

Vintage Times

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Articles for Vintage Times are welcomed



Our Tenth Bordertown Rally!

The camping area was filling up on Friday afternoon, as visitors to Bordertown arrived early for the Australian vintage gliding highlight of the year. They were not disappointed, as the mild warm temperatures gave a mixture of wind and a little rain early in the week, (good for catching up with friends), to excellent flying conditions late in the week, resulting in thermals and cloud streets at over 10,000 feet on some days. The moist air generally produced generous cumulus clouds marking good thermals. The relaxed flying atmosphere of the rally nevertheless produced quite a number of crosscountry flights over 200 km, and it was nice to see some juniors enjoying the opportunity to log hours after a wet season had reduced their club's weekend flying activity.



Held by Vintage Gliders Australia during the first week in January, this was the 10th year the event has been held at Bordertown. Usually a few days are lost due to weather, and this year it happened at the beginning of the week. At the briefing the forbidden word was announced, "KNOTS", a diabolical choice that ensured plenty of 50c fine money to pay for drinks at the Annual Dinner night! A windy Saturday was spent settling in and renewing acquaintances and friendships. It was very nice to see that Ian and Ruth Patching were able to make the journey despite Ian fighting a serious illness and being confined to a wheelchair. They were able to stay the whole week and received much support from their many friends.

Delicious evening meals during the week were prepared by JR, Nick and Amy Marshall and Mike "Rena" Renahan. The interesting and varied menu was much appreciated!



Can we make it into a glider? (Poocher Swamp)

Sunday remained windy with some rain forecast so a bus trip to the Naracoorte caves was organised, two extra carloads being added. An interesting day, the beautiful caves containing fossil deposits over 500 million years old. Visits were then made to the Naracoorte wool shop and mill, Poocher Swamp and a Padthaway vineyard.

Monday brought similar weather, so a visit to Peter and Dianne Brookman's impressive new eco home under construction, designed by architect Emilis Prelgauskas, filled in an interesting afternoon. By now all the ladies present had settled in to play cards each evening, amid much jocularity!



A promising sky! Jenne Goldsmith and Ka6E

Tuesday the weather was more promising as the wind's moderated, although the chocolate wheel forecast sleet with some hail, so the Vintage Gliders Australia Annual General Meeting was held in the morning two days ahead of schedule. Lively flying in the afternoon saw pilots rushing to rig their gliders, as Ged Terry from the United Kingdom climbed away for a 77 minute flight in Mike Renahan's ES60 Boomerang GTL. The Bordertown Keith GC Twin Astir was kept busy with site checks and visitor's flights, and Erik Sherwin managed a flight of 78 minutes in Ka6E GGV. At last we were committing gliding!



Let's get going! Bob Hickman and Boomerang



Ged Terry with the Yellow Witch

Wednesday was forecast to warm up to 28 degrees and heights above 7,000 feet were forecast. A blue sky produced many thermals, and a few distant high cumulus clouds late in the afternoon. Among those flying were two Boomerangs, an Olympia, two Ka6E's, an ESKa6, and the Kookaburra and K7 two-seaters. Jenne Goldsmith logged 6 hours 5 minutes, reaching 8,535 feet during a 256 km tour. Erik Sherwin enjoyed a 5 hrs 8 minutes flight, covering 167 km. Ted Bowden flew his lovely ESKa6 VH-GNN for over two hours, having first flown it only 4 days earlier since purchasing it from Derek Hardie about 2 years ago. He first had to weatherproof his hangar, and then extensively improve his trailer, before having the pleasure of flying his new cherished acquisition. Amy Marshall took her dad JR to 7,300 ft in the Kookaburra, logging 1 hour and 5 mins. All round, a very pleasant day's gliding.



Bird's eye view of Bordertown

Thursday initially brought a light wind, but a wind change mid afternoon caused a change to the reciprocal runway direction, and a top temperature of 34 degrees. Once again a nice day's flying was enjoyed, with climbs for those equipped with oxygen to slightly over 10,000 ft under large cumulus. Erik Sherwin had the longest with 4 hours 16 for 167 km in his Ka6E. Dave Goldsmith bored along at 88 km/hr under

cloud streets covering 280 km in 3 hrs 35 minutes in Ka6E GEA.



John Ashford and John Lawson share the K2

Friday was long mooted to be the "good day", and so it was! Strong thermals again to over 10,000 feet were marked by large cu, although a slow-moving trough brought clear skies from the south west in the mid-afternoon. Jenne Goldsmith flew the longest distance of the rally, 287 km during a 5 hrs 23 minute flight, closely followed by Erik Sherwin with 269 km. Long flights were also made by Bob Hickman, JR Marshall, Terry Ryan, Ted Bowden, John Ingram sharing the K7 with Kevin Barnes and John Ashford with John Lawson in the Ka2.



Kookaburra Kapers



Saturday brought a brisk south-westerly wind so only four vintage flights launched off, namely Boomerang TL, the Olympia, and two flights in the Kookaburra. Some pilots derigged their glider while others prepared for the big night to come, the Vintage Gliders Australia Annual Dinner!



It's not all hard work!

The wonderful Bordertown Keith Gliding Club members had worked hard to run the operations and launching very efficiently during the week, and this afternoon they were busy preparing a great feast including a pig-on-the-spit! Second helpings all round vouched for the success of their culinary endeavours! Master of Ceremonies JR Marshall officiated with the formal presentations before an enthusiastic crowd.



Ian Patching was awarded a Certificate of Appreciation and also inducted as a Life Member of Vintage Gliders Australia.



The winners of Awards presented at the Annual Dinner were:-



Feathers Memorial Encouragement Award, shared by Nick Marshall and John Lawson



Renmark Trophy for the longest flight of the Rally, Jenne Goldsmith, 287 km in Ka6E GEA



Geoff Gifford Trophy for the longest flight between Annual Rallies, Peter Champness for 328 km in the Foka 5 at Orange Week, Waikerie



Concours d'elegance, Brian McIntyre for a very well presented Kookaburra, VH-GNZ



Best maintained Schneider Glider,
Ted Bowden with ESKa6 VH-GNN



Best Two Seater, John Ashford with
Ka2 VH-GHO



Best Single Seater, Geoff Hearn presents the
trophy to Jenne and Dave G for Ka6E VH-GEA



Vintage Times Raffle



Dale Milich and Di Blake drew the Raffle

RAFFLE PRIZE WINNERS were:-

1st Prize, The Vintage Glider Club's fabulous 40th Anniversary Book was won by Keith Willis.

2nd Prize, Bernard Eckey's Advanced Soaring Made Easy 3rd Edition won by Harold Walton.

3rd Prize, VGA long-sleeve Polo Shirt won by Brian Gerhardy (after last year's winner Erik Sherwin very kindly deferred winning it again!)

A number of donated bottles of wine and dried fruit were won by Erik, Bob Hickman, John Ingram, Marcus Trnovsky and Jeff Watson. Thank you to all who participated in the raffle!!!

ANNUAL GENERAL MEETING

The Vintage Gliders Australia Annual General Meeting, held on Tuesday 7th January at 10 o'clock, with 24 members present. Reports were presented by the President, Alan Patching, and Membership Secretary/Treasurer Dave Goldsmith. Members attended three rallies in Australia and three events overseas. Membership remains steady and regular contact with members included two issues of Vintage Times. Finances remain strong and details of the report given are available from the Treasurer. Thanks to Peter Raphael who continues to keep the website up to date. Due to Ian's illness Leigh Bunting was elected as Acting Secretary and JR Marshall was elected as a committee member.

It was decided to hold the next Annual Rally at Bordertown from 4th to 10th January, 2015.

Gary Crowley's request for funding to assist a speaker at next year's rally, a wartime Lancaster pilot, was approved.



Gliders attending the rally were:-

K2 VH-GHO with John Ashford and John Lawson

ES60 Boomerang VH-GTL with Mike Renahan

ES60 Boomerang VH-GQY with Bob Hickman

ES52 Mk 4 Kookaburra VH-GNZ with Brian McIntyre and Dale Milich

Olympia VH-GFW Yellow Witch with JR Marshall, Nick and Amy

Ka6E VH-GGV with Erik Sherwin

Ka6E VH-GEA with Dave and Jenne Goldsmith

K7 VH-GNU with John Ingram

ESKa6 VH-GNN with Ted Bowden

Also on dawn patrol and waking up the camp with the morning temp trace flights, was the Sapphire, brought by Keith and Edna Nolan



Other members and friends attending included Alan, Ian and Ruth Patching, Kevin Barnes, Sylvia Sharman and her friend Faye who flies trikes, Alan and Margaret DeLaine with Jep Giltay from the Netherlands, Leigh Bunting, Ged Terry from UK, Gary Crowley, Keith Willis, Emilis Prelgauskas, Duncan Robertson, Jeff Hearn, Geoff Watson, Peter Brookman, Markus Trnovsky, Brian Gerhardy, Terry Ryan, Bully Steer, G Mac Andrew, Matty, Brenton and the other team members from the Bordertown Keith Gliding Club.

Apologies were received from Rachel Westcott, Alan Bradley and Harry Schneider.



K7 heading for a promising sky!



Bordertown -we made it!!

By John Ashford

The Ka2 has been out of the air for a few years so I was determined to have it at Bordertown this season. Since the regatta could not start until Wednesday due to wind, John Lawson and I pressed on finishing modifications long overdue like making suitable seats to transform the glider from being only a 20 minute glider to unlimited bum time!.

When we got to Bordertown on Wednesday we discovered the fuselage had got loose in the trailer and the fin had damaged the tailplane. We were able to fix this enough to make it flyable again and got it in the air on Thursday for three flights but they were all short. At Bordertown unless you get a thermal straight off the launch you are already doing a circuit.

On Friday after one short flight we got a good climb in excess of 7000' and after some exploration of the air around Bordertown set off for Keith. We got to Keith and suddenly the sky went blue and the thermals stopped. We quickly rounded the wheat bunkers and headed back to the clouds that had moved off quite a way towards Bordertown. This turned out to be a sea breeze and it took us a while to catch up with it, we nearly came undone about halfway back. When we got back to Bordertown the lift was good and going high. John Lawson took a climb to 8,900' indicated in the front seat but in the back seat I only got to 8,800'!!

Then we cruised out to Mundulla and tried hard to beat the K7 for height. We could never get quite as high as the 7 so elected to stay in the air longer than it - you have to win something! We landed after 4 hours and one minute. This might be the longest flight the Ka2 has had, it certainly was the longest since I have been involved with it. The rear seat is now a 5 hour seat as against 20 minutes of old. We think we can improve the front seat yet and John Lawson is keen to help design and make some rigging aids so that it does not need an entire gliding club to rig and de-rig. Then we will be able to get more adventurous at cross countries so look out Goldsmiths and Sherwin!

I was highly chuffed when the Ka2 won the best two seater award, the trophy is now proudly displayed in the clubhouse at Bachhus Marsh and the naysayers who said we would never make it to Bordertown have gone very quiet.

Although it was a short week due to the wind it was still a most enjoyable regatta.



My New Glider

By Ted Bowden

It's been embarrassing...

People in terry-toweling hats have been going into huddles, looking over their shoulders at me, and whispering as I pass. At first I thought it was the usual reason, I do drive the winch a bit, and often become – ahem- a tad soiled. Also oily, with spots of blood. And grease.

Then, as I lay out of sight in the lush Stonefield grass, tightening a transmission bolt, I over heard someone say "He's had it since Easter 2012, and still hasn't flown it"

Oh, the shame.

And it was true. I had bought ESKA6* GNN from Derek Hardie, towed it to Stonefield and (Sob) left it in the trailer, mostly. But I had my reasons!

After fighting the Easter traffic from Mangrove Mountain (breathalysed five times) I had pulled up beside my hangar, and looked at it. Somehow I had forgotten how it actually was in reality! Was it the breathalysing? In my mind it was as Ralph Crompton had built it, sorta new(ish), and with the weird door arrangement – well, - stylish. A fashion statement.

Reality hurts. It had become a leaky mess, and those doors – that in yer face feature - were hanging like a windsock after a thunderstorm. This would not do for my lovely new gentleman's glider. GNN stayed in the trailer.

Much welding, hammering, sawing, risky behaviour (Ever changed the pitch on a shed roof? Knocking away the props was memorable) and I again had a dry hangar. At last I could get out GNN.

I assembled a group of five willing friends. Two hours later we had it out and rigged.

Yep, two hours. And now I only had two friends – something to do with language, I understand. The trailer was super, but the fittings relied on wood screws somewhat. Hah! I could fix that. I drive winches, rejig hangars, and reluctantly used to do form 2's on Blaniks.

I would make one of those double ladder rollout things I had admired at Bordertown rallies. What could be simpler? I proudly discussed the project, (after I had purchased lots of square tube with real money), with Ian Patching. He was erm, Luke warm. Actually he said I would regret it. But, I had used real money and what else could I do with 50 metres of square tube? I persisted.

Then, I continued against the odds. Plugged on.

As I write I am down to one friend, and he seems to have a problem with his phone. GNN has the odd tape over hangar rash, and I have ten modifications to do to the frame from one actual real trailering, to the Bordertown rally.

Mind you, GNN won the "Best maintained vintage sailplane manufactured by E. Schneider Pty Ltd" trophy at Bordertown in January 2014. It was a triumph for restorer Derek Hardie and Ian Patching who kept the restoration process on track and legal. I think I won the sympathy vote.

*GNN has one German wing, one Australian. Bit like my marriage, actually. Our fiftieth wedding anniversary clashes with Bordertown next year. Dare I risk it?

Bordertown January 2014

from Margaret DeLaine



The Weather!

Have you ever spent days talking about the weather? If not, try taking a visit, long or short, to Bordertown in early January, 2015.

If you have any interest in flying any type of machine, be it a plane, glider or model, you will find a happy group of men and women spending a week together, flying & talking & talking & talking about the weather.

Alan and I drove down from Berri to Bordertown on a very windy and cold day. Our friend from the Netherlands, Jep Giltay, followed us in his ute.

Strong whistling wind rocked the van for two days. Many people walked around wearing jumpers, talking about the weather and the strength of the wind but without using the word KNOTS. This was the chosen "banned word" for

the Bordertown 2014 rally. Speaking it would cost you a fine of 50 cents! At briefing each morning the fine container came out and the honest citizens of the VGA made their donations to it, their memories aided by that of several dobbers, should their own have failed to remind them of their indiscretions! A different word is banned each year and this one proved very productive in drawing donations to the fine container, resulting in a nice tab at the bar for free drinks for members at the wind-up dinner.

David presented a very clear and detailed weather report each day. This was followed up by J.R., with help from his saucy hand "maiden", Rena, who presented the "chocolate wheel weather". The wheel was spun and the forecast given dependent on the number on which it stopped, a tradition begun by Patch and J.R a couple of years ago, just to remind us not to take it all too seriously. It has been known for the chancy chocolate wheel weather forecast to prove to be surprisingly accurate, but on other days, the ridiculousness of it is cause for much hilarity at briefing.

Laughter is a very constant sound around the field and clubrooms.

Each night a two course meal was cooked by J.R and his small band of helpers from the Millicent Gliding Club, something different each night and always a pleasure to eat. Evenings were spent catching up with friends, talking again, surprise, surprise, about the weather – temperature, cloudbase, thermals, wind etc. experienced during the day, also about flight distances, places visited, but also catching up with events each has experienced through the year since last meeting at Bordertown. For some this happened over a game of cards – old dogs can still learn new tricks!

Thankyou to the Bordertown Club for the warm welcome and the very well kept lawns for the caravans and many tents, the clubrooms and all the facilities we enjoy.

Hoping to be with you again in 2015,
Margaret and Alan DeLaine

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A towplane for Speedie Gonsalves' Ka6?

Queensland Report

FROM Laurie Simpkins



I finally flew the Dart GTQ after 24 years on the ground. This aircraft was severely water damaged and I had completed most of it about 10 years ago except the canopy and then a new AD came out requiring both wings to be opened up around the dive brakes on top and bottom.

Stewart Hamey and Scott Johnson assisted me with this as part of there minor wood ratings and I picked up a damaged K13 canopy that's a near perfect fit so got around to completing it.

Next projects are the HP14V my uncle has bought from WA, and to complete the new part job on the Foka VH-GEF.

I also have an Open Cirrus under form 2 which is near enough to vintage even if it's glass!

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Nick and Andrew's Primary

Nick and Andrew Maddocks purchased Ray Ash's Dickson Primary from Gulgong. It is now based at Boonah, Queensland. The following update is from Nick on 3rd February 2014.

"The primary is currently together in our hangar at Boonah. It has a current Form 2. We have to date only managed a few small 'hops' behind a car. There is a video of this on YouTube:

<http://m.youtube.com/watch?v=uYhFRBI0jGU>

We are in the process of designing and building a tow hitch for a car with an electrically operated release system to allow us to autotow the primary as we do not have any winch clubs close by."

Leo Dowling 1921-2013



Leo Dowling, holder of Gliding Certificate No.1

Leo grew up on a farm in Major Road Fawkner and was bound on the East by what is now Dowling Road named after the family.

Leo along with his brothers Rob and Frank became involved with the Gliding Club of Victoria in 1936 helping build and repair primary gliders, but Leo had to wait until 1938 before his father signed the form allowing a minor (under 21) to learn to fly. He first learnt in Primaries at Beveridge going by push bike from the Somerton stopping place (no station just a dirt mound) or at Craigieburn station where they often met Charlie Lambeth who would dink or walk with him to Beveridge. The GCV then moved to Mordialloc, then Somerton near the recent location of the GFA office, and from there to Benalla. Following the death of his father in 1943 his gliding was restricted as he took on the responsibilities of raising the family of three brothers and two sisters with his mother. He kept in touch with the club as well as being quite active in church, political and community affairs.

From about 1940 to 1949 the GCV had a workshop and club meeting room in an old two storey barn belonging to his aunty and the club flew in a number of nearby paddocks.

In 1948 Leo was issued with an Interim No.1 Gliding Certificate by the Associated Australian Aero Clubs located in Sydney. Later in 1950 The Aero Club Federation of Australia, same address, issued him with the actual certificate.

Vintage Gliders Australia with its meetings and Rallies gave him a new opportunity to meet up with old mates and he was also proud to be a member of the Australian Gliding Museum. Although not able to be an active volunteer because of age he kept a close watch on our activities, cross checking his records, along with talking to his brother Rob who glides at Whyalla, to ensure that history was being correctly recorded!

Thanks to his son Peter driving, he was a regular visitor to many gliding events around Australia, and of course to the GCV for a flight in their latest two seater.

Compiled by Peter Dowling and Alan Patching

FOOD FOR THOUGHT

Transcript of a presentation by Emilis Prelgauskas to the annual meeting of Vintage Gliders Australia at Bordertown on 9th January 2014.

Good evening all,

For those of you who don't know me, I have been a glider pilot now for more than 45 years. Which brings me into the realm of being one of the 'elder statesmen' of the sport of gliding in Australia. There is enough published in the public domain about me, the gliding sites for which I have been the founder, the sailplanes I have rebuilt and now museum, the pilots I have trained and the positions and awards given to me over the decades to give credence to such a claim.

From that position, I want to spend a few minutes now talking about the coming period in the sport of gliding as I see it. By taking the viewpoint of a 'futurist'. That word does not mean that I am speculating in science fiction terms, this is not about aliens or alternate worlds. The speculation is real world - to take what we know about our past, the mistakes we have made, the good things done, the present we inhabit, and hence from that to envision what is likely to come.

I also come to envisioning as an architect, where the job description is to envision from a blank piece of paper to buildings which aren't yet in existence; and in other fields like being a Commissioner of the Court, where the evidence points to what judgement arises; thus I am qualified in the role of futurist.

The sport of gliding has already gone through a number of dramatic shifts over the last 80 years. From the 1920s onward, people flew primary gliders with the goal of staying airborne as the first form of the sport. Flight time was the measure. Then, from the 1940s onward pilots flew open distances with sailplanes of what we now think of as modest performance. This precedence is the foundation to vintage gliding today. Third, from the mid 1970s onward the sport grew on commercially produced mainly fibre reinforced plastic sailplanes with glide angles around 40:1 and an organised racing focus as the theme. This may one day form a 'classic' section in gliding. These precede the coming future and the fourth shift which is underway now.

When I now talk about what the Gliding Federation of Australia exudes as the future for gliding, I am not talking about what is officially said. I am drawing out the consequences of what is being done.

The GFA is focusing on promoting this coming fourth evolution - the peak performance

segment of the sport; believing this will for the future keep people gliding longer and bring more new participants.

This in my view is a significant new shift once again in the sport of gliding into the future. By setting aside the earlier generations of the sport as noted before. In effect recasting 'gliding' as primarily or solely current generation and performance oriented flying.

That impression is reinforced in the rewriting of the Manuals of Standard Procedures that has been going on. Where the emphasis of the provisions now suits peak performance equipment, its servicing commercially, its underpinning in the mould of the equivalent of 'ocean sail boat racing'.

What that leaves behind or shoulders aside of course is all those who want nothing more than to 'mess about in boats', and in this audience's terms mess about in 'wooden boats'. I am using this analogy specifically because we have seen a similar separation previously in the recreational boating world. Where the Sydney to Hobart race crowd has no links to the weekend club boat sailors. And where that sport has already had to face those incompatibilities.

Similar things are visible in the GFA now. The administrators are, in my terms, young, inexperienced and with limited management kudos. Noticeable through their lack of awareness of the previous evolutions of the sport, without the sort of cohesive vision that propelled gliding forward and deliberately in the 1970s – 'an Aussie, in an Australian designed and built sailplane, winning a World Comp'. Today's stated aspiration in contrast is mundane.

The present rewriting of MOSPs shows this current comparatively limited aspiration as well. Regimes of administration, operation, maintenance suited to the expected future, but out of step with the previous 'messing about in boats' aspects of the sport of gliding.

I also see little in the way of resources, expertise or interest left inside the GFA administration to underpin these earlier periods of gliding before peak performance.

Where therefore vintage gliding today already draws heavily solely on its own expertise and resources from amongst its own members alone.

I fully understand that peak performance gliding may need Flarm, moving map-displays, 760 channel radio and multiple channel scanning, commercial servicing of complex equipment or components, and a hat full of licenses to do this or that. But this doesn't translate well to the prior generations where the simplicity itself in the gliding format is the pleasure.

Much of these requirements are currently discretionary or optional. Yet coming soon will be

a mandating onto everyone of all these things that is of interest and value to only the few. That is written into the genes of the administration. People who are inexpert tend to mandate global rules onto everyone in the hope that this obviates responsibility to themselves.

Interestingly, the CASA view of the world is quite different. This is manifest in their publication – 'Take a closer look'. This is a publication which is about ageing general aviation aircraft, and it displays these mindsets:-

- *you the operator are responsible for the aircraft you fly, and

- *as your aircraft ages, take an interest in digging deeper into your equipment looking for those things which won't show up on and are beyond manufacturer's servicing schedules and regulatory minima.

To me, this mindset is much more aligned to the traditions of earlier generations of the sport of gliding. I believe it serves the earlier generations such as 'vintage' well.

In what they publish, both FAA and CASA are enthusiastic about 'classic aircraft type clubs' for the expertise and mutual help they represent in keeping aircraft safe, expertise passed onward, and a focus for drilling down into emerging issues as aircraft age. We may need to think about Vintage Gliders Australia as such a 'classic aircraft type club' as elsewhere the evolution of gliding moves into its new form.

In effect, Vintage Gliders Australia has for many years already acted in this capacity. By vintage gliders getting a discretionary partial fee with GFA. And VGA and its cadre of both expert people and decades of 'history of safe operation' enabling the undertaking of all the relevant interface with vintage glider owners to assist in maintaining airworthiness, transferring relevant skills, and providing a supportive background to keeping these earlier generations sailplanes alive and viable.

Many of you will be aware of the increasing exit numbers from gliding of metal airframes. Notably the Czech and Rumanian types. Where locally the groundings and age limits instigated from overseas are simply accepted.

This is quite a turn around in Australia from recent decades, where we made our own assessments and arrangements to keep safe such airframes that we knew had issues of corrosion and fatigue.

I am not debating whether one or other of these different approaches is the right one. It is the change in approach as gliding moves to its new format that I note.

Made visible recently however are consequences of adopting a 'certify one way only' approach. With both an Australian built and several imported 2 seat sailplanes excluded for a

time from a club training role because bits of these airframes might not have been factory built.

I am pointing to a fundamental mind set at work. And envisioning what that may mean for vintage gliding in coming times. We are all I hope aware, that the Australian manufactured commercial sailplanes include items that are not accepted in new current equipment. The welds were done by the factory owners, in days before a CASA welding authorisation existed. Canopies are made in commercial plastic premises without aviation industry certification. Components are included in the airframe which are hardware standard rather than mil-spec and are without a Release Note. Finishing schemes over the decades have varied across a wide spectrum of general industry approaches, not necessarily a single full aviation paints system.

Some uncharitable minds, despite the history of safe operation over decades, might see these items as reasons such sailplanes should not fly; somewhat in line with the metal airframe matter above. The coming future I see will benefit by including an administration for earlier generations of the sport separate from the current sport of gliding as peak performance.

For the reasons that the techniques needed, the resources and skills as well as the fundamental mindset being applied will be so vastly different one from the other.

The alternate option is that in the coming future, only those flying sites, workshops, airframes, equipment and pilots that meet the prescriptive requirements written for peak performance gliding alone, will be flyable.

I am happy to leave peak performance gliding to its future. I suspect it will be one of select numbers. My concurrent concern is that in reaching toward that target, that collateral damage results in that being in time the only gliding in Australia.

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A friendly and fun vintage flying regatta at Hunter Valley Gliding Club, 18th to 27th April. New Clubhouse, plenty of camping space. For full details contact Paul Dickson 0438 242 556 or pwdickson@gmail.com

The Golden Eagle

by Alan Patching



Ian Patching and JR Marshall with the Golden Eagle at last year's rally

The Golden Eagle which first flew on 26th September 1937 is, as far as is known, the oldest glider in the world to have been airworthy for its entire life. The glider was designed and built by Geoff Richardson, a Technical School student, who used for the design 'Sailplanes' by Latimer Needham. Geoff had already built and learnt to fly in Primary gliders, and took three years to complete the Golden Eagle. He flew it along with friends until it was sold to the Victorian Motorless Flight Group in 1951.

Apart from a small repair to one wing and a major repair to the nose in 1951 when the wooden struts were replaced by steel, tailplane struts removed, and a canopy fitted, the structure is 'as built'.

In 1963 John Wallis bought the glider and it was flown by the Beaufort Gliding Club until the end of 1971. Then I became responsible for keeping it airworthy and flying it at Airshows, Vintage Rallies and special events such as the IVSM 2000 at Elmira, USA. To get to Elmira involved crossing the Pacific Ocean by sea and trailering across the USA.

After I became the owner in 1987 the glider was completely stripped for inspection, and apart from some minor water damage to the casein glue was found to be in excellent condition. The glider is now maintained by myself and son Ian, and flown only by selected pilots since it is not at all like a modern glider in some aspects. The ground run is extremely short, but is easily controlled with balanced ailerons and trimmed elevator. The glider is restricted to steep turns, spins and side-slips, only because we wish to keep it flying as long as possible. It's most recent flying was by a number of pilots at the Vintage Gliders Australia Annual Rally at Bordertown in January 2013.

To close, here are some nice photos kindly provided by Vincenzo Pedrielli of the **2nd International Vintage Glider Meeting "Ugo Zannier"** in Rivoli di Osoppo, Italy, in July 2011.



Moswey



Olympia



Hutter 28



John McCorquodale and Ray Ash fly the K7 at Gloucester, NSW. Photo Robert Hare

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JUST THE THING FOR CHRISTMAS!
 Foreword by four-time World Champion and three-time World Champion Michael Sommer

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And finally:-

Our tenth Bordertown has come and gone.

Wonderful though it was, our hearts are heavy that Ian Patching is not well. Ian is an inspiration to us all, having provided great leadership for the Annual Rallies over the years, as well as contributing to vintage gliding in many other ways. Many, if not most, of our gliders are flying because of the enormous input of labour and encouragement given freely by Ian. He has been able to provide, supply and/or return to airworthy condition a multitude of gliders. And then, with great humour, he has shown us how to get the maximum pleasure from our machines. To all of us, he is a wonderful friend. In all our future vintage gliding endeavours, he will be by our side. Our thoughts are with you, Ian, and with all your family.