

Vintage Times

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Membership \$20 every October

Articles for Vintage Times are welcomed



Photo by Jenne Goldsmith

The Pirat reaches for the Sky!

The Pirat VH-GXL flown by Hans Prem on winch launch at Bordertown VGA Annual Rally in January 2013. The Pirat is owned by Hans, John Ashford and new syndicate partner John Lawson. See story page 7.



75 YEARS OLD!

Ian Patching and JR Marshall are proud to show off the Golden Eagle, looking as good as new after her 75th birthday on 26th September 2012.
But wait! There's more!



Could it be the famous Slingsby T21b?



PHOTOS BY PETER BROOKMAN, BOB HICKMAN, DAVE AND JENNE GOLDSMITH

A SPECIAL BORDERTOWN!

5th to 12th January, 2013

The Bordertown 2013 Rally numbers may have been down slightly, but this was more than made up by the great time had by those who were able to come! The social and fellowship side of Bordertown continues to grow, briefings were a lot of fun, evening meals were excellent and a great time was had at the Annual Dinner. The stress free and relaxed flying of the vintage sailplanes, inexpensive, pleasant to handle and capable of good soaring at their relaxed flying speeds, is a pleasure enjoyed by pilots from all age groups. Modellers join in at the rally with a variety of beautifully built vintage models to replicate the real thing.



Kookaburra GNZ heads skywards

Vintage sailplanes attending were:-

Golden Eagle VH-GFC with Ian and Alan Patching

SZD-30 Pirat VH-GXL with John Lawson, Hans Prem and John Ashford.

Ka6E VH-GGV with Erik Sherwin

Slingsby T21b VH-GUC with Ken Ueyama

Ka6E VH-GEA with Jenne and Dave Goldsmith

ES-52 Kookaburra Mk 4 VH-GNZ with new owner Brian McIntyre

ES-60 Boomerang VH-GTL with Mike Renahan

ES-60 Boomerang VH-GQY with Bob Hickman

ES-60 Boomerang VH-GQO with David Howse

K7 VH-GNU with John Ingram

Chilton Olympia VH-GFW With JR Marshall, Merryn, Nick and Amy

Other members and friends present included Keith Willis with his PW-5, Keith and Edna Nolan with their Sapphire ultralight, Sylvia Sharman, Martin Simons, Alan Bradley, Geoff Hearn, Ged Terry from UK, John Pollnitz, Emilis Prelgauskas, Chris McDonnell, Doug Cole, George and Helen Buzeleac, Colin and Lesley Collyer, Alan and Margaret DeLaine, Kim Van Wessem, Peter Brookman, Brian Gerhardy and Marcus Trnovski, Ian Bogaard, Gary Crowley, Kevin Barnes and Ted Bowden.



Jenne Goldsmith in Ka6E GEA

After a record week of very high temperatures, the weather during the rally was mostly pleasant but best heights were only about 6,000 feet. Flying took place on Saturday, Sunday, Monday, Wednesday and Thursday, with winds affecting Tuesday and Friday, and overcast with occasional light rain damping enthusiasm for flying on Saturday.



K7 GNU climbs away

Flying on Saturday 5th January began after lunch with some site checks and winch revalidations. The two Ka6Es headed off, piloted by Jenne Goldsmith and Eric Sherwin, both enjoying flights over two and a half hours and going over 5,000 feet, while John Ingram had an hour in his K7 taking Dave Goldsmith for a ride.

Sunday's briefing was well attended with 28 supporters fronting up. A welcome by Alan Patching, was followed by organiser Ian Patching's safety briefing and then "the word" was announced - utter "briefing" and contribute to the bar bottle! As our weatherman of prior years, Caleb White, has gone to Seattle, USA, to work for Boeing, the weather briefing was taken over by JRIP Enterprises - JR Marshall and Ian Patching. The wheel of fortune was spun, and it was not good! Freezing conditions interspersed with heat waves were the order of the day!



A strong south-east wind did keep pilots on their toes as JR Marshall, first to launch, managed 46 minutes. Ged Terry then had three flights in the Oly, the last of them over an hour. Long flights were had by Bob Hickman in his Boomerang, and Eric Sherwin, who struggled almost to Nhill, then struggled back, and was crestfallen after all his hard work when he found that, despite having Nhill in his computer, Dave Goldsmith had stayed local. However, Eric was rewarded with the best flight of the rally for his efforts!



The stately T21B won the best two-seater award

Monday was the hot day, with 40 degrees forecast, and generally light winds.



The weather wheel was highly optimistic, opposed by the dark science of cyberspace and RASP, supplemented by lower atmospheric soundings by Keith Nolan in his Sapphire and presented by new weatherman Dave Goldsmith. The day's flying began with the Golden Eagle back in the air at Bordertown, flown by Ian Patching. This unique gull-winged treasure first flew in September 1937. Next John Ingram and Ted Bowden shared 17 minutes in the K7. There followed the plywood overcast, rare in Australian skies, as Ken Ueyama and Alan Patching flew the beautiful Slingsby T21b. Alan scored well in instructing technique as those on the ground took great delight hearing his shouted patter! Ken's hat falling off halfway up the launch was also a treat enjoyed by many! The conditions and the shorter flights gave many present the opportunity for some flying, but produced a downside for Jenne as she circled the silos, sniffed for thermals, and landed on the other side of town. Bob Hickman (Boomerang) and Erik Sherwin (Ka6E) managed flights over two hours and Rena (Mike Renahan) had 40 minutes.



The Olympia - eager to fly!

Tuesday we had a rest day, as the temperature cooled to a pleasant 28 degrees but with 25 knots of wind!

Wednesday was much better, 24 degrees with a southerly breeze of only 12 knots, Keith's temperature trace showing that the inversion had disappeared, and the

cu's were streeting nicely at 5,500 feet. Twenty-nine launches and over 20 hours of flight were logged, as pilots revelled in the thermals at last. Flights around two hours or more were done by JR Marshall (Olympia), Dave Goldsmith (Ka6E), Rena (Boomerang), Bob Hickman (Boomerang), Ged Terry (Olympia), Eric Sherwin (Ka6E), John Ingram and Duncan Robertson (K7), and Leigh Bunting (Ka6E).



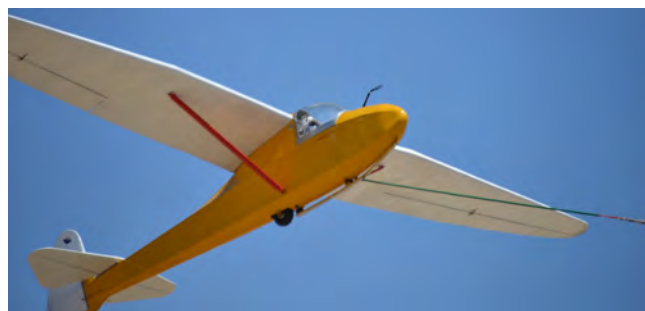
Brian McIntyre had 1 hour and 7 minutes on his first solo since 1998, in his recently purchased Kookaburra. Well done Macca!

Thursday turned out rather warm, with a temperature of 33, and flights to almost 6,000 feet in 6-7 knot thermals. The morning's **Annual General Meeting** re-elected the current Office-bearers as well as passing two motions:- Firstly that we offer our K4 vintage two-seater to the Australian Gliding Museum, who are better placed to carry out upcoming major maintenance including re-covering, and the other, that \$3,000 be set aside to assist VGA members to represent Australia at the Vintage Glider Club International Rally at Lasham, England, in early August 2013.



Wooden Wings Appreciation Society!

Ian Patching was again first to launch in the Golden Eagle. Jenne was next in a flight lasting 4 hours 13 minutes in the Ka6E. Hans Prem dusted the cobwebs off the Pirat with almost two hours, great to see it flying again. Leigh Bunting had over two hours in the Golden Eagle, and Ged Terry just a little less in the Olympia. Rosie Howse and Sylvia Sharman had nice soaring flights of about 40 minutes each in the K7. All up almost 17 hours were logged in 22 flights, on what turned out to be the last flying day of the rally.



www.brookmanonline.com

The Golden Eagle had it's first flight on 26th September, 1937, and continues to look good! Ian and Alan Patching are taking very good care of this timeless glider.

Most rally attendees spent Friday relaxing in the large airconditioned clubhouse as strong north-westerlies brought the temperature up to 36 degrees, and then Saturday's change cooled the temperature down again with light steady rain to allow preparations for the Annual Dinner to go ahead unimpeded!



Launch point activity

Coming in from a cool and relaxing day, everyone rapidly warmed up as the party began. Another great feast, put on by the Bordertown boys, was enjoyed by all.

During a break to make room for desserts, trophy winners were announced:-
Best Two-seater: Slingsby T21b VH-GUC, collected in Ken Ueyama's absence by Alan Patching.



Renmark Trophy for the longest flight during the Rally: Erik Sherwin with 194 km.

"Feathers" Encouragement Award: new member Brian McIntyre from Millicent, who purchased Kookaburra VH-GNZ and did his first solo (second time around) during the rally.

Geoff Gifford Trophy for the longest flight between rallies, won by Jenne Goldsmith with 354 km in Ka6E VH-GEA.



Schneider Trophy for the Best Schneider Glider: Mike Renahan's Boomerang VH-GTL

Vintage Times Raffle



Winners and grinners were drawn by Margaret DeLaine and Sylvia Sharman:-
 Martin Simons' book "Sailplanes 1965-2000" was won by Kevin Rodda
 VGA Monogrammed long sleeve Polo-shirt with pocket was won by Erik Sherwin
 Bottle of Peter Lehman 2009 Shiraz was won by Rosie Howse
 Cask of Tawny Port won by Keith Willis
 Set of Bluescrew glider tie-downs won by Peter Brookman.

Congratulations to the winners, and thanks to all who participated in the raffle!

Sunday morning we said our goodbyes and departed Bordertown, delighted with the enthusiasm that had dominated throughout the event and also pleased that the bucketing rain on the trip home had not come earlier in the week!

Grateful thanks are due to Ian Patching for managing the rally, all the Bordertown Boys for running a slick flight operation, all those who provided the fabulous meals each evening, as well as all those who attended and contributed to the success of the event. See you next year!

SZD-30 Pirat VH-GXL

by Hans Prem



Proud Pirat owners Hans Prem, John Lawson and John Ashford.

I joined the syndicate in 1992, when there were 4 members (John Ashford, Spiro Mallia, Ian Davies and Peter Hughes), I bought Peter's share. I had my first flight in the Pirat in October of that year. John Ashford gives a good account of how it got the Day-Glo orange fuselage, something its previous owner, Mike Valentine, was responsible for. As I recall, when Mike was asked if he was concerned about being seen in the air, he replied "not anymore". In 2006 John Ashford and I bought Spiro and Ian's shares in the glider, and last year John Lawson was invited to join the syndicate, which he very gladly accepted – so now there are 3 owners of this delightful glider.

Our Pirat, registration VH-GXL, was built in 1968, and it has work number W-399. Until just recently it was rated as fully aerobatics (except for outside loops), but age has caught up with it and new operational limits introduced in 2011 ensure it has a more sedate life. I understand there is only one other Pirat in Australia.

For me the most memorable flight in the Pirat was at the club's 1995 Christmas camp at Nyah, in North West, Victoria. It was a cross country flight Nyah-Lalbert-Nyah, 110km. It was a blue day, late afternoon, and very dry, and I recall each ploughed paddock had a resident willy-willy marked clearly by the red mallee dust drawn up and forming a long thin-walled tube at the core. The tubes generally were close to the ground but very occasional one extended from ground level to heights of about 3000'. I remember thermalling around one such

long willy-willy - which was very easy to centre because the tube clearly showed the location of the core - and watched in awe as this well-formed wobbling tube of dust was dancing just off my wing tip and below, all the way to the ground, where I could see its track raising more dust.

It's a very pleasant glider to fly.



A well researched account of the SZD-30 Pirat can be found in Martin Simon's book.

INTERNATIONAL VGC RALLY



To celebrate the 40th Anniversary of foundation of the Vintage Glider Club, Lasham Gliding Society is proud to host the 41st VGC International Rally between the dates of the 3rd - 10th August 2013.

For info:- <http://vgc2013lashamgliding.com/>
museum:- <http://www.glidingheritage.org.uk/>

FOR EVENTS IN EUROPE VISIT

<http://www.vintagegliderclub.org/rallies-events/upcoming-events/>

FOR EVENTS IN THE USA VISIT:-

<http://www.vintagesailplane.org/events.shtml>

FOR EVENTS IN NEW ZEALAND VISIT:-

<http://vintagekiwi.gliding.co.nz/rallies/>

FOR LINKS TO OTHER COUNTRIES VISIT

<http://www.vintageglidersaustralia.org.au/links.html>



Emilis Prelgauskas has produced a review after 30 years at Monarto, including development of the airfield, library and museum, as well as the sustainability, flora and fauna implications. If you would like a copy please email

emilis@emilis.sa.on.net

Emilis has a website at

<http://www.emilis.sa.on.net/>

QUEENSLAND VINTAGE UPDATE

By Laurie Simpkins

I haven't been doing much vintage flying myself in the last year (except in an old Open Cirrus I bought) but am hoping to generate some interest up here for a gathering around Christmas time.

Currently I have the M200 flying with the Air Cadets at Warwick, the T31 and BG12 are in storage but airworthy, the Foka 5 is in the middle of a repaint with only the fuse to complete (it is still my favorite a/c), my T 51 Dart is completed, with a new canopy and ready to test fly, and a few others in various state of rebuilding.

I have 2 Kookas, GRR and ex GNY, the BG12a special GZC and a Kingfisher ZAG to complete yet so if you know anyone interested in either an airworthy or project vintage a/c let me know as I should probably trim down the fleet.

Unfortunately working in WA and a house move this last year has keep me very busy but I do still enjoy working on a/c in my spare time

News from clubs

Warwick



Scott Johnson is still actively operating his BG12 GAC and has built a LARGE trailer (photo previous column) for frequent removal from paddocks (sorry Scott). Next he is working on some derigging devices to make it a bit easier although in fairness to the old BG its actually no worse than a large twin and we have derigged with 2 people and a special stand a few times.

I have attached an interesting photo of a BG12 on a box trailer as well (below). Funny story there with both Scott and

Stewart outlanding in same paddock hours apart while crewing for each other.



Boonah



VGA member John Zoanetti is still operating his Cobra on a regular basis at Boonah and getting his IS29 airworthy again. He also operates a Fox for Aerobatic flights as well.



Nigel Arnot has a small fleet of vintage a/c at Boonah, 2 Ka1's (above) and 2 Ka3's, 2 Grunau's in various states with the



Kookaburra I believe doing some flying at Boonah as well.



Ka3 (above)

Nigel is also restoring the Air Cadets Ka6cr (two photos below) in a colourful paint job at his Boonah Workshop. He has some nice vintage powered a/c as well.



Air Cadets Warwick

Currently operating 3 Puchatecs, the M200 and Nigel's Ka6 every now and then, with a lot of cadets learning to fly vintage gliders.

Caboolture

I haven't heard much from them but I believe there is still a fleet of Ka6's there, the K14, and the Schweizer 1-35.

FOR SALE



For Sale is our very loved Short Wing Kookaburra VH-GLM Mark II (1957)

Hours: many — Landings: even more
GLM was fully rebuilt 12 years ago including new fabric and has not done much more than a 100 hrs since. She has spent all of her time in a hanger when not flying. Current Form II till Sept 2013.

Yes this is the Kooka that did a 300km cross country a few years ago.

I am too young to know what she looked like in 1957 but doubt she looked any better than she does now. Ray Ash has to take full credit for the appearance of this beautiful glider.

The current syndicate is now breaking up and GLM is looking for a new home.

She has a recently rebuilt original trailer.

Apart from looking good she is a pleasure to fly.

We will let her go for offers over \$5000.00

Contact: Neil Bennett 0410 060 675

Email: neiky@bigpond.com.au

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JUST THE THING FOR CHRISTMAS!

Foreword by four-time World Champion and three-time World Champion Michael Sommer



HOMEBUILT SAILPLANE CORNER

Electric Glider Part 3 Batteries Peter Champness

In the last installment I had ordered a lot of parts from internet traders in China, all of which eventually arrived. My battery cells are Li FePO₄, 20Ah prismatic, or pouch cells from A123 systems. These cells are said to be robust and capable of high discharge rates, up to 30C, and 1000 cycles life span. A123 systems was established to exploit the market for electric vehicles, but has since gone bankrupt. The cells however seem to be still available. I paid US \$25 each for mine (plus postage), all up about US \$650, but they now cost about US \$19-20.

The problem then was to assemble the cells into a battery. I planned two batteries, each of 10 cells, since my charger can charge up to 10 cells. The two batteries can be used either singly or in a combination; parallel for longer duration or in series for greater power.

Initially I thought that I could solder the battery tabs, using an assembly jig for alignment. A web search however indicated that the positive terminal of each cell is aluminium, which is very difficult to solder.

Most users of these cells have resorted to some sort of mechanical clamping arrangement to connect the cells. That can work OK. Take the example of the car battery terminals, which are clamped but the arrangement seemed cumbersome and involved making lots of parts (clamping blocks) and using lots of small bolts.

The next plan was to fold a piece of thin metal sheet over each pair of cell terminals, to increase the contact area, then pop rivet the assembly. The issue with that plan was the difficulty of punching neat holes through the thin metal sheets and the likelihood that the joints would be very difficult to get apart, if I changed my mind or made a mistake.

I went ahead with plan B, but using a type of thin paper clip which offered moderate clamping pressure and a low profile. A balance lead needs to be attached to each tab junction. The balance leads were each soldered to a paper clips, which was used to clamp the junction.

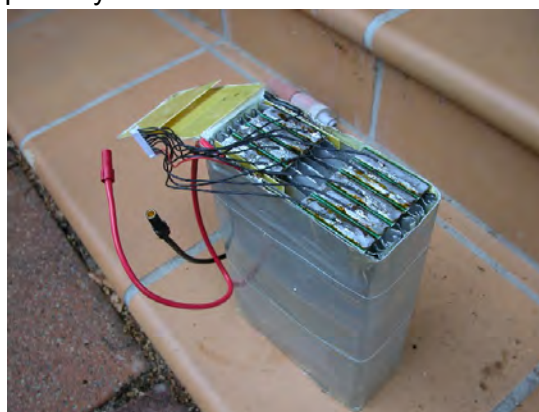
The whole battery was then placed between two sheets of perspex and firmly clamped together using aluminium bars and threaded rods encased in a clear plastic tube. The reason for clamping the whole battery is not only to hold all the cells together, but also because the clamping pressure is supposed to prevent the cells becoming gassy. The junctions are covered with yellow plastic glued on with hot melt glue. The battery looks distinctly Heath Robinson, but so far has passed its initial tests.

Of course it is very important to make sure that nothing metal touches anything it is not supposed to. With cells that can put out 600 Amps impressive sparks can be made, even at single cell voltages of 3.3V. At the full battery voltage of 36V even quite large wires vapourise instantly if shorted. Therefore my firm advice is FOLKS DO NOT TRY THIS AT HOME!

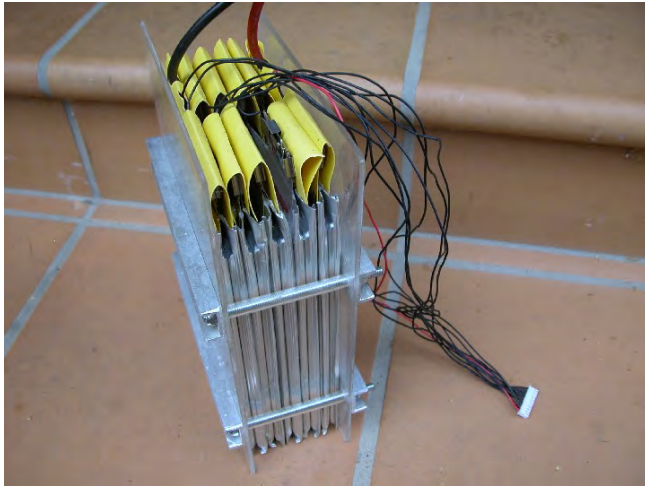
Soon after completing my first experimental battery the supply firm sent me an email. For the same price as a set of 10 cells they would also assemble the battery with soldered connections and heavy duty leads. So I ordered a 10 cell battery. I did not order the battery management system because it has a maximum current of 150 Amps and I want to go more than that. Since balance leads had not been provided I had to cut the top off the wrapper to solder them on. The cells are impressively soldered, so it is obviously possible to solder the tabs, perhaps with special equipment. I also soldered terminals to the main leads to match my charger and connections to the motor controller.

I still have 10 more cells to make into a battery. Perhaps I will have another go at the soldering option.

In the next installment I will hopefully bring you some performance figures. I have made a test stand and done some initial tests. The motor performs impressively, even on a 6 cell Lipo battery. With the 10 cell LiFePO₄ battery the slipstream blew off my glasses and threatened to upset my saw horse test stand.



Factory Battery with soldered cell connections. Balance leads have been added.



Heath Robinson Battery with paper clip cell connections. The messy horse mane of thin wires is the cell balance leads.

UPDATE JULY 2013



I have made little progress in the past few months. Too busy at work unfortunately. I have a new carbon fibre propeller which is a little larger than the wooden propeller in the photo. Still have to drill the bolt holes, which has bothered me since I don't want to make an error. I expect the new prop to increase the thrust quite a bit at the expense of more current drain.

My last results gave a thrust of nearly 50 lbs on the wooden prop, which might provide a fly home level of thrust. Current batteries could give 20 minutes at sustainer level of thrust which would give about 40 km range.

Enough to either get home on a poor day or reach a landing place for an aero tow.

ALAN BRADLEY'S WOODSTOCK

INTRODUCTION by Dave G:- During a visit to Gawler, S.A. in January to attend Women in Gliding Week, Jenne and I met up with Alan Bradley. Most days we were there Alan flew his self-launching Woodstock. A very neat glider with good climb performance under power, the combination works very well for independent operations and economical soaring.

WOODSTOCK 13M SL VH-GBR

By Alan Bradley



I received a phone call from David Goldsmith asking me if I would write up something about my Woodstock as a self-launcher. He had seen it flying at Bordertown in January 2008 without the engine but had not seen it as a self launcher until January this year at Gawler when he took some photos.



For those of you who did not read or can't recall my article "Something to Do" in a 2007 Gliding Australia or whatever it was called then, I make a brief summary of how it came to be. In early 2002 I had decided I needed a serious project and chose to build a self-launching sailplane which is something my father had wanted to do with his shoulder wing Kingfisher in 1970. Unfortunately, no suitable plans were available for my project

which needed to be relatively light in weight so an ageing body would be able to ground handle it without assistance and have docile flying characteristics so ageing reactions would not be challenged. The late Mike Valentine suggested I speak to Mike Burns. Mike B proposed the Woodstock with a span increase from 11.88m. to 13m., fuselage extended forward 100mm. together with the pilot, winglets and a permanently mounted 3 cylinder 24HP Konig engine with folding propeller. There would be a significant performance penalty with a fixed engine, but it would also provide an infinite glide angle if the situation became too uncomfortable. The big pluses were simplicity of construction, simplicity of maintenance and safety for a quick in air start if needed. In the case of an engine failure at take-off there would be no challenging performance degradation, really little different from a cable break. I needed a glider which would give me an opportunity for consistent soaring when convenient and without dependence on others. Woody GBR ticks all those boxes as far as I am concerned.

My observations over the years are that the majority of recreational flyers, whether Gliding or LSA, are satisfied most of the time with an hour or so roaming perhaps 10-20NM from the field. It follows that one does not need a racehorse to ride around a paddock, especially if it has an engine and in fact I notice that the majority of LSA are not race horses. Having said that, those who only fly glass gliders would find my Woody a real culture shock and for a full on club operation, especially with dependence on costly aero tow, glass is the obvious choice.

Woody has just completed 200 flights (the last 160 of which have been self-launch) for a total of 240 hours. This includes those few times when there was no expectation of lift but it was just a nice day to go flying. LSA pilots do that all the time but I only have to put up with the noise for less than half the flight. Rarely do I fly for more than 1 ½ hours so Woody's 1 ¼ hour average confirms that it is a consistent performer.

The original Woodstock with its 11.88m. span has a Gross Weight of 216kg. and a Wing Loading of 20.8kg./SqM whereas my 13m. version is 311kg. with a Wing Loading of 28.9kg. per SqM, i.e. an increase of 39%. GBR has a much a greater maximum cockpit load of 110kg., 14L of fuel

and 20kg. of engine etc. The stall speed at an all up weight of 289kg. (which is the heaviest it has been flown) is 35Kts with no wing drop and ample warning. Stall recovery is quite normal and so is recovery from incipient spin. These have been induced both with and without the engine fitted, from level and 45 deg. of bank in both directions. With the engine fitted the recovery is normal with engine off, at idle, 3000rpm and full throttle. I have not spun it with the engine mounted. As I said above, it has only flown to a gross weight of 289kg. to date but I need to establish the climb performance to AN112 shortly which requires the aircraft to be flown at the maximum gross weight accordingly slow speed handling will be checked at that time. I have flown and tested it to 10% behind Mike Burns' conservative estimated C of G rear limit with no adverse effects and may take it further back after discussion with Mike. At 289kg. Woody clears a 27m. obstacle at the 500m. mark from commencement of roll (JAR22 min. requirement is 15m.) so its initial angle of climb is quite good. This is on a 15C. day but it is still well over the 15m. on a 37C. day. The climb rate is conservatively 380ft./min. to 2000ft. at 3950rpm and 50Kts and averages 320ft./min. to 5000ft. Fuel consumption specified by Konig is 10L./hr and this appears to be very close to what I am experiencing. This is also required to be checked with AN112. It cruises comfortably at 60kn. and 3500rpm. Since fitting the engine 160 flights ago I have only self-launched and the engine has behaved well. It starts cold with no fuss both on the ground and in flight, using full choke and throttle set at idle, as recommended by Konig. Having said that, if I am out of glide range of the airfield and feel uncomfortable of the whereabouts of the next thermal, I am always relieved to hear it burst into life. It is uncanny how restarting the engine seems to trigger that thermal within a minute or so. My early self-launching required unreasonable concentration and skill level with even a modest cross wind component. The main wheel was moved forward as far as the structure would allow at the original redesign stage to assist with control during the ground run but the tail load is still very low compared with most self-launchers. This of course is good for fitting the tail dolly single handed. I had also replaced the steerable tail wheel

with a fixed one while aero towing because it was a nuisance manoeuvring on the flight line unless the tail dolly was fitted. I also found that with the standard cranked control column I could not combine full back stick to hold the tail wheel down during acceleration and full aileron which was also essential especially when I had no one to run the wing. Straightening the control column and refitting the steerable tail wheel immediately overcame those problems. Since that time I have always taken off without a wing runner even with a brisk cross wind component and no special skill is required.



I designed retractable wing tip wheels to eliminate any detrimental effect fixed wheels may have on air flow over the winglets. There is absolutely no doubt that retracted they perform their duty providing an improved circling feel which had deteriorated with the mounting of the engine. The original 11.8m. Woodstock had a glide angle reported to be in 1:24 and that is what GBR is with the engine mounted. I haven't flown it without the engine since October 2009 so it is of little consequence what the glide angle may be without it. The only indicator I have was provided in January 2008 at Bordertown when Mal Bennett followed me at about 50Kts in his Super Woodstock (14.5m. span) and said he neither gained nor lost altitude in comparison. I think he said his Woody performed about the same as a Blanik so perhaps the winglets also improve the performance bearing in mind that GBR is only 13m.

Prior to the engine being fitted my 40 flights averaged 59mins. and post engine the average is 75mins. This is a relatively small gain but 4 years ago I landed usually because I ran out of lift. Since then most landings are because of age related needs. Engine run time including those flights extended for test running and non-soarable weather, average 7mins. per hour of flying. This uses about 1.2L of fuel at about \$2.10/L including oil --- so the cost of flying/hour is about \$2.50. As other ownership costs for

any glider are probably pretty much the same, I reckon I'm well in front as far as operating costs are concerned. My next big decision will be how long past 80 I will continue to fly and time is fast running out for that.

Update on the Marske Pioneer 3

Peter Champness

(See Homebuilt Corner in Vintage Times 125)



Jim Marske has been test flying his Pioneer 3 prototype and has made at least 1 long flight of 5 hours. Several other people have apparently flown the glider.

The glider apparently climbs very well, due to its low wing loading and seems very slippery on aerotow. Jim says he tows with a little bit of airbrake out because the tow rope keeps going slack in thermic conditions.

Jim says that he thinks he is getting an L/D of about 1:38 at present which may improve further with some small modifications.

	P-3	P-3a
Wing Loading	3.7psf	4.2psf
Stall speed	31.5kt	33.5kt
Max L/D	52kt	56kt
Maneuvering	70kt	95kt
Max dive	105kt	142kt

P-3 is the prototype. P-3a is the production kit version by Matt Kollman. The P-3a is designed to be a bit stronger and hence heavier. Two gliders are currently being built from kits and Matt Kollman is building a third one for a client.

VGA MONOGRAMMED TOPS



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FRANK SMITH'S MODELS

Photos by Geoff Hearn



It is reported with sadness that Frank Smith has passed away. Frank built wonderful vintage glider models, and three are now on display in the Australian Gliding Museum. The Grunau Baby model above was recently donated by latest owner Geoff Hearn. Geoff has also arranged for two of Frank's other models to be donated to the museum to perpetuate his memory. Below is the Kirby Kite now in the Bruce Brockhoff Annex.



Grunau Baby hanging in the archive centre

SALAMANDRA PROGRESS

Ray Ash has sent this photograph of his Salamandra, rigged for the first time.



Don't forget to mark your diary on the Melbourne Cup long weekend, 2nd to 5th November, 2013, for the Vintage Rally and Museum Open Day. We look forward to seeing you then!

A note to finish on.....

Production of Vintage Times is well behind, as noted by the Bordertown Rally report in July! I thank you sincerely for your patience. Our next issue will be choc-full of the reports from the International Vintage Rally at Lasham, England. VGA will be represented by Geoff and Esme Hearn, Chris and Mary McDonnell, Martin Simons, Sylvia Sharman and Dave and Jenne Goldsmith.

I have received the following note from Maurie Nemes: "Vintage Times gives me enormous pleasure in all ways and a certain envy of the senior citizens who can still flap their wings in those lovely timber planes". Thanks Maurie, and thanks to all who contribute to Vintage Times, it is indeed wonderful to share our adventures with juniors and seniors alike.

Finally, all VGA members join in wishing Ian Patching a speedy recovery. Our thoughts are with Ian, Ruth and all the family.

'Til next time, stay safe! Dave and Jenne G