit earlier in the day to the Clayton Farm Heritage Museum. This historic farm has a National Trust listed woolshed, the largest thatched woolshed in the southern hemisphere. We were also treated to hearing Edna Nolan beautifully play the harmonium (no music in front of her – all by ear) in the formal loungeroom of the 1885 built and furnished homestead. Marijke Waalkens, our visitor from the Netherlands, had her first taste ever of mulberries from the fruit laden ancient mulberry tree in the homestead garden.

The minibus party arrived back at the airfield to find that a couple of optimistic souls had elected to rig in the shelter of the hangars.

Mike (Renna) Renahan's Boomerang, Tango Lima, was securely tied down near the launch point on 17 and Leigh Bunting had found a spot for his Grunau Baby II, GDN, in the hangar occupied by the Shortwing Kookaburra, November Zulu.



Firstly, you must put it together...

November Zulu has been doing sterling service at the Millicent Gliding Club since the grounding of the L13 Blaniks, though the club has also since suffered badly through winter, spring and early summer from weather, no flying having been possible from their airfield since about the middle of June! JR Marshall brought NZ to Bordertown early, rigged and installed it in the available hangar in anticipation of the usual great 8 or 9 days of flying. Millicent club member's tongues were probably hanging out longer than those of any of us for some flying, and now this wind!

At briefing on Tuesday we were told that there would be no quietening of the tugging, tearing blow for the next 24 hours. It was agreed to bring the Annual General Meeting time forward to Wednesday morning from the usual Thursday morning in anticipation of a high establishing itself by Thursday. Flying had priority over talkfest.



PHOTO MARIJKE WAALKENS

A visit to the Monarto Sailplaner's Museum

With another day blown out many participants welcomed the opportunity offered by Emilis Prelgauskus to be guided over the Monarto Sailplaner's Museum at Monarto in the

Adelaide Hills. A large number of fully occupied cars left the airfield to view this very interesting collection.

The Annual General Meeting was duly held immediately after the morning weather briefing on Wednesday with the wind still gusting boisterously outside. At the weather briefing we were told that the high was slowly establishing itself, however, not quickly enough to allow flying that day.



PHOTO LAURIE BALDWIN

Reach for the Sky – John Ingram's K7

Thursday morning 12.01.12 dawned – aaah, serenity! No fitful wind tugging at the tent, no noisy flapping of canvas, or roaring rustle of leaves in the trees, no rocking of the vans to disturb morning slumber.

Despite the very welcome peace, people were up and out of bed early, indulging in a flurry of frenetic rigging activity. Three or four gliders were lined up at the launch point, daily inspected and ready to fly, before briefing. Shortwing Kookaburra NZ was first in the queue. Pilots were keener than hot mustard to get their feet off terra firma, baah to waiting for thermals to leave the ground! Some had winch checkflights to get out of the way.



PHOTO BOB HICKMAN

Boomerang "Yellow Bird"

The 10am briefing was quickly followed by the first launch at 10.21am. JR Marshall got away in the Yellow Witch a couple of minutes later for a 2hr 7min flight. Cloudbase of 3,500' under nice cumulus gradually rose with the temperature.

Many long soaring flights were savoured during a day that turned out to deliver the best of the rally.



PHOTO LAURIE BALDWIN
Bob Hickman, raring to go.

Leigh Bunting launched in his Grunau Baby II at 11.40am for a 3hr 17min flight during which he traveled three times around the course Cannawigara silo/Mundulla Pub/ Bordertown silo and back to the airfield, covering a total distance of 102km! The trip was not without trial and tribulation. When keenly searching above a likely thermal source, Leigh discovered that at 800' AGL, the smell of the Bordertown meatworks is omnipotent in the open cockpit.



PHOTO LAURIE BALDWIN

Caleb White and the Standard Austria VH-GUN shone with GUN's debut flight at a National Vintage Rally by putting 320km under it's wings during a 5hr 50min flight. Erik Sherwin in the Ka6E VH-GGV found thermal heights increasing over the border in Victoria to a max. of 6,381' during a 3hrs 17mins flight over 232km (a fast average of 70.7km/hr!). Bob Hickman conservatively stayed in South Australia covering 153km in the Boomerang VH-GQY in 3hrs 12mins, Peter Raphael allowed the ESKa6 VH-GNB no slouching after its return to flying service by clocking up 116km in 2hrs 26mins. When Peter returned NB to the earth at about 1530 I got my grateful self into it for a further 3hrs 10mins as I traveled rather more slowly over a most enjoyable 101km, examining with a now more knowledgeable eye features like Poocher swamp, Mundulla, Clayton Farm Museum and the WWII Wolseley fuel dump. David Goldsmith

took a late launch at 1635 hrs in Ka6E VH-GEA, flew a lift street north with the cloud now thinning, turned and flew south past Mundulla before again turning and returning to the airfield. Good air rewarded him with a fast 92 km in 1hr and 14mins (75kph).

Other long soaring flights of an hour or more were flown by Philip Beale (Boomerang DU, 1hr 36mins), Ted Bowden (Boomerang DU, 1hr 30mins), Kevin Barnes (Boomerang DU, 1hr 29mins), Ian Patching (Boomerang TR, 2hrs 40mins), Nick Marshall (with instructor Emilis Prelgauskus in Kookaburra NZ, 1hr 8mins), John Ingram and Kevin Barnes, (K7 GNU, 1hr 6mins) and John Ingram and Ross Birch (K7 GNU, 1hr 11mins).



PHOTO LAURIE BALDWIN
The Kookaburra looking good

We had had a good flying day at last, temperature was a mild mid twenties on the ground, very comfortable after the unseasonable cold we had been enduring with air drawn from Antarctic waters during the southerly blast (it drove some to search the local op shops for suitable warm clothing!). Thermals went to 6,500', especially over the border in Victoria, though lift was generally weaker and harder to find over 6,000'. Over 40 launches were flown and everybody was very pleased to see good wood gracing the air again, including a busload of people who traveled out from Bordertown to see the spectacle.



Peter Raphael brought Ka6 GNB

The forecast on Friday did not promise as good a day. With the expected top again being in the mid twenties and a strong inversion to break, about 4,500' was the best height expected. In practice, it turned out a little better than forecast with around 5,500' being attained.

Many flights between 2 and 3 hours were recorded but the glider that spent the most time in the air was the Yellow Witch. JR Marshall repeated his form of the previous day with her, taking the 2nd launch after NZ and proving the day was working with a 1hr 56min. flight. Next in the cockpit was Bill Mudge, who enjoyed a further hour and 11mins. before Ged Terry took the Witch away for her last flight for the day of another 2hrs and 19mins.

Cross country distances were not up to those of the previous day and speeds were slower. The longest distance was recorded by Eric Sherwin in his Ka6E GV – 166km Nhill and return in 3hrs 27mins., again taking advantage of the slightly higher temperatures over the border in Victoria. Peter Raphael in the ESKa6 NB flew 110km in 2hrs 44mins, David Goldsmith covered 85km (2hr 28min) in the Ka6E EA and Leigh Bunting pushed the Grunau Baby 53km in 2hrs and 9mins.

Other flights of over the hour were flown by Philip Beale in Boomerang DU (2hrs 26mins), Ted Bowden in Boomerang DU (2hrs 12mins), Bob Hickman in Boomerang QY (2hrs 9mins), "Renna" Renahan in his Boomerang TL (1hr 57mins), Caleb White in the Standard Austria (2hrs 25mins), Ken Caldwell in the Cherokee II LU (1hr 23mins), and David Howse in the Boomerang long known affectionately as "Yellowbird", VH- GQO (1hr 47mins).

Saturday 14.1.12 was forecast to be a blue day with wind from the south increasing with an easterly component. Thermals were expected only to go to about 3,500' to 4,000', though there was a possibility that they could go to 5 or 6,000' by 4pm if the southerly did not cool temperatures too much.



PHOTO LAURIE BALDWIN

Grunau Baby II departing

Leigh noted it as a "hard day" further adding that "all blue days are hard yakka" and that he was not inclined to go far as "one hole ruins your day". I have to agree with Leigh on this point. Handicaps to make up for the difference in performance when scoring lower performance

aircraft are all very well, but can't make up for the inability to reach the next thermal! Never-the-less, despite Leigh's prudence, he and the little Grunau Baby put the day to very good use, logging 83.27km for the OLC over 3hrs 12mins.



PHOTO MARIJKE WAALKENS

Marijke and Dave G take the Kookaburra up

There were also a number of other flights of over 3 hrs duration. Peter Raphael was really finding his feet in the ESKa6 NB, using this not so easy day to fly his longest distance and duration for the rally, 164km in 3hrs 22mins., on only his 3rd flight in the glider.

I was very glad to see Peter up high climbing strongly when I was down in the weeds have a good look at paddocks west of Kaniva in Ka6E EA. Peter, and Caleb White in the Standard Austria, showed me some good lift when I sorely needed it. My optimistically nominated turnpoint was Nhill, but I chickened out one silo on the railway line short, at Diapur, as the wind strengthened to 17kts from the SSE and lift seemed even more shifty, broken and difficult to work. The trip home with the partial tailwind and some known good thermal sources was relatively easy, prompting me to fly another small triangle for a total of 170km in 4hrs 23mins. Caleb was up for 3hrs and 38 mins in the Standard Austria, and the Boomerangs QY (Bob Hickman) and DU (Philip Beale) were up for 3hrs 37mins and 3hrs 4mins respectively, flown by their owners.



PHOTO LAURIE BALDWIN

Ken Caldwell accelerates for takeoff in his Cherokee II

Other flights of more than an hour were flown by Kevin Barnes in Boomerang DU (1hr 59mins), Emilis Prelgauskus in Ka6E GV (1hr 36mins), Erik Sherwin in Ka6E GV (1hr 45mins), Ken Caldwell in the Cherokee II LU (1hr 5mins), JR Marshall in the Yellow Witch (1hr 15mins), "Renna" Renahan in Boomerang TL (1hr 22 mins) and David Howse in "Yellowbird" (Boomerang QO, 1hr 21mins).

Gliders were quickly derigged as they returned to earth and by Presentation Dinner time almost all were in their boxes and ready to travel. A few remained rigged to continue to fly on the following day (Sunday) – 3 days were clearly not enough for them – and it was worthwhile. Erik Sherwin added another 3hr 13mins to his hefty total in Ka6E GV for the rally, and the men from Millicent – "Renna" Renahan in his Boomerang TL and JR Marshall in the Yellow Witch – added another 1hr 52 and 2hrs 19 to their totals respectively.

It had been another good rally, despite the unprecedented blowing out of the first 5 days. The last three days provided great opportunity, as Ian Patching said at the wind-up presentation dinner, "to get out there and spread those wings". This was enthusiastically done by all. 120 launches were flown in three days with our hosts continuing their renowned reliability for safe, efficient launching.

We did not have as many gliders present as at previous rallies, but the numbers of people were about the same with about 45 being catered for each evening. We were very pleased to welcome our international visitors Francis & Francoise Humblet from Belgium, Marijke Waalkens from the Netherlands, and, of course, Ged Terry from Great Britain.



Famed glider historian Francis Humblet enjoyed a flight with Emilis

Our hosts are thanked also for the preparation they put into the site for the event. From the irrigated lawn at the launch point (better than any bowling green) and the camping areas to the careful manicuring of any errant bit of grass on the field, the "wow" factor was there when you drove in the gate. I'm looking forward to next year!



PHOTO MARIJKE WAALKENS
The Olympia climbs out

Gliders attending the 2012 rally were:

Standard Austria VH-GUN with Caleb White, Ian Patching and David Howse
Grunau Baby II VH-GDN with Leigh Bunting
K7 VH-GNU with John Ingram
Cherokee II VH-GLU with Ken Caldwell
ES-60 Boomerang VH-GTR owned by Theo Van Alkemade with Ian Patching
ES-60 Boomerang VH-GQY with Bob Hickman
ES-60Boomerang VH-GTL with Mike (Renna) Renahan
ES-60 Boomerang VH-GQO with David Howse
ES-60 Boomerang VH-GDU with owner Philip Beale and with Kevin Barnes and Ted Bowden
ES-52 Kookaburra Mk IV VH-GNZ with Gary Crowley
Ka6E VH-GGV with Erik Sherwin
Ka6E VH-GEA with Jenne and Dave Goldsmith
ESKa6 VH-GNB owned by Jenne and Dave and brought by Peter Raphael
Chilton Olympia "Yellow Witch" VH-GFW with JR Marshall, Merryn, Nick and Amy
also the Sapphire with Keith and Edna Nolan

Other members and friends to come included Marijke Waalkens from Holland, Francis and Ann-Francoise Humblet from Belgium, Ged Terry from United Kingdom, Doug Cole, Alan Patching, George and Helen Buzuleac, Colin, Lesley andf Laurino Collyer, Martin Simons, Merryn Crowley, Alan and Margaret DeLaine, Kim Van Wessem, Keith Willis, Peter Brookman, Brian Gerhardy, Markus Trnovski, Sylvia Sharman, Emilis Prelgauskas and Rachel Westcott, Ross and Ann Birch, Denuta and Rafael, Bill Fell, D Quinlan, Bill Mudge, Mike Williams, Martin Simons, Ian Bogaard, Geoff Hearn and John Ashford.

VINTAGE GLIDERS AUSTRALIA 35TH ANNUAL GENERAL MEETING BORDERTOWN

Thirty seven members and friends attended the Annual General Meeting held after weather briefing on Wednesday 11th January, 2012. The present officebearers were elected unopposed.

PRESIDENT'S REPORT

Alan Patching reported that VGA membership continues to grow, and we now have over 148 members, making us one of the largest group of glider pilots in Australia. Gliders were brought back into service from storage and more regattas and a seminar were held during the past year.

Regattas were held at Warkworth over Easter, hosted by the Hunter Valley Gliding Club, and at Bacchus Marsh for four days finishing with Melbourne Cup Day. The latter included the T31b from the Australian Gliding Museum.

VGA members were active transporting gliders, with Geoff Hearn making two trips to Queensland to retrieve the ES-49b Kangaroo and the ES-59 Arrow for the Gliding Museum. David and Rosie Howse went to Perth to collect the Standard Austria.

The annual Rally, Bordertown 2011, was well attended despite the wet weather beforehand, with over 50 pilots, 18 gliders and 6 visiting power aircraft bringing members. Gary Crowley's Kookaburra was available for the training of junior pilots, which was subsidised by the VGA. Once again the support and hospitality of the Bordertown Keith Gliding Club members could not have been better, making them perfect hosts.

The VGA was represented overseas with David and Jenne Goldsmith attending the Dutch National Rally. Martin Simons attended the VGC International Rally in Spitzerberg, Austria. John Ashford went to the OSTIV meeting in Germany, the Vintage Western Workshop in Tehachapi, where he gave a paper on the Auto Tug, and Soaring 100 at the Outer Banks, North Carolina, a celebration of the 100th Anniversary of the soaring flight made by Orville Wright which has become recognized as the first soaring flight. The Homebuilder's Group is active and Mal Bennett reported on progress with the Minimoa at a symposium at Bacchus Marsh in April. Ian Bogaard is continuing to rebuild the only Jaskolka in Australia and Ray Ash is making good progress building his Salamandra, a 1936 Polish design.

Alan thanked those volunteers who keep the group functioning especially Dave and Jenne Goldsmith for production of Vintage Times, and wished all members strong thermals and safe flying for the coming year.

TREASURER'S REPORT

Vintage Gliders Australia had a good year, membership increasing from 136 to 148 members.

The combined total of our two bank accounts 21st December, 2011 was \$10,766, up from \$10,081 in 2010. Income included memberships \$2300, donations \$52, T-shirt sales \$800, Raffle tickets \$472 and K4 flights \$40. Expenses included Vintage Times \$1290.50c, T-shirts \$789, flying subsidies \$600, raffle prizes \$125, internet domain name \$68, K4 Form 2 \$86 and trophy engraving \$103.

EDITOR'S REPORT

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 use in Vintage Gliding Corner in Gliding Australia.

Thanks to Peter Raphael for continuing to keep our website up to date, please send him copies of photos and other information to keep the website interesting.

Annual Presentation Dinner

The Bordertown Boys had produced some fine dinners during the week, seeing the weather prevented any flying for the first half, but Annual Dinner Night they excelled themselves with their delicious country-style roast beef, pork and chicken, and vegetables, followed up with an excellent home made fruit salad and ice cream. The meal below was merely a warm-up, as the guys practiced for the big night. Unfortunately we got no photos of the final feast, probably because everyone was too busy eating! It was indeed a great night among excellent company!



The inner man was well catered for!



The "Feathers" encouragement award was presented to John Ingram, who made his lovely K7 VH-GNU available for many hours of flying to visitors and members alike. Well done, John.



The Geoff Gifford Trophy for the longest flight between rallies was awarded to Dave Goldsmith and Graham Garlick for a flight of 336 km they completed in the Vanstan Modified shortwing Kookaburra VH-GFK on 30th December, 2011.



The Best Single-seater trophy was awarded to David Howse, Caleb White and Ian Patching for returning the magnificent Standard Austria to service.



The Renmark Trophy for the longest distance flight at the National Rally was awarded to Caleb White for 320 km in the Standard Austria on Thursday 12th January.

Vintage Times Raffle

The Raffle was drawn by Ann Birch before an enthusiastic and vocal crowd. Many prizes of varying values were offered and raffled.

The lucky prizewinners were:-

"Vintage Sailplanes 1908-1945", an original Kookaburra publication by Martin Simons: Cliff from Bordertown

"Advanced Soaring Made Easy" 2nd Edition

by Bernard Eckey: Markus Trnovsky

Glider Tiedown set: Wally Wolf

John Ingram's Wine: Ian Patching

Bordertown Club Wine: Lyle Whitfield

Keith Willis's Skylab sample: Ian Patching

Marijke's Umbrella: Mal Bennett

Marijke's Torch: Bob Hickman

Marijke's Frying pan: Margaret De Laine

Marijke's Camping Stool: Ross Birch

Strap Ratchet: Bordertown-Keith GC

JRIP Enterprises Flarm: JR Marshall

JRIP Enterprises Flarm: Alan De Laine

For those safety conscious pilots who missed out on the flarms, these can be purchased from JRIP Enterprise staff, or for \$1 from your nearest store!

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



Another head-on is averted by the JRIP Flarm!

Bordertown Vintage Glider Rally

by Margaret De Laine

Alan and I arrived on Monday, just in time for tea. "Time" was the magic word which cost money if it was used in conversation. The Bordertown gentlemen served a most pleasant tea and we met up with many other friends.

The weather was most unpleasant being cold with blustery winds and an overcast sky. It was a full moon but covered with cloud and very dark trying to walk around at night – I forgot to bring my torch.

I was woken early Tuesday morning, about 4 am, - was it thunder or snoring or someone knocking on the door? On with my slippers and dressing gown and out to explore. What a shock! I was wet to my knees and my slippers were full of COLD water. The sprinklers were on! On my return from the clubhouse I stopped on the road and watched and listened to work out the timing of the sprinkler. I could see the water and waited my turn and made it back to the caravan.

Alan went out and when he came back he stopped to investigate the noise. He had a cold shower he didn't enjoy, and stripped off his pyjamas - and his slippers were full. He finished the night in T-shirt and jocks!

Someone opened the zip on their tent just in time to let in a stream of water. Many other stories went around telling what happened to them the night the sprinklers came on!

The wind is still blowing and maybe we will be having a shorter stay than planned, but all have enjoyed the meeting and talking and renewing of friendships.



The Vintage Glider Club International Rally will be held at the Pociunai Airfield in Lithuania from 30th July to 9th August. For European Rallies and events go to the <http://www.vintagegliderclub.org> website. The 2013 International Rally is to be held at Lasham, UK

Bob in a Boomer at Bordertown.

By Bob Hickman



Thursday Jan 12: Flying at last with a winch check kindly provided by Emilis in Kookaburra GNZ. I hadn't winched since Bordertown VGA Rally 2011 but seemed to remember how. I loved the opportunity to fly the Short-wing and its glide angle further enhanced my admiration of Dave's Short-wing flight of well over 300 km.

After this I flew 3hr 12min in Boomerang VH-GQY, not straying any further than Wolseley and Mundulla. 3 laps and about 153 km and lots of just floating about, admiring beautiful wooden gliders in their element.

Friday Jan 13: 2:09 in GQY. I did some local soaring, landing early to spend some time with Laurie Baldwin – a friend who was visiting for the day. The highlight of the flight, indeed the whole Rally for me, was sharing a thermal in pretty close proximity with 4 other gliders and one eagle. The Eagle followed normal protocol and adopted the same turn direction as the rest of us. Up close he was a truly magnificent bird. I wish that I could have captured the scene in a picture but will have to be satisfied with the image in my head, which I suspect will stay with me for a long time. When 4 of us left the thermal to Leigh Bunting and the Eagle, Leigh apparently started to feel a little vulnerable in the open cockpit of his Grunau Baby and went to some effort to distance himself from the fine creature. I hope that it didn't take offence.

Saturday Jan 14: The day wasn't looking very strong but I decided that I might head down to Kaniva. I only had 3000' but I was hoping that if the thermals weren't going high they would, at least, be closely spaced. Well, the theory was sound. In practice, by the time I got to around the Victorian border things were not looking good so, being a chicken and not wanting to outland on our last flying day, I limped back to the comfort of Bordertown. Thereafter, I stayed local, eventually achieving 5300' later in the day. On landing after 3hr 37min, I was quickly surrounded by a small group of helpers and, with their assistance, soon had the Boomerang back in its trailer.

For me, it was another great Rally, even if we did have to wait for a few days before the winds would permit flying.

The K7 Perspective

By John Ingram



'We' arrived on the Friday (6th Jan), expecting to rig in the afternoon, or early Saturday morning; but the Weather Gods had other ideas. Bordertown was wet and windy: even one night I heard an approaching rain storm; it stopped as fast as it started; groggy, "That's odd?" It came again: the sprinklers came on. There was a pattern, more than one sprinkler; I let one pass; stuck my head out the tent, just in time to get the full blast from another sprinkle; cursing that one, then another crept up: OK fellas, I got a soaking!

K7 flying: Flying started Thursday (12th);

Kev Barnes and myself flew a pleasant 54 minutes; what can one say? The wings didn't fall off.

Erik needed a check flight and wanted it in the K7; Kevin took him for 39 minutes: then he could fly his GGV.

JR took Rena for a K7 special; their flight lasted 28 minutes with both beaming faces: Mr Renahan is buying a K7.

Sometimes you only connect with nothing, or sink: Ross and I had a 7 minute flight. AH! but the next was ten times as long: even with airbrakes full out, doing 55 knots, and still going up, at 8 knots?

Friday the 13th: Danuta wanted a K7 so Kevin took her for a flight around the airfield: she was 'not too happy' and needed Terra Firma; 14 minutes. I understand Danuta is learning to fly at Tocumwal.

Bill Mudge and I only had a short flight, of 5 minutes: yes, frustrating.

Sylvia crawled into the K7: last flight we had; a couple of years ago, was short, but this time we made 36 minutes.

I grabbed Alan DeLaine, told him to put down his tools, and dragged him (willingly) into the K7: but we only had 7 minutes.

Marijke only scored 6 minutes; by then I was getting frustrated; "Can't find lift".

Saturday the 14th I had Keith Nolan in the front seat; ever had two 'deaf' people talking at cross purposes? But we survived. The bugger can still fly. It was good fun; entertaining for a fly on the wall; we scored up 51 minutes. Why fly around in circles, when you can point the aircraft

in the correct direction, and just sit there, going up!

My next passenger was Alan Patching: the first launch was lousy; with airspeed starting at 55+ knots, then falling: we got 900 feet on launch, and a 4 minute flight. We made up with a 51 minute flight; good launch to 1400 feet AGL, and lift at the end of it.

I had sufficient flying for the day; well, I was working hard, at times; so Ian P took Kim van Wessem for a 16 minute flight. I presume the aircraft came back, as I bumped into Kim, on the ground; but the K7 was not to be seen. JR took D Quinlan for a 27 minute flight.

That sums up the K7 flights for the Vintage Gliders for 2012: 6 hours 56 minutes in total; not bad for three days, and not straying further than glide distance: out to the edge of Bordertown; half way to Mundulla; just over the golf course; down to the big shed west of the airfield; and probably no more than two or so paddocks north.

My car developed a 'noise'; I wasn't game to tow my trailer home, especially through the Adelaide hills; thanks Ted for seeing me, and the glider to Stonefield (K7 home field); I would not like to leave a glider and trailer on the side of the road.

While driving home, going over the Bordertown trip, I realised I did something unique: a first: I didn't swear once when rigging, or de-rigging! That's what happens when you get a competent crew - many thanks fellas!

For Sale

Woodstock VH-IKL	Aka "WoodyRoo"
Current Form 2	TTIS 15 hrs
Tasman Vario	Tost aerotow release
Ground handling gear	Covers Trailer
Always hangared	First flight Sept 2001
\$5500 negotiable	Contact: James Garay 03 9367 3694

Peter Raphael comments:- an opportunity of a lifetime now exists for you to obtain a limited edition homebuilt sailplane at a very reasonable price.

This low hours glider would suit any pilot who is wanting to challenge his skills and seeking to avoid those long boring glides between thermals.



As an environmentally friendly glider, it will ensure that you will not outland very far from the field thus reducing those costly long distance retrieves. This is a perfect 2nd machine to have tucked away in the back of the hangar when one of those pesky manufacturer's AD's, or gelcoat cracks, come along to spoil your summer. Buy a Woodstock and experience what it is like to sit on the top of the thermal and look down on the heavyweights struggling to reach you!

336 km in a Kookaburra

by Dave Goldsmith



Women in Gliding week had started at Benalla on Boxing Day 2011, and the fifteen ladies present were having a ball. Blue skies each morning were blessed with cu as the day warmed, and good flights were being turned in. By the 29th December Graham Garlick and I were feeling a bit left out, especially as the forecast for 30th was looking very promising. Plans were made to “go for it” in the Shortwing Vanstan Modified Kookaburra.



A 300 km triangle was tasked, Benalla, Oil Tree Lagoon, Murchison, Benalla, and Graham readied the glider as I helped my bride Jenne get on course in her Ka6E. By the time I got to the Kookaburra with my essentials, I could see that this was going to be a lot of fun. Graham had loaded up with everything we had been used to in our past (airline pilot) lives, including Thai Airlines moist towelettes, iced coffee, munchies and a newspaper – oh, and various aviation paraphernalia like a logger in front wired to a battery in back, a VHF hand-held radio, also the maps, cameras, tie-downs, water and clothing. We compromised and left the kitchen sink behind. Lucky we did have a copious baggage compartment, which still needed repacking to fit it all in!

As most of the ladies had set course, and cu had not yet formed, we had few thermal markers for our start, but still managed to make good progress to the north end of the Warby Range, staying as high as we could (as you do in a Kookaburra). We were disappointed to find lots of gliders working very scrappy thermals here, some quite low down. Having made the obvious decision to remain high, we struggled for every

inch and, with trepidation, headed out under the blue towards Corowa and the cu's in NSW. Well, it was a struggle every inch of the way, many paddocks eyed as we milked each thermal for a few hundred feet. Finally we crossed the Murray and reached the closest cu - “whacko!”, straight up to 7,000 feet!

Now we could start to relax and enjoy the flight. After cleaning the sweat from our hands with the towelettes, catering was enjoyed while we took turns to fly. A good run under growing cu was had to Oil Tree Lagoon, where tourist photo's were taken for Max, who wanted to include them in his Benalla turning point file.



Approaching Oil Tree Lagoon

Heading south-west for Murchison, a number of routes under cloudstreets were considered, however our lack of what is currently accepted as a reasonable glide angle, not to mention penetration, saw us just going for the closest cloud anywhere near on track. The long second leg shows something of a zig-zag route, none-the-less we did manage to stay quite close to the planned track. Good conditions saw us push the speed right up there. The logger has us reaching 58 knots almost 20% of the time! However 67% of the time was straight flight, rare for a Kooka and attesting to the good conditions of the day. With an average groundspeed of 65 kph for the first two legs, we were smoking!



Southbound over the Murray at Lake Mulwala

A command decision had to be made. Over a nice cup of iced coffee, leaving the safety of scattered cu to cross a blue hole was weighed up against abandoning our second turn point. A common conundrum for the glider pilot, but more so with our modest glide angle. At Shepparton we agreed to let the good times roll, and made the decision to reverse direction for Peechelba to make up the lost distance and avoid Murchison's blue. As shadows lengthened, it was a good decision, as our ground speed remained up there and the 300 km looked possible.

Approaching Peechelba a large afternoon cloud street beckoned towards the south-east, and a huge semi-circle centred on Benalla was begun. There was half a chance we could remain within final glide, so we followed the street around, climbing almost to 9,000 feet and finally finishing up south of Benalla for an easy run home.



Breathing easy – we make it back to Benalla!

Kookaburras have done 300k before, but Graham and I were delighted to share a rare experience and have such a good time doing it. Optimised distance was 336.16 km flown in 5 hours 26 minutes, nice for a July 1955 built wooden two-seater with an 11.7 metre wing.

Graham, 500k is just a little further, can we fit a bit extra in the larder?

FOOTNOTE:-

Grahame flew the Kookaburra on Saturday 11th Feb with Alby James, nearly 3 hours almost to Yarrawonga and return in variable thermals. His comment? "We don't do shorthaul flights any more!"

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

IVSM 2012

Burt Compton of Marfa Gliders provided this announcement. For more details, please contact Burt at MarfaGliders@aol.com.

The International Vintage Sailplane Meet (IVSM) will take place on historic Harris Hill near Elmira, NY, June 30 – July 7, 2012. Now is the time to start planning your trip details to attend the IVSM.

To give glider rides, I plan to drive my ASK-13 (in trailer) 2,200 miles (3500 km) one-way from Marfa, Texas—so no excuses about how far it may be for you to get there! I hope to arrive by June 29th. I will be staying at the Hilton Garden Inn in the village of Horseheads, in the Chemung river valley below Harris Hill, near the Elmira-Corning (KELM) airport. I recommend that you make your hotel reservations NOW. Note their cancellation policy if at the last minute you cannot attend. Auto races at Watkins Glen and the usual Finger Lakes region tourists will fill the hotel rooms quickly!

From Athol Holtham



Athol sent this pic taken in the early 1980s of his Vasama and a radio control model made by Cliff McIvor of Hawthorn Hobbies. Athol is busy doing many Form 2's and flies his Cobra VH-GHW. The Vasama's current owners have it stored in good condition at Bridgewater, Victoria, but it has not flown for many years.

MARTIN SIMONS BOOKS

"Sailplanes 1920-1945"

"Sailplanes 1945-1965"

"Sailplanes 1965-2000"

AND "Advanced Soaring Made Easy", by Bernard Eckey, are available from:-

Future Aviation Pty Ltd.,

10 Antigua Grove, 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!

Going to Rallies

By Emilis Prelgauskas

There is an assumption that to take part in gliding gatherings, a necessary precursor for the intending participant is to secure a sailplane, dismantle, transport, assemble, and husband this all through the meet until then finally returned in turn to point of origin. Formal gatherings such as contests, workshops and seminars also call for insurances, ratings, signoffs and bringing along particular equipment. For glider pilots this can become impractical at each of these steps above through - limited personal time, family obligations, work commitments, access to suitable car, crew, paperwork and so on. The result is that some enthusiasts thereby miss many of these range of events entirely.

The less formal structure of rallies, regattas, meets where the gathering is under the auspices of the resident club and attendees share common interest means many of the presumed preconditions above don't rule. Vintage meet attendees share an enthusiasm for flight. These extend laterally into models, home built sailplanes, vintage power flight, and adjacent flight forms (powered parachute, ultralight, etc.)

The emphasis therefore in rallies is on community and conviviality, with flight as the common ground. This encourages glider pilots to participate as suits - a day visit by air, a camping trip of several days, rally long attendance. People without a sailplane find at a rally occasional seats available in 2 seaters, and where appropriately qualified, in invitation to fly particular single seaters. Unflyable weather then is not the end of the point of getting together.

This difference between rallies to the experience in events for dedicated tasks for pilot/sailplane entries has several positive outcomes. For glider pilots, the sport, and wider community.

For the sport, rallies bypass the isolation within the sport where only those with suitable sailplanes attend the gathering. This makes gliding gatherings accessible to a greater percentage of glider pilots. Getting together beyond insular club flying is how the sport spreads its messages and secures feedback from pilots and clubs.

Rallies are also public friendly. There are sailplanes and pilots around all day. Rather than just seeing busy focused people begin the day fettling, to then go out of sight leaving an empty drome.

Rally participants are always happy to show people around the craft and talk about the sport. In recent years GFA has awarded the Muller Award for just such interaction with the public which doesn't occur through other gliding gatherings.

In an era where in the white noise of constant media bombardment small sports become invisible, these points of access are increasingly important for gliding to remain publicly visible and seen to be relevant.

Monarto Sailplaners Museum

By Emilis Prelgauskas

During the 2012 VGA Rally at Bordertown, 5 car loads of the event participants spent a day in travelling the 220km westward to Monarto to visit the gliding museum there.

The museum is at the front of Emilis Prelgauskas' property. It captures gliding history from the region of Adelaide and northward, Riverland and Murraylands eastward. It draws on the oral history work of Beverley Matthews, on-going since the Lochiel vintage rally in 1988. In the sheds at Monarto are displayed a Miller Tern locally built from plans, a H111 Hippie owned by long term Adelaide glider pilot Geoff Lloyd, a Grunau II originally owned by Adelaide SC, a damaged ES52 IV from Cleve Gandy, a 1924 body shift glider built at Loxton, and pieces from a 1929 primary from Saddleworth, an ES Ka6 from Stonefield, several ULF-1 from Pt. Augusta and Inman Valley, Adelaide aircraft designer Ted Pascoe types EP-1, EP-2, EP-3, Schneider ES 54 Gnome and parts of other gliders. This is usually the extent of the public access part of the property.

On this day the visitors were also taken beyond this to the private rear part of the property with its 1.3km strip, library, workshop and hangars with part refurbished ES57, and airworthy ES52 Mk1, L13, IS32 and ES60b.

The property is positioned between 2 Conservation Parks and private revegetation properties which forms a wildlife protection area which has kangaroos, echidna, the endangered malleefowl and many bird species from Scub Robin through to the endangered Red Lored Whistler. As a result this is not a normal publicly visible museum, and is therefore only visited by arrangement. It has fraternal links with the AGM at Bacchus Marsh.

The development on the Monarto land follows the normal Australian gliding practice of getting as much resource out of as little available money as possible. In this case using minimum structures such as curved frames from plastic covered greenhouses to make steel sheet covered structures. I think the overseas members of the visiting group found this challenging compared to their home normal experience. Locals are more used to the realities that it is either this step by step evolution or no capture of the sport's heritage at all



HOMEBUILT SAILPLANE CORNER

Marske Pioneer 3 Flies

by Peter Champness



The long awaited Pioneer 3, the latest in a line of Flying Wing Gliders designed by Jim Marske, has had a successful test flight. The event was reported in the November 2011 issue of Sailplane Builder, the newsletter of the Experimental Sailplane Association.

The Pioneer 3 follows the successful Pioneer 2 design, which was offered as either plans or a kit. According to Wikipedia 15 Pioneer 2 gliders have been built. A Pioneer 2 was built in Australia by John Lynch at Tocumwal, and still exists, but I have not heard of it flying for many years.

The Pioneer 3 has a 15m wingspan and a very elegant fuselage with a large swept back fin. The fuselage looks quite similar to the Genesis glider, which is not surprising since Jim Marske helped design the Genesis, along with John Roncz. The elevator at the top of the fin of the Genesis has gone, replaced by elevators attached at the rear edge of the inboard portion of each wing.

Performance figures are speculative, since they have been given on the Marske website for some years now but performance testing on the prototype has not yet been performed. For the record the following are given:

L/D 42:1

min sink 100 ft per min

Vne 150 mph

Vb 130 mph

Vs (stall) 38 mph

Empty weight of 345 lbs

A 15 meter all glass construction wing with an aspect ratio of 16.8.

If these performance figures are achieved the Pioneer 3 will be an exceptional glider.

The construction of the Pioneer prototype has progressed gradually over a period of at least 13 years. The fuselage mould was prepared in Oct 1998. Photographs of the build can be found at Matt Redsell's website; <http://continuo.com> Kollman Composites are already offering to supply the Pioneer 3 either as a kit or a finished aircraft (less instruments).

<http://www.kollmanwings.com/>

Pioneers 3 ready to fly\$39,500

ready to fly prices do not include instruments. You supply or buy them we install no charge.

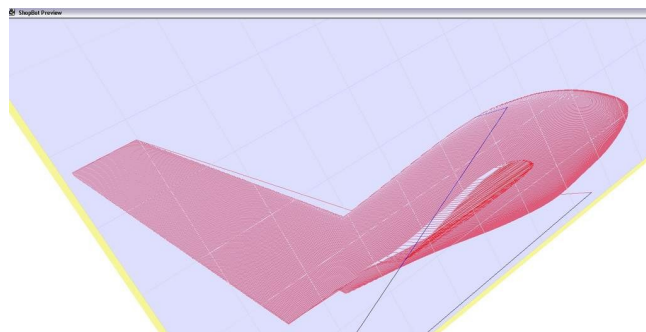
Pioneer 3 Kit\$29,500

Comes with complete unpainted fuselage and canopy. Complete unpainted D-tubes and materials needed to build wings. Does not include epoxy (3/4 gallon needed) and covering materials.

Pioneer 3 options

Retractable wheel and skid add \$3,000

Watertanks for 150 lbs water add \$1,200



Jim Marske reported some results of the initial flights in a letter to Sailplane Builder. He says that the Pioneer 3 is the highest performance glider he has flown. Performance flight tests have not yet been made and the winter has now set in so there will be no more flights until March next year. He says the P3 has a low sink rate and can cover a lot of ground.

Apparently a problem on aerotow is slack developing in the tow line in thermic conditions. They fly high tow in America, and I don't think Jim would want to transition to low to until he has a lot more flight time anyway. This is given as an indication of a very low drag aircraft. The problem was solved by deploying part airbrake during the initial tows.

Roll rate is reported to be very good. Aileron anti-servo trim tabs are built into the outer end of each aileron which deflect upward on the upward going aileron. These tabs seem to reduce or eliminate the adverse yaw.

Pitch stability is reported to be very good. Yaw stability is said to be adequate, but feels weak when compared with a conventional tailed glider. A sliding weight trim is used. An 8 lb lead weight travels in a tube which runs the length of the fuselage and is cranked forward for higher speed flight and aft for slow speed.

Schempp-Hirth type airbrakes have been used for the first time on a Marske design. He says they work very well with no pitch change. He has not used them before because of the extra complexity compared with spoilers but says that they work marvellously and he should have tried them years ago.

Compared to the ill fated SB13 flying wing glider, this one looks like a winner. Despite the theoretical advantages of a swept back flying wing the plank or slightly swept forward designs seem to produce stable designs which work well enough in practice. We shall take a close interest in future reports of this glider and see if the performance predictions are achieved. Anyone ready to purchase a kit or a nearly completed glider?

Building the Salamandra

By Ray Ash

The Salamandra was designed in Poland in 1936 by Wacław Czerwinski, one of Poland's leading designers, as an early solo machine capable of Silver "C" performance. With a gliding angle of about 16 to 1 it was comparable to the Grunau Baby but with a lighter wing loading.

My decision to build it was for a couple of reasons, firstly I had accumulated over the years a moderate amount of plywood, aircraft grade timber, instruments, sheet metal etc. which I was keen to use up and secondly, I had been confined to the home somewhat as my wife's health had deteriorated to the extent that she needed my full time care. Building the Salamandra allowed me to use up my supply of material while staying close to my wife to fulfill her needs.

Why the Salamandra? Firstly it appeared to be a simple design and consequently simple to build (How wrong did

this turn out to be) and secondly I had always felt that there was a place for the low wing loaded glider for local soaring.



I had corresponded irregularly with Chris Wills over the years and asked him if he knew if plans were available, and while he had no knowledge himself he referred me to Zbigniew Jesierski a Polish member of the Vintage Glider Club.

I duly wrote to him, but after several months of no reply, I had given up hope of receiving an answer, but nearly a year later a package arrived with a compact disk enclosed and a note of apology for the delay. It appears that it had taken this long to transpose the plans on to the CD. I am only moderately competent at using a computer and the CD called for knowledge of the Auto Cad system to access the drawings, so I had hit a brick wall.

Luckily my grand daughter's husband, a naval electronics engineer came to the rescue and found a system on the internet that I could use. For an apparently simple design the number of drawings totaled 820 and there were quite a lot of details missing, so I would estimate a complete set would number close to 1000. There was a full sized drawing for every piece of wood and gusset in the construction no matter how small and to make matters more interesting all the instructions were in the Polish language of course, of which I had no knowledge.

The basic construction of all wooden gliders is very similar so common sense prevailed and I experienced few problems in their interpretation.

To date construction is well advanced with the fuselage and tail surfaces complete except for minor details that can't be finished until the wings are attached, the port wing is finished and the starboard wing approximately 50% complete.



While the materials I had went a long way towards its construction I was a bit concerned at obtaining first class timber for the main spars. I was using Douglas Fir as the prime material and about the time that I had the need to construct the spars, I came across an advertisement for aircraft quality Douglas Fir in the Aviation Trader magazine. Enquiries of this source resulted in some beautiful fine grained timber finished to accurate dimensions which made the construction of the spars much simpler than I had anticipated.

I was influenced in the choice of adhesives by my Ultralight friends who had used the American T88 epoxy in building their aircraft. I had previously used Epiglu in building my J3 Kitten Ultralight over 20 years ago but decided to switch to the T88 for the Salamandra. It has a wide temperature range and the ratio of epoxy to catalyst is a simple 1:1 and has proved an excellent choice.



As well as building the Salamandra I have just finished covering the wings of our K7 and the wings of my K8, unfortunately having to do it entirely on my own as no one else was interested in helping. (Try turning a K7 wing over on your own). I am also in the process of restoring a Kingfisher which hopefully will fly again some day. This has only been possible since my dear wife passed away earlier this year. At 84 years of age, I hope I can keep this up long enough to finish the Salamandra.

Old Mates Week at Benalla



12th to 16th March, 2012

Glider flying and socialising, Annual Dinner, Mystery Bus Tour, and plenty of FUN! Dinner bookings essential!

Contact Jim Barton on 03 9309 4412



Photo Jarek Mosiejewski

Peter in his Foka at Horsham

Congratulations to Peter Champness, flying Foka 5 VH-GZD, who came 5th out of fourteen gliders in Club Class in the only wooden glider attending the Horsham Week competitions held from 4th to 11th February!

Peter reports:-

"There is still a bit of life left in our old gliders, even at competition level, due to the handicap system. I had a very enjoyable week. The Foka attracted quite a bit of attention. I scored 2nd in class on one day, when everything seemed to work in the air. My only outlanding in the six days I flew was the last day, when I landed 650m short in the paddock next to the airfield. It still counts as a normal scoring flight, because I was within the 2km finish circle." **WELL DONE!**

It has been a mixed season so far, with some excellent soaring conditions and some not so good. Most of us are probably getting better at weather interpretation and assessing soaring forecasts – here's looking forward to some good weather in the days to come!

Take care,

Dave and Jenne G