

Vintage Times

Newsletter of Vintage Gliders Australia

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Articles for Vintage Times are welcomed



Photo by Vincenzo Pedrielli

The Slingsby T38 Grasshopper at Lasham Rally

Erwin Janssen looks relaxed as he pilots the Grasshopper at the International Rally at Lasham. The tall and lanky Dutchman has no trouble fitting into the cockpit of this glider!

Inducted into the Royal Air Force in 1952, BGA-3488 was demobbed after 17 years.

Now owned by the Slingsby's over Salland syndicate, it is a regular at Vintage Rallies. It has been launched by bungee, car-tow, winch, aerotow and the owners say if someone brings a horse they will give it a go!



Photo by Vincenzo Pedrielli

Hol's der Teufel

The Hol's der Teufel flew at Challock Rendezvous Rally as well as Lasham.

A design dating back to 1928 by Hans Jacobs, building on OK-A415 commenced in 2002 and it first flew in 2004. The well-known shoeless glider pilot Ulf Kern accomplished all three legs of the Silver C, as well as flying a 101.2 km task, in this glider with an L/D of 13:1



Photo by Vincenzo Pedrielli

The 2G from Denmark

Two Danish engineers began design of the 2G in 1945 and the prototype first flew in October 1946. 9 were built. It was intended as a low cost project for amateur building by members of and gliding club, to supersede the single-seater primaries. The 2G is perfect for passenger flights, as the open cockpit winch launch is a fantastic and unforgettable experience.

VINTAGE GLIDER CLUB RALLIES

By Dave Goldsmith

The opportunity to visit the 2013 International Rally and the opening of the British Gliding Heritage Centre proved irresistible to a number of our members, and some attended the Challock Rendezvous Rally as well. Held during the last week of July and the first week of August, the rallies were very well attended by supporters and vintage gliders, and pleasant mid-summer weather capped off a great time for all.

Jenne and I arrived at Dunstable and the London Gliding Club early on Sunday morning 28th July, having flown directly from Melbourne to Dubai and London Heathrow. Our Dunstable arrival by taxi was too early and we found a locked gate, so we carried our luggage up the short hill to the clubhouse to find very little action. However the famous clubhouse needed little introduction, having been built over 80 years ago and is still relatively unchanged. Despite our long flight we were inspired by our surroundings and couldn't wait to get off the ground!



Dunstable Hill and Lion, Club in centre distance

Friendly clubmembers started to show, and soon operations were in full swing. The winch was in operation launching onto the hill, which was facing just enough into the wind for the lift to be working. Jenne and I had flights in the K21 with instructor Ken Woods, soaring between Whipsnade Zoo and the chalk lion to the bowl, and using thermals drifting over Dunstable city. What a delight, and the camera worked overtime, too! Towplanes in use were the two Robins with 4 bladed quiet props, doing an excellent and quiet job.

Facilities at the club, although mostly dating from before the second world war, were comfortable and spacious. A professional caterer ran the kitchen daily, with breakfast available at 8 o'clock and remaining open throughout the day. Downstairs the large original hangar is still performing sterling service, which highlights the

important philosophy of building quality for the future. Nice to see a club K13 on line, nearly all UK clubs still retaining at least one example of this wonderful aircraft in their fleet.



Moswey 3 at Challock

We collected "Eddie", our hired motorhome in Luton next morning, and drove via the M25 clockwise around the perimeter of London, first East and then South, across the Thames and connecting to the M20 to the South East towards Challock, in the direction of Dover. Arriving at a very discreet entrance to the gliding club, we followed the narrow sealed road to the club precinct. Operations on the large grass airfield were in full swing as a row for the winch, and autotows for the Hols der Teufel to the right and aerotows to the left, were efficiently handled by club members. The striking thing was the large numbers of very attractive vintage types in every colour of the rainbow lining up to commit what they do best, fly!



Bruce, George and Harry Stephenson with Capstan

The airfield itself, on a plateau above the hill providing the lift, is all-over grass, with landings on the left and launches on the right into the hill lift. The surrounding countryside is beautiful. The clubhouse was comfortable and only just large enough to cater for the group, most of whom camped close by in tents, caravans and motorhomes. A large hangar was not sufficient to cater for all, and some gliders were tied down overnight.

Jenne and I met Bruce Stephenson, an expat Kiwi, and his two boys. Bruce kindly shared his Mucha Standard with us, and Jenne and I had some very pleasant flights on the ridge as the wind died. That night a rock 'n' Roll band provided the entertainment.



Hols der Teufel

Next day hit 31 degrees, a lovely day leaving the locals gasping about the heat! Jenne and I again flew the Mucha, while Jenne scored a flight in the Slingsby Sky and I had one in the Hols der Teufel (called Bowl of Trifle by the locals!). Launched by cartow, it had absolutely no instruments fitted. Flying characteristics were quite sloppy, but then I have no idea how fast – or slow - I was going, but I did manage to stay up for a while on the hill, very pleasant! Take off and landing distance is only a few metres.



When flying finished, we all enjoyed the barbeque on a delightful balmy evening.

Friday we drove from Challock to Lasham, a major airport owned by the gliding club and receiving jet airliners for the maintenance base. We were met by Tony and Pam Segal, friends of Alan Patching, and Gary Pullen, one of the organisers. The VGC has approximately 900 members, and many of them were at the rally! Friendly people and efficient registration soon had us in a camping spot next to Sylvia, but quite a walk to the action. The club diner is open for three meals a day seven days a week so one needn't go hungry!

The initial briefing next morning laid down the guidelines for the week's operations – gliders will join three lines, one for aerotow on the

runway or grass and two winch lines on the other side grass. Pie cart and ringmaster were in the middle, with a hand-held radio for the tugs and a megaphone for the two winch lines. It all worked very well, especially as the gliders themselves all operated "no radio". With two hundred resident gliders, a competition in progress, an active club operation with 9 K13's, and the vintage rally, it was busy but pleasant. Cloudbase and streets above 4,000 feet most days made it easy to explore the area and enjoy good flying.

Saturday was rather windy so only the K13s operated. We met up with other Aussies, Sylvia Sharman, Mary and Chris McDonnell, Geoff and Esmae Hearn, and Martin Simons and had a social day.



Gliding Heritage Centre opening

On Sunday Jenne and I had soaring flights in Bruce's Mucha. In the afternoon the impressive opening of the Gliding Heritage Centre attracted a crowd estimated at up to 400 people. In the twilight a technically difficult and superb aerobatics display was flown by Graeme Saw in the Lunak and as darkness fell the two seat Fox put on a spectacular display with the night sky lit up by pyro-technics!



Lunak and Fox ready for some aerobatics!

Monday was windy with rain and few vintage flights. Martin Simons and I joined many others who went to the Middle Wallop Army flying museum, very interesting including a Kirby Kite in camouflage colours, as well as Horsa's and Hamilcar troop carrying gliders. At Lasham there was plenty of activity as the International night

got underway. Foods from many cultures were enthusiastically prepared and presented. The Aussie contribution, vegemite bread and butter, and Pavlova, washed down with wines, was popular. The variety of foods and drinks was wonderful, a unique experience!



An Aussie spread at International night

Next day the weather was much better, with cu's based above 5,000 feet, and lots of flying was done. Jenne had flights in the Mucha and Cimborá, a Hungarian open cockpit two seater, and I flew a Ka6 that belonged to Juergen, an Austrian living in France and working in Germany! Mike Williams from Beaufort Club at Bacchus Marsh arrived and also flew the Cimborá. Dinner was had in the Lasham Diner.



Sylvia flies the Cimborá

Wednesday was expected to be windy, but turned out unexpectedly good and pilots were rewarded with good climbs, but many took it easy in preparation for the planned late afternoon cricket match, English dinner (bangers and mash!) and evening barn dance!

Thursday was a nice day with good cumulus. Leonie Furz from Bathurst Club arrived, and enjoyed many vintage flights over the following days. There were 151 winch launches and 89 aerotows for the day. Jenne had two

flights in Nick Newton's Hutter 17, and Mary McDonnell had a flight in the Slingsby T31b. The afternoon's program was for model flying and a vintage car display. Erwin Janssen and Erik Munk set up the Grasshopper primary on a tripod and many enjoyed "flying" it in the lively breeze.



Photo David Weekes

Two Davids enjoying the Slingsby T21b

Next day the beautiful weather and nice cu's continued. Jenne had flights in the Danish 2G two-seater Primary, the Slingsby T21b and "Bertie" the Bocian. I had flights in the T21b and the Slingsby T42 Eagle, one of which flew some record flights in wave in New Zealand.



Leonie "flies" the Grasshopper – on a tripod



The Steinadler



Sylvia flies the Doppelraab

Saturday brought more of the run of excellent weather. Jenne had soaring flights in the Capstan and Steinadler with Aussie Colin Short in the back seat, some thrilling flying spent in formation with the beautiful red Slingsby Petrel. I had soaring flights in the Olympia 463 and the lightweight MU13D, a real pleasure cruising the cloudstreets without fear of outlanding. This was the final day of a fantastic rally, thanks to everyone involved. We wished it could last forever!



Ulf Kern is delighted to fly the Rhonsperber

We drove back to Dunstable on Sunday, didn't fly but walked to the top of the hill to watch the gliding club activities, and also kiteflying from the hilltop. Monday we returned Eddie the motorhome to the hire company, and were dropped at Heathrow for the journey home. It had been a fabulous holiday, and we are already making plans to visit the Dutch Rallies in 2015.

Thanks to Vintage Gliders Australia for assisting members to visit the International Rally.



IT'S ON AGAIN!



BORDERTOWN 2014

The fun begins on 4th January and runs to 12th January, 2014. Polish up your Vintage treasure and let those legendary Bordertown thermals take you to new heights!

CONTACT John (JR) Marshall 08 87334416,
EMAIL jma99350@bigpond.net.au

GLIDER WANTED

K7, K13 or Bergfalke

*Please contact Janet Neisler, Secretary,
Maryborough Gliding Club Inc.*

phone (07) 41245352 or 0439745091

email trygliding@gmail.com

New Glider!



Kevin Rodda and Speedy Gonsalves recently became proud Kookaburra owners when Neil Bennett offered VH-GLM for sale at Gulgong. When the swish sailplane arrived at Caboolture they couldn't help themselves, Bert Persson and Speedy leaping aboard to check out the new plane, while Kevin put out the request for some "No More Gaps" to plug the "character, nostalgia and history" oozing from the machine!



Melbourne Cup Vintage Rally and Museum Open Day 2013

Our Rally was blessed by good weather on three of the four days, luckily the cool windy day on Sunday happening to be coincident with the Museum's open day and barbeque, allowing extended browsing and socialising without the distraction of boiling cumulus outside! The availability of hangarage, and launching by Super Cub or winch, attracted a number of gliders, the furthest from Adelaide in South Australia.



ESKa6, K6E and Pirat

The rally began on Saturday 2nd November 2013 with a warm 27 degrees, a blue sky and a westerly breeze of up to 10 knots. After a welcome, operations and weather briefing by organiser Dave Goldsmith, flying started just after 11 am. First to break the ice, the Geelong Club's ASK13, was launched behind the Super Cub. It was quickly followed by the Schneider ES60 Boomerang flown by David Howse. Twenty minute flights were made until the inversion broke around 1.30, Bob Hickman achieving the longest flight of the day with 4 hours 27 minutes in his Boomerang. Jenne Goldsmith had two flights in her little yellow Hutter 17 on it's last day before requiring an annual inspection. Jim Barton flew 66 minutes in the Museum Woodstock, it's first flight since it was kindly donated by James Garay.



Jenne Goldsmith and Hutter 17 assisted by Johnno Gamilis and Martin Power



Ultimately twelve vintage gliders participated in the rally. They were the two Boomerangs, VH-GQO and VH-GQY, two ASK-13's, VH-GPY and VH-GPZ, Slingsby Dart 17R VH-IZO, K6E VH-GGV, ES-Ka6 VH-GNB, Hutter 17 VH-HNV, Zephyrus VH-GHZ, SZD-30 Pirat VH-GXL and the Museum's Slingsby T31b and Woodstock VH-IKL. The Zephyrus is a unique Australian two-seater tandem constructed of steel tube, wood and fabric, fitted with a door under the wing for the back-seat pilot. It was built over the years 1951 until it's first flight in 1966, has surprisingly good flying characteristics, and is still in regular club use.



PHOTO BOB HICKMAN

Australian Gliding Museum AGM

Sunday's Australian Gliding Museum open day and barbeque attracted approximately seventy attendees. The Annual General Meeting re-elected all previous committee members except retiring member Peter Tantau, who was replaced by Trevor Odering. An information and question session followed, then the barbeque lunch attracting 57 diners. A leisurely afternoon followed as flying for the day was cancelled. Thirty four gliders of all shapes and sizes are on display in the Bruce Brockhoff Annexe, many of the fuselages and wings are in racks along one wall. Also in the annexe are the winches, display cabinets, theatre and the archive centre. The

workshop was looking organised again, after absorbing aircraft and equipment from the closure of our Ferntree Gully workshop which had introduced considerable overcrowding. The newly completed equipment storage shed is certainly most welcome. Work is currently taking place on an ES-49 Wallaby, a Slingsby Skylark 4 and an Schneider ES-59 Arrow, all of which are being restored to flying condition. The museum also conducted two wood repair and fabric courses during the year. A large modern display building is currently in the planning stage.



Luke Murray presents the longest flight award to Bob Hickman

Flying resumed on Monday, with fourteen flights made by the vintage crowd. Longest was by Erik Sherwin in his K6E with 3 hours 39 minutes. The Pirat had three flights, the shortest of which was an hour. John King took an area tour in his "gentleman's conveyance", the Dart 17R, for just under three hours, before landing in a field 15 km from home.



John Ashford prepares to fly the Pirat, assisted by Hans Prem and Martin Power

Tuesday, a holiday in favour of the Melbourne Cup horserace, turned on the best weather of the rally. In all 34 flights were made, including 7 by the Museum's T31b. Pilots to enjoy some open cockpit flying were John Lawson, Mal Alexander, Sylvia Sharman, Roland Maeder, Spiro Mallia,

Jim Barton, and Alan Patching. Another warm day with light winds until the seabreeze came in, thermals started early and good heights were available. Erik Sherwin again had the longest with 2 hours 50 in his K6E, while Jenne Goldsmith flew the ESKa6 for 2 hours 10 minutes to Ballan/Fiskville with a best height of 5,500 feet. The Beaufort Club Zephyrus was in demand with 5 flights, including 4 winch launches. The popular ASK-13's made 18 flights, the last landing after 8 o'clock.



Jenne Goldsmith awards Erik Monday's duration prize

Tuesday evening's revelry long into the evening wrapped up a great four days of flying and fellowship. Weather conditions generally were good, boding well for the coming summer season. However, the best part was to see and share the flying of the colourful assortment of vintage gliders, and spending time with those who understand the many pleasures of vintage gliding.



Spiro and Mal prepare the T31b while Jim Barton looks on.



Beaufort Club's venerable Zephyrus.

Reflections on Half a Century

By Allan Ash

As a young apprentice at the close of the war in 1944, I was a member of a small group of lads who were building a Zogling primary glider. We completed the glider early in 1946 and it was successfully test flown by Mervyn Waghorn. We taught ourselves to fly it during 1946 and advanced onto doing circuits from car-tow launches and gaining A and B certificates.

Late in 1946 I went to England to stay with relatives in the London area. I got a job at the Ford works at Dagenham and joined the London Gliding Club at Dunstable. After a couple of demonstration flights on the Dagling primary I was promoted to fly the Kirby Kadet and soon gained my C Certificate by slope soaring for 15 minutes.

Over the following months I graduated to flying the Tutor, Grunau Baby and Kirby Prefect. Along the way I experienced slope and thermal soaring, aerobatics, winch, car-tow, bungee and aerotow launching.

In December, I flew for just over five hours in cold, showery, blustery conditions in the Prefect, then sailed back to Australia in January, 1948.

Back home in Sydney in March, I joined the Hinkler Soaring Club, which had two Grunau Babies and operated at the airfield at Camden, in the outer western area of Sydney. The club had only a small membership and launching was usually by winch or car-tow but occasionally by aero-tow when it was available.

Early in 1949 the club sold one of the Grunaus and bought an Olympia and the members were soon enjoying the thirty percent improvement in performance over the Grunau. At the end of the year the members took the Olympia, the Grunau and the winch to Narromine, in the north-west of NSW, to do cross-country soaring.

On the first day, I had the Grunau to fly. The soaring conditions were good and I flew 85 km with a maximum height of 8,000 feet in just over three hours. This gave me the distance and height legs to complete my Silver C.

Several days later it was my turn to fly the Olympia. I set off southwards in the hope of achieving 300 km and made good progress for a while, but as I approached Parkes I saw a mass of cloud sweeping up from the south. It stretched from the eastern horizon to the western and had a base of about 10,000 feet above the ground. I envisaged my flight ending soon. Instead, the advancing cloud mas brought smooth, steady lift and the Olympia rose quickly to cloudbase at about 9,000 feet. For a moment I wondered

about the advisability of entering the cloud but ambition won the moment and I continued to circle up into the foaming mass.

The cloud was active, of course, and there was the expected tossing about, but no worse than many clear air thermals and I had no trouble keeping a steady circle. Altitude increased rapidly. We passed 10,000 feet and I gave a thought to oxygen starvation, but there was no evidence of any problem. Another thousand feet and I was confident that I had exceeded the required 3,000 metres above my previous lowest point at my launch.

I turned the Olympia onto a southerly heading and in a minute or so we burst out of the back of the cloud into bright sunshine. Ahead and far below stretched rain-soaked paddocks, gleaming under a clear sky. I landed close to a farm house and the kind residents telephoned Narromine to give directions to the retrieve crew. Within an hour and a half a Tiger Moth arrived to retrieve me.

The next day I learned that I was not the only one to make use of the cold front. Some 20 or 30 km further west of my location, Mervyn Waghorn, in another Olympia, equipped with oxygen, had set a new national record with a climb to 17,000 feet.

For some years after that I contented myself with local flying at various clubs and then my brother, Ray, and I bought the prototype Kingfisher which had two-piece wings. We did some interesting soaring in this small (12 m span) sailplane and then took it to Narromine to try for greater distances. I was especially keen to complete my Gold badge requirements with a flight of 300 km.

Ray towed me off behind his car and I found lift almost immediately. The wind that day was a strong westerly. A downwind flight would take me before long into rough, hilly areas so I set off flying south, cross-wind. The flight went well for the first hour or more and I was within sight of Parkes, though well downwind of it.

At this point I was considering making an upwind dash to get back onto my southward path, but then I ran into a welcome thermal. The lift was not strong but I was getting low, so I circled. What the thermal lacked in strength it made up in duration. I needed altitude so I kept circling, despite the strong easterly drift. I gave up thoughts of returning to Parkes and decided to continue southwards as far as possible. It was about 5 pm when I passed by Grenfell at 300 feet (indicated) and landed successfully in the local sports ground. I called Ray from a nearby phone box and he arrived with the trailer just on midnight. The next day I checked the distance to find it measured only 200 kilometres.

During the following decades I made other distance flights in various sailplanes,

including Kingfisher, IS-28, Ka7, and Ka6, but none was long enough to exceed 300 km, so I still lack that badge. As the years rolled on, my eyesight, never particularly good, gradually became worse and I realised it was time to give up flying before the worst happened. My last flight was in January, 2001, with Alan Patching in the Platypus at Bacchus Marsh. It has been a long and pleasant association with the sport and I am grateful for the memories and for the many friends I have made along the way.

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

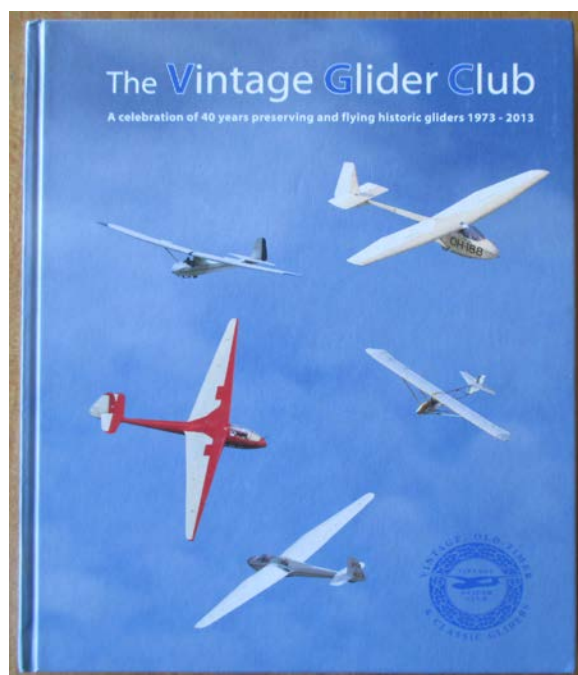
Don't forget your raffle tickets!

VINTAGE TIMES \$2 RAFFLE Drawn at the Bordertown Rally

First Prize is the

VINTAGE GLIDER CLUB BOOK,

a celebration of 40 years preserving and flying historic gliders. A large glossy book of over 380 pages in full colour, THE BOOK contains a wealth of information about the VGC and most of the individual gliders of VGC members, including four from Australia. Get it here for \$2 incl. postage (and some good luck!), or order it on the VGC website (vintagegliderclub.org)



Valued at UKPounds 54.50 plus postage from England, this wonderful prize will be appreciated by all who see it.



FINAL GLIDE

With much regret we pass on that VGC life member Ralph Crompton passed away on 19th May, 2013, aged 86. Recently a Brisbane resident, Ralph attended many rallies with his Skylark 4 and then Ka6.



Ralph receives VGC Life membership, 2007

VH-GTK is back in the air!

Lyle Whitfield reports that his Boomerang, damaged in a ground-handling accident, is back in the air after repairs by Ian Patching. Lyle is not yet flying due to an eyesight problem.



And finally, although the weather has been less than fabulous so far, we look forward to hearing your news and reading about your flights! Our fond thoughts and best wishes remain with Ian Patching and family