

# Vintage Times

Newsletter of Vintage Gliders Australia

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**Membership \$20 due 1<sup>st</sup> July** Articles for Vintage Times are welcomed



*Reach for the Sky! JR Marshall and Mike Renahan in anticipation!*

## BORDERTOWN 2015

The eleventh Vintage Gliders Australia rally at Bordertown proved beyond doubt that uncooperative weather should not be permitted to get in the way of a good time – the days mid-rally providing iconic flying conditions building up over four days to a spectacular finale! During those days there were some wonderful flights up to 10,000 ft and beyond for those with oxygen, and distances of up to 380 km.

Photos by Peter Brookman, Andy and Rob Benton, and Dave Goldsmith.





**Vintage Gliders Australia Annual Rally  
Bordertown, 3<sup>rd</sup> - 11<sup>th</sup> January 2015**



Perhaps the standout occurred the day before the rally began, when Jenne Goldsmith planned to fly her Ka6E from Tocumwal, NSW, where Geelong Club were having their Christmas Camp, to Bordertown, SA, a direct distance of about 450 km. Jenne planned a 50 km dogleg to exceed the 500 km for her diamond distance, however she ran out of daylight and thermals after covering 490 km of the journey and reaching 14,881 feet! Her retrieve crew were close at hand, having followed her all the way using the SPOT tracker.

## **Vintage gliders present during the rally were:-**

**Cherokee 2 VH-GLU** with Kim Van Wessem

**ES-60 Boomerang VH-GQY** with Bob Hickman

**ES-60 Boomerang VH-GTL** with Mike Renahan

**Olympia VH-GFW** with John "JR" Marshall

**K7 VH-GPG** with John McCorquodale, Rob Moffat and Arie Van Spronssen

**K7 VH-GNU** with John Ingram

**Ka6cr ZK-GFF** with Andy and Rob Benton, recently imported from New Zealand

**Ka6E VH-GGV** with Erik Sherwin

**Ka6E VH-GEA** with Jenne and Dave Goldsmith

**Scheibe SF-27M VH-ZOT** with Peter Rundle

**Pirat VH-GXL** with John Lawson and John Ashford

**Sapphire** ultralight with Keith and Edna Nolan



**Erik Sherwin and Sylvia Sharman with the Ka6E, in front of the Olympia and Pirat**



Other members and friends to attend the rally included Alan and Ruth Patching, Sylvia Sharman, David and Rosie House, James Cooper from WA, Jeff Watson, Leigh Bunting, Ged Terry from UK, Geoff Hearn and Colin Collyer. The Bordertown-Keith Club members ran a great winch operation and it was good to see the increased member participation and enthusiasm the club is experiencing, with a recent influx of students and a second twoseater now on line.

The first day of the rally, Saturday 3<sup>rd</sup> January, brought strong winds and raised dust, so most retired to the large comfortable airconditioned clubhouse and rigging was postponed to Sunday morning. At briefing the dreaded banned word was revealed, the "fine tin" rattling if anyone was remiss enough to utter "lift".



The first day – windsock straight out!

Sunday's weather was much better, with an abating wind and thermals more evident, although smoke from a bushfire in the Little Desert ruled out longer flights to the East. Three flights exceeding an hour were made in the afternoon, with thermals to over 6,000 feet under a blue sky.



John Ashford away in the Pirat

Monday the weather improved further, with a blue sky, gentle winds and temperatures in the low thirties. Keith and Ged flew temperature trace flights each morning in the Sapphire, providing an insight into the expected temperature needed to kick off the thermals.

Eleven vintage flights tested the air, and five of them exceeded an hour. Peter Rundle in the SF 27M covered 209 km in 3 hrs 23 min. Jenne Goldsmith flew for over four hours, reaching almost 8,500 feet and covering 146 kilometers. Arie Van Spronsen and John McCorquodale in K7 VH-GPG had two flights, both of which were 2 minutes over two hours.



Andy Benton in the Ka6cr

Tuesday brought temperatures ratcheting up to the high thirties, sunny weather and a light SE breeze. It was looking good, and small cu popped across the sky just after lunchtime to add zest to the day. Of six flights of around two hours or more, the longest two were 380 km in 6 hrs 32 minutes by Dave Goldsmith to 10,000 ft and 379 km in 6 hrs 7 minutes by Erik Sherwin, both in Ka6E's. Peter Rundle flew 337 km in 4 hrs 32 in the Scheibe. The K7's were well utilized, with John McCorquodale and Rob Moffat flying 214 km in 3 hr 48 in VH-GPG and John Ingram and Tony Edge 1 hr 53 in VH-GNU, both K7's then completing 8 training flights between them during the afternoon. Mike Renahan flew 2 hrs 30 in his Boomerang VH-GTL.



Wild Wednesday as the clouds grow!



Wednesday 7<sup>th</sup> January while starting off with a blue sky and a forecast 40 degrees C, became the day of drama as thunderstorms rapidly developed mid afternoon, with heavy rain, squally winds, and lightning strikes starting numerous nearby bushfires! Calls were made to encourage the return of the cross-country fleet as the airfield faced imminent closure, the pilots enjoying booming thermals as they routed around thunderstorms to make their way home. Nine soaring flights and lots of dramatic stories about the weather were testament to an exciting day's flying. Jenne Goldsmith in the Ka6E covered 250 km in 3 hrs 38 mins, and John Ashford flew 230 km in 2 hrs 53 mins in the Pirat. Arie Van Spronssen and Rob Moffat flew 186 km in 2 hrs 49 in the K7, and Peter Rundle 185 km in the SF27M. Bob Hickman (Boomerang) exceeded three hours, and Erik Sherwin in the Ka6E exceeded two hours. Andy Benton covered 141 km in 2 hrs 55 mins in his Ka6.



K7 VH-GPG won the Best Twoseater award

John Ingram and Gary Crowley, after 2 hrs 30 in K7 VH-GNU, carried out the only outlanding of the rally when a squally wind forced them down two paddocks short of the airfield. What a day, fortunately with no damage to pilots and gliders!



Rob Moffat and Rob Benton decide it's beer time as the thunder roars and lightning flashes!

The remaining days of the rally saw temperatures drop to the low twenties with low cloud and drizzle. However the flying over the previous four days had been so good that no-one felt let down by the weather. The Vintage Gliders Australia Annual General Meeting took place as scheduled on Thursday morning, and the Annual Dinner was moved forward to Thursday evening. A bus tour was organized by Sylvia Sharman for Friday, and Howard Hendricks, an impressive speaker who completed 31 missions as a young Lancaster Bomber Pilot in World War Two, addressed a large crowd on Saturday evening.



**Due to work commitments Kim Van Wessem missed the flying days in his Cherokee**

In summing up, it was an unforgettable rally on a number of grounds, and it is obvious that the spirit of vintage gliding continues to flourish. Some excellent gliders not seen previously at our rallies attended, and there were quite a few new faces welcomed. The catering standard set by VGA members JR Marshall, Mike Renahan and helpers was hard to beat, the food was delicious and varied, so many thanks to them! The Bordertown-Keith Gliding Club team, including Brooky, Markus, Andrew, Greg, Garry, Brentyn, Nugget and Bully put on a fabulous operation, thanks heaps! The social side was also a highlight, those not actively flying also joining in to make the experience memorable and friendly. But what about the flying? – in a word – WOW!





## VGA ANNUAL GENERAL MEETING 8<sup>th</sup> January, 2015

The meeting was held at 10 am in the Bordertown Clubhouse, with 31 members and friends in attendance. The President's report was presented by Alan Patching, Secretary's report by Leigh Bunting and Treasurer's and membership report by Dave Goldsmith. It was obvious that support for Vintage Gliders Australia continues and the association remains in good shape.



Alan Patching retired as President after many years, and John "JR" Marshall was elected as new President. Two members, Andy Benton and Ruth Patching offered assistance for membership secretary and treasurer duties, this is being investigated for introduction on 1<sup>st</sup> July, 2015.

The meeting voted to subsidise John Ashford up to \$1,000 for his travel expenses to represent Australia at the next OSTIV conference in Europe. Up to \$3,000 was earmarked for subsidies to those attending this year's International Rally in Holland.

Discussion about our association and possible synergies with the Australian Gliding Museum lead to the resolution that Vintage Gliders Australia membership renewals should take place on 1<sup>st</sup> July each year, members of both groups being able to renew on the one form at the one time. This will simplify renewals and reduce confusion for many, however it is emphasized that members will continue to be able to belong to just one group if that is their preference.

Later, discussions with Graeme Barton, Secretary of the Australian Gliding Museum, confirmed that the Museum supports this proposal.

## PRESENTATION NIGHT & ANNUAL DINNER 8<sup>th</sup> January 2015

With poor prospects of flying on Friday, Saturday and Sunday, the dinner was moved forward two nights to assist those who wished to leave early. JR assured those present that a posh meal could be provided by the VGA catering department at short notice, and, much to the appreciation of all, so it was!

The master of ceremonies for the prizegiving was a very relaxed new President, JR, who handled the occasion with humour and aplomb.

The Geoff Gifford Trophy for the longest flight between rallies was won by Les Webster in Western Australia who made an amazing flight of over 500 km in an ASK-13.

The next award winner was Dave Goldsmith, who made the longest flight of the rally, 380 km, by a margin of under 2 kilometers over Erik Sherwin's distance, to win the Renmark Trophy.



Winner of the Best Two-seater award was K7 VH-GPG, brought by John McCorquodale, Rob Moffat and Arie Van Spronssen.



Winner of the Best Single Seater trophy was Scheibe SF-27M motorglider brought by Peter Rundle.





Winner of the Concours d'elegance award was Andy Benton for his beautifully restored Ka6cr ZK-GFF.



Winner of this very handy turbo to assist if he is ever again caught short was John Ingram!



Gary Crowley organised for Howard Hendricks to give a fascinating speech about his time as a young Lancaster bomber pilot during the war. Howard and his daughter are seen above with Gary and JR Marshall. The Bordertown Boys put on a delicious roast dinner to round off this year's Bordertown Rally

## Hunter Valley Gliding Club Easter Vintage Rally.



The HVGC Rally will start on Good Friday and continues for the following week. With good autumn flying conditions and an emphasis on the social side, the rally is popular and highly recommended. I have been advised that this year will be no exception, although details are not yet on the website - <http://www.hvgc.com.au/>

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### VGA Subsidy for members International Vintage Rally in Holland

The Vintage Gliders Australia Annual General Meeting voted for up to \$3,000 to be made available for subsidies to visit Holland in July/August 2015 for the Rendezvous and 43<sup>rd</sup> International VGC Rallies. Cheaper airfares on offer and the possibility of a subsidy from VGA should assist those interested.

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

**VGC Rendezvous Rally 20<sup>th</sup> to 25<sup>th</sup> July, 2015, at Venlo, Holland**

[www.venlosezweefvliegclub.nl](http://www.venlosezweefvliegclub.nl)

**VGC International Rally 27<sup>th</sup> July-6<sup>th</sup> Aug. 2015 at Terlet, Holland**

[www.vgc2015.nl](http://www.vgc2015.nl)

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*And finally, my apologies for not getting VT 133 out sooner! A combination after Bordertown 2015 that included Horsham Coaching Week and organising the gliding exhibition at the Australian International Airshow 2015 has lead to an acute shortage of spare time! Fly safely, and enjoy the remaining summer thermals!*  
*Dave and Jenne G*



## Restoration of ZK-GFF

By Andy Benton

Schleicher Ka6 CR SN 6560, was constructed in 1966, and became ZK-GFF. It was first operated by the Whakatane Gliding Club, in New Zealand. It had a big accident early on, spinning into the runway in a mixup with a Fokker Friendship! Fortunately it was rebuilt and passed into private ownership. It was based out of Matamata & Taupo for many years, and then in the 1980s moved to Nelson, being sold to the Nelson Lakes Gliding Club in 1994.

I first flew it in 2007, after going solo on the club's K4. The Ka6 felt like a jet fighter in comparison and for several years I had almost sole use of the glider at 20c/min, while the club maintained, insured and hangared it – what a great deal!

However the glider became increasingly tatty, and in 2011 was grounded pending a full re-cover. The club elected to buy an LS4, and proposed to sell the Ka6 trailer and burn the glider! I objected to this and was told that I could buy it instead, but that to get it flying I would need to remove all the paint and all the covering, and completely restore it.



Having been into model gliders, I was actually very keen to work on a real vintage glider. I arranged with Mike Strathern (NZ Sailplanes Pty Ltd), that if I was to get qualified in glider engineering, that I could restore the glider under his supervision. I

offered the club a very low purchase price, and became the proud owner of GFF in 2012. While I waited to get on a GNZ Class 2 engineering course, I completely refurbished the trailer, fixing the leaks, removing the rust, painting the chassis, replacing the front wall, the lights, and the entire floor.

I did the engineering course, and followed it up with the Australian Gliding Museum's Wood Inspection and Minor Repair course, and Fabric application course. This course was great, and made me much more confident about commencing my project.

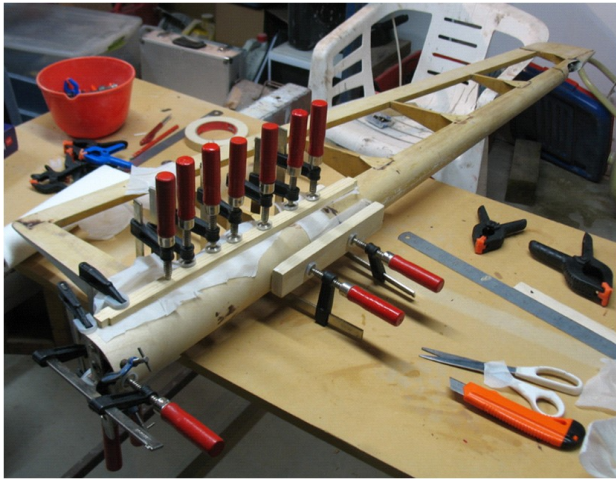
The next few months were all about paint stripping. I used paint stripper and a scraper to remove the 8 layers of paint. It was depressingly slow work! The top surface of one wing took an entire week, and it made a heinous mess of the garage! Jude even rolled up her sleeves to help. It was really satisfying watching each component become clean and light.



Jude scraping paint

The importance of having a really good look, was borne out when I found small areas of damage on both elevator D boxes. This was either water or rigging damage. Therefore we replaced sections of each elevator D box, which was exacting work involving lots of clamps!





Elevator repair

When the covering was fully removed all the glue joints were closely examined, and it was found to be in very nice condition.

The re-covering process became a family affair, with my father Rob helping with fabric application, and Liz checking all the irons at the op-shop to find ones which could be calibrated at 225F and 250F. We used Randolph Ceconite method and covered the entire airframe, as it becomes more weather proof, and stops the paint cracking along the wood grain.



Rob with wing uncovered

The covering process was much easier with two sets of hands, and quite enjoyable. Smoothing out all the edges and glue lumps was very time consuming. I had to keep reminding myself that I was not trying to win at Oshkosh. I did consider varnishing the fuselage and keeping the fabric unpainted, as it would look lovely, but would not last as well.



Fuselage ready to spray

I then lined my garage with plastic, installed a heap of lights, and borrowed Mike Strathern's very nice spray painting gear to apply the nitrate, butyrate and silver dopes. I also bought a full face mask and lots of vapour filters.



It took about a week to spray on the different dopes. The dope was easy to apply, with each coat melting into the one beneath it.

I elected not to apply the 'Ranthane' aviation polyurethane topcoat myself, as it has cyanide in it, and that a bad job would be impossible to fix. The local truck spray-painter applied the Juneau white and agcat yellow (plain white is boring). They did a beautiful thin coat of paint, and it was amazing to mask it up, and then come back to find the glider was now yellow!





Fuselage in green dope



Glider in the paintshop, now yellow

The resulting weigh and balance in August 2013, found the glider was 10 kg lighter (much less paint!), and the cockpit loading of 100kg is really great for a Ka6. Budget wise, stripping back, recovering and painting cost about \$6500, which I felt was quite reasonable. The real expense was in time – over 600 hours – but it was fun!



GFF and GEA together

**Photo by Peter Brookman.**

I never intended for the Ka6 to end up in Australia, but I got a job here, and want to now

enjoy flying it. The import process was just awful. I had to get further extensive work done on the trailer, new brakes, axle, wheels, tyres, chains, more lights etc. The shipping was cheapest on the roll-on-roll-off ferry, but the boat went via Japan.

Customs and Quarantine seem to specialise in obstructive incompetence; the quarantine inspection involved paying \$1000 to have it moved by low-loader, across the road, and while it was washed they wanted me to leave the glider in the open, in gusty conditions, with trucks going in all directions! I felt very fortunate to eventually drive away with the glider and trailer intact.

The glider is still on the NZ register as I am going to enjoy the soaring season before diving once again into paperwork and red tape. I'm sure GFA won't be as bad.

The vintage rally at Bordertown was really enjoyable, and was the first outing for Rob and I sharing the little yellow beast. We only flew 2 days but the weather was really memorable. Rob did 280 kms which was a great effort. I was fortunate to climb away from the winch launch, and in company with Jenne Goldsmith in her K6e, we took the first thermal to almost 10,000 ft. Jenne then disappeared and I did a short distance, but was very happy to get the glider back in its trailer before the storms hit.

Being awarded the Concours d'elegance is really special, particularly as there are some beautiful gliders which have won this in the past. I really enjoyed doing up the Ka6, and I am hopeful that I may be able to help work on some of the museum's gliders, in the years ahead.

