

Vintage Times

Newsletter of Vintage Gliders Australia

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Articles for Vintage Times are welcomed



HUNTER VALLEY VINTAGE AND 13.5 METRE RALLY

A good turnout of gliders ensured a successful Rally, with gliders coming from Queensland, New South Wales and Victoria. Kevin Rodda brought his Schweitzer 1-35 from Caboolture, while Central Coast members brought the Scheibe SF-27 self launcher, the Schleicher K7 and the PW-5, and from Victoria came a Woodstock and a Schleicher Ka6E. Good weather encouraged many cross-country flights, with the daily On-Line-Contest score earning many pilots a timely prize in recognition of their achievement. *Story and pictures page 4*



PHOTO Ian Cohn

Some of the team from Old Mates Week checked out Mt Beauty

Old Mates Week 2012

by David Goldsmith

The Gliding Club of Victoria hosted their annual get-together, Old Mates Week, at Benalla from Monday 12th to Friday 16th March. This event welcomes all comers, and caters for those unable to visit a gliding site on a regular basis, so they can enjoy some glider flights and good fellowship. An open invitation ensures that pilots, ex-pilots, and gliding friends, young and old, from all clubs are welcome in a relaxed atmosphere, with launching available for private gliders. Dual flights are available in the club's aircraft, and once again this year the Vintage Gliders Australia Schleicher K4 and the local syndicate Kookaburra were available for those bent on a little nostalgia. John King's Yellow Slingsby Dart and the Goldsmith family Ka6E added to the vintage line-up.



Vintage Gliders Australia K4

A good roll-up continues to show the popularity of the concept. Soaring with heights approaching 7,000 feet was on for the first three days, with local pilots exceeding 400 km on Monday. Cumulus clouds provided good lift indicators, and the two-seaters were kept busy.



For anyone wanting a little practice on the ground, the fabulous Benalla gliding simulator, sporting it's new three projectors for 180 degrees of visuals, filled the bill. With good feedback through the controls and such good dynamic scenery responding to every movement, the realism allows a pilot useful learning, practice and consolidation of all sequences of pilot training. Benalla has now been added to the data base of airfields selectable. Full marks to Graham Garlick and his many helpers.



Graham shows how it's done, turning base leg in the GCV simulator



Max Carpenter and GCV President Rob Dorling

The Annual Dinner was well supported, and the food delicious. We celebrated Max Carpenter's achievement of 30,000 flying hours, a rare feat among modern professional pilots. Max was a Trans Australian Airlines Check Captain and flew many airliners up to the Airbus A300-B4 before retiring and becoming a club instructor and tow pilot. Gliding Club of Victoria President Rob Dorning made the presentation.



Ian Cohn extolls the virtues of mountain soaring

Thursday's weather was forecast as not so good for soaring - luckily this year a larger bus was laid on for the "magical mystery tour". The route was via Millawa for morning tea and then to Mt Beauty Gliding Club. Ian Cohn gave us a guided tour of the club's facilities and Mark Bland showed us his excellent hangar under construction, with an upstairs caretaker's residence.



Very well named, Mt Beauty is a great place to enjoy mountain soaring and the recently announced runway lengthening will make it even better. After a pleasant lunch in town we watched gliding videos on the way home. All round quite a satisfying day.



PHOTO Sylvia Sharman

John King had a nice flight in his Dart.

Friday the rain came, so the gliders were de-rigged inside the hangars and the band of glider pilots remaining made their soggy way home. Thanks are due to the Gliding Club of Victoria team led by Jim Barton for hosting the event, the catering team, the tow-pilots and instructors, Graham Garlick and Alby for running the simulator and all those who assisted in the many tasks necessary to make the event so enjoyable.



For the first 3 days the cumulus were working well!

Hunter Valley Easter Vintage & 13.5m Rally

By Jenne Goldsmith

The Cu looked very inviting as we were arriving mid afternoon on Thursday the 5th of April, Ka6E in tow, at the home of the Hunter Valley Gliding Club. The meet was not scheduled to officially begin till the following day but we saw that a good day was not being wasted, the Moffat/McCorquodale/van Spronssen Ka7 GPG and Peter Rundle Scheibe SF27M from the Central Coast were already in the air.



Warkworth Airfield at left from 3,000 ft in the Woodstock
Photo Morgan Sandercock

It was a good portent for the rest of the meet, with fine, sometimes testing, soaring a feature every day, as was good fellowship and great food. Distance flights of up to 150km were made in the wooden birds. Flights logged on the OLC by evening were considered for Easter appropriate daily prizes of Easter eggs at the following morning's briefing.



One day's muster with the Sparrowhawk and Woodstock

Good Friday's goog for the best flight in a vintage glider went to David Goldsmith for a flight of 121km in the Ka6E. The day was well used by

the locals in their plastic fantastic with Dave Pickles traveling 223 km to Widden Valley and back, though he commented that it got soft rather early. Arie van Spronssen discovered this, landing out at Jerry's Plains in his DG. Others, who had not flown at the Hunter Valley field before, or who needed a refresher on aerotow, busied themselves with check flights in the Puchacz and rigging their gliders.



Rachael Bryce and Rob Moffatt in the K7

Saturday proved a very interesting day with the forecast at morning briefing of a short window of opportunity as a trough passed through proving very accurate. Launching commenced into the west as convection began and cu developed under the cirrus. Lift was found up to 6,300' but overdevelopment brought rain over the ranges which came towards the field as the wind turned suddenly into a gusty south south easterly. Along the edge of the change quite long distances could be flown over the valley with little loss of height, allowing some exhilarating flying. Longest OLC flight in a wooden glider was 83km in the Ka6E, this time with Jenne Goldsmith flying.



Kevin in his Schweizer 1-35

Grit and determination was required to keep the birds in the air on Easter Sunday, and those flying showed plenty, with conditions starting weak and getting even softer early. Mid-afternoon there were 5 gliders in one thermal over the launch point, all below 2,400' AGL. They made a wonderfully polychromatic sight with the

brilliant burnt orange of Kevin Rodda's all metal Schweizer 1-35 standing out vividly with the other colourfully painted wooden aircraft, a much more interesting scene than if they were all refrigerator white. However, even the most dogged persistence was not enough in the weak conditions and eventually three of the aircraft fell out the bottom and joined almost line astern onto downwind leg. Peter Raphael in his little Woodstock and David Goldsmith in the Ka6E battled it out for a little longer before having to call it a day. Peter logged 23km to earn the Easter egg for the best flight in a vintage aircraft for the day.



Peter Rundle in his Scheibe SF-27M

The presentation dinner was held on Sunday evening as some had to depart the following day. The gliders were tucked away early into the main hangar, all of the visiting wooden gliders finding a dry home in its cavernous interior. This eased their custodian's minds greatly as rain was not far away. And rain it did. Mark Rowe did a sterling job of barbequeing his special marinated chicken for 40+ people under the shelter of an umbrella! As the rain eased we enjoyed a wonderful dinner on a warm evening under awnings outdoor.

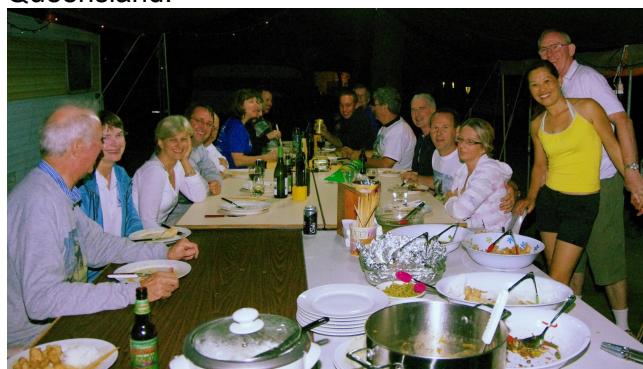


Morgan presents Peter with his certificate

Presentations were made of Easter bunnies that threatened chocolate overdoses to the recipients. First up was the Concours category – Peter Raphael's immaculate Woodstock VH-HNW was judged the Best Vintage Glider with

Kevin Rodda's very sophisticated and unique (in Australia) Schweizer 1-35 a close runner-up. The 13.5m Sparrowhawk owned by Morgan Sandercock earned the Plastic Fantastic prize.

Flying category bunnies went to David Pickles for the highest scoring OLC flight, David Goldsmith for Best flight in a Vintage Glider and Peter Raphael for the Best Flight in a 13.5m glider. Peter & Helen Raphael had no shortage of chocolate to keep energy levels up on their long trip home as they added another bunny to their collection by collecting the prize for the longest distance traveled to the rally, narrowly pipping Kevin Rodda's great effort in coming from Queensland.



Ah-Li Webster (at right, with husband Max) earned a Best Chef bunny and the great appreciation of us all for the delicious food she cooked to feed the multitude night after night, not to mention her yummy breakfast bacon and egg rolls!



David Pickles and Arie Van Spronsen

Further prizes went to Ian Bogaard (best chef's hat) and Ryan Lawler (least difference in age between glider and pilot – 2 years). The judges protested that no award could be made for the best bribe to adjudicators.

Flying continued on Monday with Rob Moffat and John McCorquodale earning the Vintage goog with an 89km exploration of the upper Hunter in 2hrs 30mins in the Ka7 VH-GPG. It was a great flight with which for Rob to make his first ever entry on the OLC.



Kevin Rodda prepares the Schweizer 1-35

On Tuesday the 10th of April, a day that had tug pilot Mick Webster eating his heart out for want of another tuggie to allow him a launch in his own glider, Rob Moffat and Arie van Spronsen flew 121km in their syndicate Ka7 GPG. They gave the flight away early, landing at about 2.30pm in order to derig and return to the Central Coast. Never-the-less, the flight moved Rob up about 160 places in the International Vintage OLC, and placed him 6th in the Australian Vintage OLC. As positions are based on the cumulative points of your best 6 flights entered, Rob's position will improve greatly as he adds more flights to the two he has entered so far.



Peter Raphael in his Woodstock

On the same day 275km was flown in 2 consecutive flights in the Ka6E GEA, demonstrating that a 300 would certainly have been possible. David Goldsmith just HAD to come back after a pretty quick 125km run up and down the ranges to the south of the field (I'm sure that all that Easter chocolate was completely innocent!), allowing Jenne G. the pleasure of cruising streets of beautiful black bottomed cu for another 150km till the sun was almost down. The many grazing kangaroos that invade the strip in the evening were a hazard that had to be hunted off to allow a safe landing. So ended a fantastic rally.

The Club will host the event again next year and by then their new clubhouse with separate new ablutions block will be finished. We had a sneak preview of the unfinished structure which is up to the plastering and kitchen fitting stage – positively palatial!



See you next Easter for the 2013 Hunter Valley Gliding Club Vintage and 13.5m rally!



Wood and Fabric Courses

The Australian Gliding Museum Inc. is going to run two courses at Bacchus Marsh in September 2012.

Wood Inspection and Minor Repair Course

Monday September 10, to Friday September 14, 2012

Contact Alan Patching, 22 Eyre Street, Balwyn, 3103,

Ph (03) 9817 5362 calbpatc@netspace.net.au

Fabric Course

Monday and Tuesday, September 17 and 18, 2012.

Contact Jim Barton Ph (03) 9309 4412

Preference will be given to GFA Inspectors requiring a wood endorsement, second to GFA personnel, and then other aviation enthusiasts. Attendance will be limited to a maximum of 10 persons for the wood course and 6 for the fabric course.

Accommodation will be available in the gliding clubhouse, however costs for the courses, meals, and accommodation are still being finalized.

Early Two seater Glider

By Ray Ash

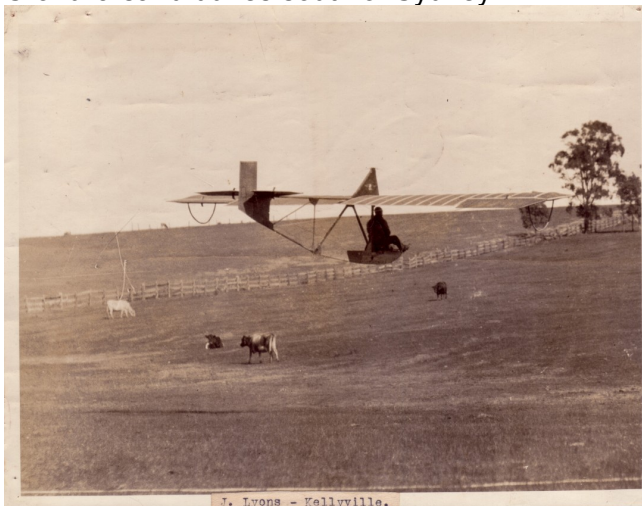
Most people reading this would know that the Gliding Club of Victoria imported a Grunau Baby into Australia in 1939 from Germany, but few would be aware that this was not the first importation of a glider into Australia. In fact a two seater was imported here from Alexander Schleicher in 1931.

Many years ago I was given a large photo album, plus a folder of newspaper clippings and assorted other items relating to what was probably one of the first organized gliding clubs in Australia and certainly in the Sydney area.

It was known as the NSW Gliding Club and the main force behind it was a man named Jack Lyons. Lyons was a Sydney business man with many interests, his firm the Lyons Trading Company dealt mostly in paints and oils but he held directorships in several other companies.

He obtained his pilot's license in 1929, his license No being 354.

With his two brothers Edgar and Charles they built a primary glider apparently on the company's premises, to the design of and under the supervision of Alf Pelton., which was given the name Bronzewing because of its colour. The cost of construction was 250 pounds. Alf Pelton (real name Alfred Polshinger) was an Austrian immigrant who obviously had some gliding experience in Europe before coming to Australia as he set about building primary gliders similar to the Zogling and began a gliding school on the Cronulla sand dunes south of Sydney.



Bronzewing made its first flight at Box Hill, an outer Sydney suburb, on the 13th February 1930 under Pelton's supervision with Jack Lyons the test pilot. The first flight covered a distance of between 6 and 700 yards.

Immediately after this Lyons formed a gliding club, naming it the NSW Gliding Club and registers it as a Limited Company. At the same time he registers another company called Aircraft and Gliders Limited. According to the articles of

association the second company was to be the owners of the aircraft and the gliding club to be the hirers



The club progressed well under Lyons direction until by March 1931 they had two primaries in operation and the original Bronzewing had made over 2400 flights and by January 1932 over 4000. Launching was mostly by car towing although they frequently used bungee cord.

Membership was 10 shillings per annum, tuition fees were 6 shillings and 3 pence per three hour session and glider hire was 1 shilling per hour for certificated members. There were a number of women trainees.

In a letter dated 21st April 1931 addressed to the British Gliding Association Lyons states in part -----"but it was eventually decided, although entailing considerable outlay due to exchange, to import a sailplane from Germany. From the limited information obtainable, and desiring a sturdy type of glider, a Luftkurort Poppenhausen double seater manufactured by Alexander Schleicher of Kassel Germany was ordered "

In a small brochure advertising the club it states ----"The generosity of Taubmans Ltd has made possible the purchase of the latest dual control sailplane. As a mark of appreciation the club intends naming the aircraft " Silvafras" after that company's well known product. In conditioning this machine products manufactured by Taubmans Ltd will be used exclusively " It is believed the aircraft arrived in Australia sometime during 1931 and was kept in a workshop in the Sydney suburbs. In a newspaper article dated 21 January 1932 Lyons states ----" we are building a motor trailer for our German sailplane which we will tow to some high point yet to be chosen and attempt prolonged flights "

The Poppenhausen two seater was for all intents and purposes a tandem two seat version of the Hols der Teufel which Schleichers was producing at that time and still basically a primary glider. It had a parallel wing of just under 15 metres.



Photo from "Sailplanes 1920-1945" by Martin Simons
A Luftkurort Poppenhausen

Nothing more is known of the aircraft or if it ever flew in Australia but around this time the club workshop was destroyed by fire and I suspect the Poppenhausen with it as there is no further mention of it.

Not long after this Lyons appears to have given up instructing with the club as in another letter setting out his resume he states-
"Resigned instructorship, appointed President, and without wishing to display any egotism, upon my withdrawing from active interest in this club the activities have dwindled to practically nil"

Lyons later went on to form the WASP (Western and Southern Provinces) Airlines which serviced areas in country NSW. Due to one of its aircraft crashing, difficulties with the insurance, and lack of financial stability the company went into liquidation.

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Reminiscences by Harry Schneider

From Emilis Prelgauskas

INTRODUCTION: The following is a file note of a conversation on Tuesday 7th February 2012 when Catherine Conway and Emilis Prelgauskas spoke with Harry Schneider at his Cockatoo Valley home while collecting E.Schneider production drawings of sailplane types for copying. Catherine showed Harry computer screen photos of the original Grunau factory now occupied by SZD, through photos taken in 2005. This was the original E.Schneider factory in the 1930s. This led Harry to speak of that time:-

The town of Grunau had 2000 inhabitants, and was close to the Hirshberg 30,000 town population. The Schneider factory began in the single storey building erected on the western part of Harry's grandfather's market garden land. Further east was the original glider training school hangar where Harry was born. The flying site for the glider school was further north up the slope to the hilltop, with the later hangars built there; offering south, east and north soaring slopes. From the north slope it was possible to takeoff and follow the contours to the longer west slope where later another launch site was created with hangars.

The original factory building included the Schneider home and factory admin within its shell. Over the years, Schneider expanded to 2 further 2 storey buildings. All these still exist. Schneider built prototypes for many of the leading designers (Hirth, Lippisch, etc.) of that time. Wolf Hirth was the local gliding school director for a while. At peak the factory employed about 300 people, including at other factory and subcontractor places; turning out 5 sailplanes per day here, and primary type glider SG38s elsewhere.

Harry spoke of having access after hours to factory materials for himself and friends for assembling free flight models, these youngsters being in effect a model flying club. That as the factory grew and employed more locals, even the local winter indoor sport/gym club became a flying club, building their own Grunau Babies there separate from the factory built.

He spoke of being small enough as a pre-school child, to be able to fit in the 'cockpit' of a display model glider of some metres span; and being stopped from taking a ride in this free flight model which had no controls after he and friends had set up on the slope (complete with bungy laid out) when no one else was around, by a vigilant neighbouring farmer.

He spoke of the initial opposition by local farmers to gliders landing in their wheat, until arrangements were made to set aside a landing meadow, and fee was paid for any landing in wheat because they didn't land in the meadow. Farmers were paid for horse hire to tow gliders back up the slope. But that as gradually gliding brought money into the area (gliding school, hotel bookings, more and more workers at the factory), the whole area became more and more air-minded and supportive.



Edmund Schneider built the Moazagotl sailplane for Wolf Hirth in 1933

Harry spoke of the discovery of the wave from the Riesengebirge – the Moazagotl. It was about the time the prototype Grunau Baby was flown, the test pilot, and Deutschmann in another sailplane contacted the lift off slope first, to be joined later by Wolf Hirth.

Harry spoke (and showed a photo) of him as a pre-schooler having a slope soaring flight in Stanavo glider by sitting on Hirth's lap in the single seat cockpit.

He spoke of doing a 5 hour flight at age 17 with the duty instructor permission in such strong winds that the crew held the tail up as he strapped in, then lowered the tail and pushed him forward, getting flying speed to take off and fly the western slope.

Next day he was reprimanded by the school director for flying beyond weather limits set by the school rules. He suspects the duty instructor had probably thought – 'if he prangs it, we'll send it down the valley to his father's factory to be fixed'.



Harry at the Kookaburra Konvention, April 2007

The Schneider family ultimately built their own detached home some way from the factory, on the side of the mullock heap cone shaped hill which originally was the tailings of the gold mines in the area from decades/centuries earlier, which by then had become part of the hilly landscape of the area.



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. A great trip for a VGA group!



HOMEBUILT SAILPLANE CORNER

Electric Glider

By Peter Champness



The latest edition of Sailplane Builder (USA) arrived a few days ago. One article caught my attention. Jerry Booker has a light weight motor glider which he calls the Red Tail Hawk. The RTH (glider) does not actually have a red tail, but does have some red on the motor cover.

The Red Tail Hawk is very similar to the Australian designed Blue Wren, which was designed and built by Reg Todhunter. I think it is still flying in New Zealand. It is a very pretty motor glider, and is a bit of a pity that only one has been built so far.



The Blue Wren has a small petrol motor but Jerry has been experimenting with electric power. He started initially with a package supplied by Randall Fishman (electraflyer) which had been developed for a Monnett Moni small aircraft. He has since changed some of the components, as better items have become available.

Of particular interest was the battery pack. Jerry obtained his batteries from an online Chinese hobby supplier, based in Hong Kong called Hobby King. Using Lithium Polymer battery packs designed for model aeroplane use, Jerry built his own battery consisting of 21 packs (Zippy FlightMax 4500mAh 6S1P). 4500mAh 6S1P means that 6 individual cells each of 4500mAh capacity have been connected in series.

Jerry connected 3 of these packs in series (18 cells in series) and then connected 7 sets of 3 packs in parallel, to increase the capacity. Effectively his battery is a LiPo 18S7P. The capacity is 31,500mAh with a nominal voltage 66.8V. He claims this gives him about 15 minutes of power (not all at full throttle) and two take offs. Since the full charge of a LiPo cell is 4.2V the initial battery voltage is 75.6V which lasts for a minute or so and gives a useful boost for the first take off.

All this sent me racing off to the Hobby King website to check the latest prices on LiPo battery packs. I found some good news! Firstly the price of the battery packs is coming down. The Zippy FlightMax 4500mAh 6S1P pack is currently on special for \$85.16. Even better larger capacity packs are now available.

A Zippy FlightMax LiFePO4 8000mAh 6S1P pack is quoted at \$119.78 and weighs 1126gm. Consider the output of a battery consisting of 12 of these units, arranged as 3 Series and 4 Parallel. The nominal voltage would be 64.8V and the capacity 32,000mAh (2.1kWh), weight 13.5kg and cost \$1,450. The battery pack is rated at 30C, which means a maximum current of 240A (flattens the battery in two minutes). We would like to use it at a much lower current but 160A for take off would give about 11kW. What is more the LiFePO4 technology is said to be better than LiPo; more robust, with faster recharge and less problems with overheating during fast discharge cycles and possibly longer life.

Hobby King is also offering a powerful electric motor at a very attractive price! The Turnigy CA120-70 brushless outrunner motor is said to produce 8.6kW with a list price of \$432. Web commentary is somewhat negative and the unit is currently out of stock. However I might try to get one when they come in.

So far two of the components of a possible electric power system can be obtained for an attractive price. So far I have not found an electric speed controller which will handle 70+ volts. The battery charger and propeller are also still to be sourced. However it seems that electric power systems which until recently seemed to be over the horizon are almost on the doorstep.

The batteries were the biggest surprise. I had thought that a practical battery for an electric glider was many years distant. Even better batteries are promised and developments in capacitors may yet render chemical batteries obsolete in this role. For comparison Electraflyer offer an electric motor package for US \$4,500 (motor, controller and connections). The battery pack is an additional US \$4,400 (2.75kWh).

Warning: A battery of 70V can deliver a fatal shock if the current goes through you, which it will if you manage to touch both positive and negative terminals at the same time. That is quite easily done.

Lithium batteries are extremely dangerous! I remember our chemistry master demonstrating the reactivity of pure lithium metal. He had a small nugget in a jar filled with oil. He took it out and placed it on the bench. After a few seconds exposure to the air it burst in to flames. The same thing happens with lithium batteries if they are damaged or short circuited! The lithium battery either bursts in flames or explodes! There are plenty of youtube videos showing what happens. The resulting fire is difficult to put out. Lithium explodes on contact with water.

Nb. The prices applied a few months ago when I started this article. Prices still seem to be coming down. Postage adds to the cost.

<http://blog.cafefoundation.org/?p=1976>

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COMING EVENTS for your diary

Vintage Gliders Australia Annual Rally

BORDERTOWN 2013

5th to 13th January

It's on again - all welcome!

Contact Ian Patching 03 94383510

DON'T FORGET THE

*Melbourne Cup Rally at Bacchus Marsh
3rd to 6th November, 2012 (Saturday to Tuesday)
Including Vintage Gliders and the
Australian Gliding Museum Open Day*



Adelaide University Gliding Club has recently imported 2 K13's and two K8's. More details next issue.

From Rolf Buelter:-

For some motivation and inspiration - Uli Schwenk on 28th May, 2012 with his 81 year old grandfather as co-pilot flew 685 km in a K2B. See:-

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsld=2435504>

Meanwhile, Ron Schwartz of the USA in a Schweizer 1-26 continues to log long flights, so far up to 824 km! Also listed on the Vintage OLC.

*Til next time, take care, and please,
send in a contribution! Dave and Jenne*