

Vintage Times

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Articles for Vintage Times are welcomed



Bob Hickman and George Buzuleac with their Boomerangs

The Annual Melbourne Cup Vintage Rally and Australian Gliding Museum Open Day 2014 may have endured less than perfect weather conditions, but it will be one of the most memorable. Only one day was flyable, however the Museum's feature of Schneider Gliders on Parade was a huge success. Attended by six members of the Schneider family and also Gliding Federation of Australia President John Summers, an example of each the range of Scheider gliders was on display.

VGA Melbourne Cup Vintage Rally 2014



Kookaburra GRX on it's way.

The Melbourne Cup Vintage Rally at Bacchus Marsh had only two flyable days over the planned four days, on the Sunday and Monday. Saturday's wind really meant that flying gliders was not possible, so a relaxing time was had while visitors arrived, looked over the Museum and shared stories and photographs. Harry Schneider's sister-in-law Rita, with Peter, and one of Harry's daughters, also Rita, with David, arrived and shared many photographs, newspaper articles and experiences of interest. Other visitors from interstate were John Pollnitz, Erik Sherwin, Leigh Bunting, David and Jan Craddock, and Jorgen Thomsen, VGA member back in Australia after assisting run the International Rally in Denmark. Twenty diners enjoyed the inexpensive fine food at Stoney's in Bacchus Marsh that evening.



Greg O'Sullivan and his HP-14

Sunday the wind abated slightly and permitted the Schneider Gliders on Parade to be assembled in the lee of the Museum, however the only vintage flight was by Greg O'Sullivan in his HP-14"V" with 23 minutes. See the report on the Museum Open Day in a separate article.



Andy Benton in his Ka6

Monday was much more promising, with a temperature of 23 degrees with a light easterly, and the vintage gliders were out in force. Launching was by winch up to 1,800 feet AGL, (thanks JB!) and aerotow. Andy Benton had the longest flight in his recently refurbished and imported Ka6cr VH-GFF with 91 minutes.



Jenne Goldsmith presents Leigh Snell with the shared award for the greatest distance.



Greg scoops the pool on Sunday, his award presented by Nadia Beckers.

The best distance flight award was shared by Warren Morrow and Leigh Snell in the Platypus VH-GFA and Peter Champness in the Zephyrus VH-GHZ. The highest altitude reached, 4,300 feet, was by Dave Goldsmith in ESKa6 VH-GNB.



Peter Champness shared the distance award, presented by Helen O'Sullivan

A number of visitors enjoyed the pleasure of the Geelong Club K13 VH-GPZ, Leigh Snell was busy delighting passengers in the Platypus and also took his son Rohan for a flight in Kookaburra VH-GRX, Greg O'Sullivan flew his HP-14V and Jenne Goldsmith had an hour in ESKa6 VH-GNB. After a nice day's flying a good crowd adjourned to Stoney's for our final feast.

Tuesday the windy weather returned so we packed up, derigged Andy's Ka6, and reluctantly said our goodbyes to our gliding friends. Although the weather had not co-operated, there were few regrets as the relaxed rally had again enshrined the pleasure of sharing and messing around with vintage gliders, one of the nicest of ways to pass the time.



Warren Morrow, Erik Sherwin, Keith Nolan and Trevor Odering.

Schneider Sailplanes On Display



The Australian Gliding Museum held a display of sailplanes produced by Edmund Schneider Pty Ltd in Australia, during its Open Day and Annual General Meeting, on 2nd November 2014. All up the company produced one hundred and fifteen aircraft, during the 1950's to the 1970's. The first one produced was a local version of the popular Grunau Baby, designated the 3A. The last was the unique ES-65 Platypus, a delightful high performance side-by-side two seater that sadly never made it to series production. The most prolific was the Kookaburra, of which 36 shortwings and 5 longwings were produced. Twenty three of the popular Boomerangs and eight of the Super Arrow version were produced. Nine ES-57 Kingfishers were built, as well as production of two kits. Eight ES-59 Arrows were constructed, the first Australian designed and built glider to compete in a world championships, Argentina in 1963.



The Grunau Baby 3A



The ES65 Platypus

On display from the Museum collection and private owners was the Grunau Baby 3A, an ES-49 Kangaroo two-seater, the ES-50 Club two seater, an ES-52 shortwing Kookaburra two-seater, the ES-54 Gnome, an ES-56 Nymph (unfortunately only as a model!), an ES-57 Kingfisher, an ES-59 Arrow, an ES-60 Boomerang, the ES-65 Platypus two-seater, and an ES-Ka6. Also put on display were beautiful colour posters of each aircraft, with many historical pictures, that had been produced by Museum archivist Bernie Duckworth.



Alan Patching and Harry Schneider have both recently turned ninety. Their combined 180 years include almost 160 years of gliding, Harry having his first flight at one year old!

Members of the Schneider family, including Harry and his two daughters, Karin and Rita, and his sister-in-law, also Rita, made the journey from Adelaide to attend the Australian Gliding Museum open day and Annual General Meeting. Harry had celebrated his ninetieth birthday three days earlier. The family members brought much memorabilia including clippings and photographs to show those interested. Harry and the girls responded very positively to the display, very pleased that the enormous contribution to the development of gliding in Australia by Edmund Schneider Pty. Ltd. will not be forgotten. Harry received an award from the Australian Gliding Museum commemorating the occasion.

Also attending the festivities was John Summers, President of the Gliding Federation of Australia, who was on his first

visit and spoke of the success and achievements of the gliding museum. He also reminisced of past activities involving the pleasure of flying Schneider sailplanes and provided some anecdotes of early activities at Gawler airfield, much to the amusement of those present.



Noel Roediger, Alan Bradley and Rita Schneider



Platypus and ES49 as seen from the ES-50

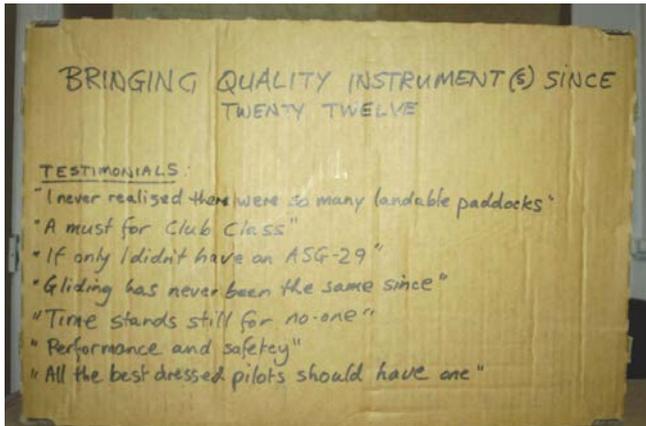
After the meeting closed and the sailplanes on display were given a thorough going-over by the crowd, a barbeque lunch lead to more socialising and information swapping that continued into the late afternoon. Over thirty adjourned to Stoney's Pub for a well earned dinner – and some more socialising. All round, it had been a fabulous day and the feedback of support for the Australian Gliding Museum was greatly appreciated.



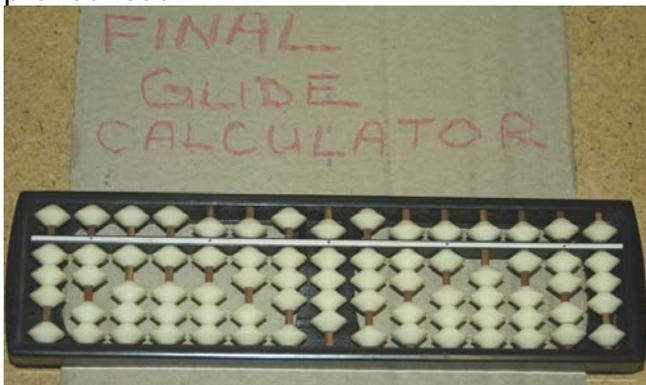
Kookaburra, Kingfisher, ESKa6 and Boomerang

The Rise And Fall of JRIP Industries

By "JR" Marshall



For those of you who have not been to a vintage rally at Bordertown since 2011, may not be aware of the business venture JRIP Industries, (a division of Horse Drawn Zeppelin Products) started by Ian Patching and myself, hence the catchy name JRIP, pronounced DRIP.



What we have done, is seen a hole in the gap, between then and now in the gliding industry, and filled that hole, (but left the gap). Some of the vast array of products includes, Vintage Final Glide Calculators (light weight and very portable), and the See and Avoid Flarm System. Patch is definitely the brains behind the business, and I do all the thinking.



Personally I think the downfall of JRIP Industries came about as a direct result of over spending on a project so amazing, it was sure to bring an end to the horse drawn zeppelin. It all started with a request from a small country southwest of Ceylon called Utopia, (not many people have heard of it),

their government had obviously seen some of our unique products, and could see that we were on the cutting edge of design, and asked us to come up with a design and prototype of the worlds strongest 2 seat self launching sailplane. So we put pencil (neither Patch or I have pen licences) to paper and designed and then built the worlds strongest and possibly best 2 seat self-launching sailplane we have ever seen, in our 2 years in this industry. The "PATCHALL" is incredibly strong, built like a brick outhouse. It has a wingspan of 19.32 metres, has side by side seating in this well appointed cockpit, with 3 bedrooms, 2 bathrooms, 3 workshops, a single car garage with carport attached. Oops sorry that's the plans to a house. The PATCHALL has an awesome glide angle, (numbers we and probably you, have never seen). Its polar curve resembles the silhouette of a polar bear on a midsummer Alaskan knight. And is possibly the worlds first steam powered self-launcher (the purest form of iron thermal). It is a true composite sailplane, consisting of timber (just to stay in touch with our vintage heritage), plastic, rubber, and other stuff. Flight tests have proved beyond a doubt, that some people should never get involved in aircraft manufacture. This project cost us all of our business funds, and the funds of an undisclosed silent partner, seen in the photo with Patch and myself. We promised Rena that no one would know it was him, and to the best of our ability, we have kept that promise. Unfortunately there is no light at the end of the financial tunnel and so this is the end of a once brilliant business. To cut a long story short, The End.

P.S. Like Patch always said to me, "Never be deterred, always be degood one"



FOR SALE one 2 seat sailplane all reasonable offers will be pondered on.....

VGC International Rally

Photos by Garrett Russell, Vincenzo Pedrielli and Jorgen Thomsen

The Vintage Glider Club 42nd International Rally took place at Arnborg in central Denmark from 2nd to 12th August 2014. Attended by over 300 members and visitors from around the world, the rally continues to be THE vintage event of the year. With a mixture of flying and social activities the emphasis is just on having fun! This was the first time it has been hosted by Denmark, and they were determined to put on a great rally. And so it was....



ASK-13 Cabriolet



Hangar packed for the night (drool!)



Graham Saw's Unique Slingsby Petrel



2G two-seater Primary



A picturesq Scheibe L-Spatz



Slingsby T21 lands



Grunau Baby



Kranich II



International night

Obituary to Kevin Sedgman

By Alan Patching



Kevin receives VGA Life Membership, Jan 2007

Kevin Sedgman who died recently was a pilot who had devoted the majority of his life to furthering the sport of gliding mainly by the formation of new clubs and then designing and building their facilities, winches and hangars etc.

He started with the Gliding Club of Victoria on Mt Fraser at Beveridge, but was too young to fly so he worked on building gliders etc. and of course he learnt on Primaries which always needed repairing.

On moving to Adelaide he helped build the Schneider ES-49 Wallabys for the Adelaide Soaring Club where he became a flying Instructor. Kevin represented the club at the inaugural meeting of the GFA but retained his interest at club level.

I cannot recall how many clubs have made him a Life Member in recognition of his efforts. He started the Vintage Glider movement along with the late Leo Boin and Martin Simons and was elected President at the first meeting in 1979. Shortly after he handed over that office to me he was appointed Patron of Vintage Gliders and continued to be the main organiser of our Annual Rallies until 2006.

He had other aeronautical interests which included helping to build the Southern Cross replica and modifying the 'Sunbird' a self launching glider which is now housed in the Australian Gliding Museum. Kevin also rebuilt an Olympia converting it into a self launcher but the engine proved to be unsuitable and it was returned to being a

glider now flown by Diana Davies and Phil Prapulenis who donated their hangar at Locksley for the Museum workshop. When the Far North Gliding Club at Mareeba, which Kevin had started, ceased operations he ensured that their K4 was donated to the VGA and transported it to our Rally at Lake Keepit for the handing over ceremony.

He last flew with the Barossa Valley Gliding Club at Stonefeld where there are examples of his activities and I will remember the patch of green grass that he created in the desert for my tent at the VGA Rally in 2002.

Kevin was awarded Life Membership of the GFA for his efforts and will certainly be remembered by all VGA members for his tireless and enthusiastic activities in preserving flying vintage gliders.

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From Rita Schneider, Harry's daughter:-

Dad rang me this past Saturday 15 November 2014, and requested that I send an email; and he dictated to me the following:

"To the Managements and Teams of Vintage Gliders Australia and Australian Gliding Museum,

Our thanks to you all for organising this very successful display of Edmund Schneider Proprietary Limited design and manufacturing history.

It was a pleasure to meet so many of you again.

Harry Schneider and Family."

Kindest regards

Rita Schneider

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[International Vintage Rally in Holland](#)

Hopes are building that a number of VGA members will be able to visit Holland next July for the Rendezvous and 43rd International VGC Rallies. Further information can be found at the following websites, which will have more information as time approaches the two events. Cheaper airfares on offer and the possibility of a small subsidy from VGA should assist those interested.

<http://www.vintagegliderclub.org/rallies-events/upcoming-events/>
VGC Rendezvous Rally 20th to 25th July, 2015, at Venlo, Holland www.venlosezweefvliegclub.nl
VGC International Rally 27th July-6th Aug. 2015 at Terlet, Holland www.vgc2015.nl

FINAL GLIDE



It is my sad duty to advise that our valued member Fernando Salazar-Cutoli passed away on 1st November, 2014. Fernando had a long history in gliding going back to flying a Minimoa in Spain not long after the end of the war. He commissioned Mal Bennett to build a Minimoa but sadly has not lived to see it fly.

Rest in Peace, our friend.

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Ray Ash passed away unexpectedly in September. Ray had recently been living at his daughter's Queensland home. Kevin Rodda delivered a gliding eulogy at the service held on 23rd September, 2014, a small part is repeated here:-

"Ray became involved in gliding as a young man in 1945. His gliding career has therefore spanned all but 70 years including active participation in the Gliding Federation of Australia, Vintage Gliders Australia and the Australian Gliding Museum virtually since their respective inceptions. Ray's hundreds of gliding friends and acquaintances, including those he has mentored in relation to vintage glider maintenance and restoration, will have him in their hearts and minds as he takes his final glide today".

A Flock of ASK-13's!



In 1993 the gliding club at St Crepin in France organised a meeting of ASK13's, which has grown in popularity over the years. In 2013 the number attending reached 31.

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Geoff Gifford Trophy 2014 for the longest VGA flight between our annual rallies:-
So far the best claim is 486 km in a K13 by Les Webster in WA. Les actually flew well over 500 km.

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BORDERTOWN 2015

3rd to 11th January



Dust off those winter cobwebs with a fantastic week of fun and flying, contact JR Marshall (08) 8733 4416 or jma99350@bigpond.net.au

VGA MEMBERSHIP FEES FOR OCTOBER 2014 ARE NOW DUE.

PLEASE FORWARD OR DEPOSIT \$20

The postal address is PO Box 577, Gisborne, Vic. 3437.

The account number for deposits is:-

BSB 033 624 Account 176101,

please also advise daveandjenne@gmail.com

Thanks to those who have already paid.

Our Vintage Times Raffle with great prizes

will also be drawn at Bordertown, only \$2 per ticket.

*Wishing you good thermals,
great flights and a Merry Christmas
and safe and Happy New Year!*

Dave and Jenne