

# Vintage Times

Newsletter of Vintage Gliders Australia

[www.vintageglidersaustralia.org.au](http://www.vintageglidersaustralia.org.au)

Issue 134

December 2015

**President** John "JR" Marshall, 201 Mt. Gambier Rd. Millicent, S.A., 5280  
Tel (08) 8733 4416 E-Mail: [jma99350@bigpond.net.au](mailto:jma99350@bigpond.net.au)

**Secretary** Leigh Bunting, 5/114 Lipsett Terrace, Brooklyn Park, SA, 5032  
Tel 0423189405 E-Mail: [vh\\_gdn@internode.on.net](mailto:vh_gdn@internode.on.net)

**Treasurer & Membership** Ruth Patching, 50a Angus Ave, Altona North 3025.  
Tel: 0437525666, email [ruthpatching@hotmail.com](mailto:ruthpatching@hotmail.com)

**Editor** Andy Benton, 20 Francis Street, Tatura, Vic 3616.  
Tel: 0412 071 441 E-mail: [barneyk6cr@gmail.com](mailto:barneyk6cr@gmail.com)

Membership \$20 due 1<sup>st</sup> of July. Acc # is BSB 033 624 Account 176101, please advise [ruthpatching@hotmail.com](mailto:ruthpatching@hotmail.com)



## THE GOOD OLD DAYS!

Nigel Arnot's Kookaburra VH-GHH towed by the venerable DH-82 Tiger Moth

## From the (new) editor...

After 12 years as editor of Vintage Times newsletter, Dave Goldsmith is passing the role to myself, and hopefully I can fill those rather large shoes... and most importantly you, the readers can continue to enjoy a newsletter which showcases, the challenge, skill and downright fun of flying vintage gliders!

At the same time, Ruth Patching is taking over the Treasurer and Membership duties, also from Dave, which is very much appreciated.

I am sure you will all join me in thanking both Dave and Jenne, for their work with Vintage Times, and for the very significant contribution they make to the vintage gliding movement in Australia. I look forward to Dave continuing to supply articles and rally reports for the newsletter, and hope that by spending less time in front of the computer they can spend more time flying cross country in their beautiful K6e.



We are very lucky to have a vintage movement which promotes the flying of vintage gliders through Vintage Gliders Australia; the collection and display of nationally significant airframes at the Australian Gliding Museum (AGM), and; the teaching of vintage glider restoration at the Museum Workshop. The combination ensures that vintage gliders will be flying for many years to come.

About me... I've been gliding for about 10 years, initially learning with Beaufort GC in the Zephyrus. I went solo in a winch launched Ka4 in the South Island of New Zealand. I then fell in love with the club's Ka6cr, buying it for very little and spending a year restoring it, using skills learnt at the AGM's wood inspection and minor repair course, and fabric application course.

For me, vintage gliding is a fun, social, pastime, and the opportunity to celebrate beautiful, colorful, and unique old gliders, from the most basic primaries, to classic designs from the 30s, through to the 60s where wood was at its peak and fiberglass was showing great promise.

Correspondingly, the Vintage Times Newsletter needs to be colorful, and full of pictures and stories of your experiences flying vintage gliders. I'd like to encourage you to send me articles and photos, and I welcome any questions or comments you may have.

Andy Benton



## Bordertown 2016

Note that the date for the Vintage Gliders Australia 2016 Rally at Bordertown is going to be the SECOND WEEK of January;

**9-17 January 2016**

Please put this in your calendars, for what promises to be a great event.



## **50<sup>TH</sup> Anniversary Horsham Week Competition**

**6 to 13 February 2016**

### **Coaching Week**

**30 January to 5 February 2016**

In February 2016 we will be celebrating the 50<sup>th</sup> Horsham Week competition, which has been run each year since 1966!

Glider types at the start of the competition included Ka6, Olympia, ES49 Arrow, ES60 Boomerang, Bocian and Kookaburra.

Many of the pilots are still around the gliding movement today; Alan Patching, Ian Cohn, Gary Sunderland, David Pietsch, Haydn Dunn, Tony Tabart, Keith Nolan, and Max Hedt. And some of these stalwarts are still flying!

For 2016 the Horsham week organizers are planning to recreate some of the atmosphere of those years by offering the opportunity for the gliders, their owners and former pilots / crews to join in the celebrations.

All owners are invited to bring their vintage gliders and participate in local flying and static displays on 6 February, which will be a chance to show today's 'hot shots with their hot ships', how gliding was done before GPS and flight computers.

## **Special 50<sup>th</sup> Anniversary Commemorative mug**



**The Victorian Soaring Association (VSA) will be presenting a special 50<sup>th</sup> Anniversary mug for the most meritorious flight in a wooden glider flying in the Horsham competition.**

Vintage gliders can fly in the competition in club class if they have FLARM and the pilot has a Competition License or GPC. Alternatively if they don't have FLARM they can fly in the coaching week, and the pilot only needs CFI approval and C - certificate.

The VSA has promised financial support and the Australian Gliding Museum is assisting to identify gliders, competitors and crews.

It would be great if we can get a good fleet of vintage gliders to Horsham. Those keen on participating are encouraged to contact:

Ian Grant  
Contest Director Horsham Week 2016.  
Mobile 0418 271 767  
Home (03) 9877 1463  
Email: [ian.grant.gliding@gmail.com](mailto:ian.grant.gliding@gmail.com)

[http://www.horshamweek.org.au/index.php?option=com\\_content&view=category&id=10&Itemid=15](http://www.horshamweek.org.au/index.php?option=com_content&view=category&id=10&Itemid=15)



# OLC and the GEOFF GIFFORD TROPHY

I really enjoy looking at the OLC Vintage glider league at some of the great flights that have been done in vintage gliders.

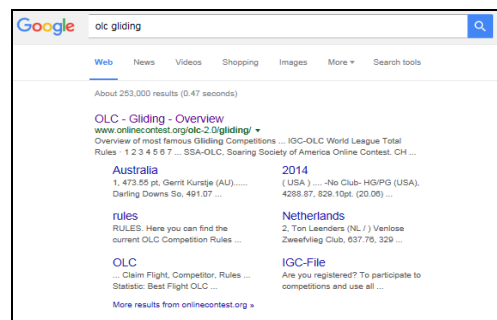
So, to encourage you all get involved in OLC and then send me stories and photos of your exploits, I am reminding everyone that the 'Geoff Gifford Trophy' is awarded for the Vintage Gliders Australia member, who achieves the 'longest distance on handicap', between annual VGA rallies.

At the 2015 annual VGA Bordertown rally, the Geoff Gifford trophy was won by Les Webster of Western Australia for a flight > 500 km in an ASK-13.

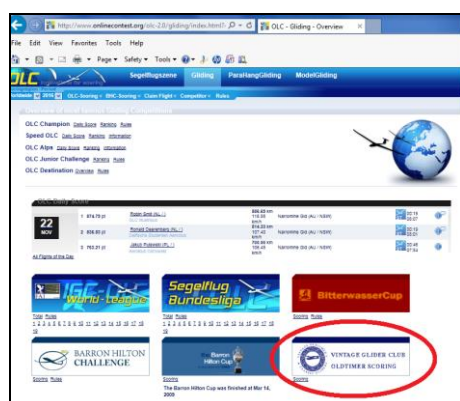
Since Bordertown 2015, the best flight has been by Dave Goldsmith, with a 391 km flight being Horsham, Hopetoun, Wycheproof, in the Ka6e, during the 2015 Horsham coaching week.

This is how it works...

1) put OLC gliding into the search bar, and then click OLC gliding overview.



Scroll down the first page and click on the 'Vintage Glider Club Oldtimer scoring' box, as circled in red below:



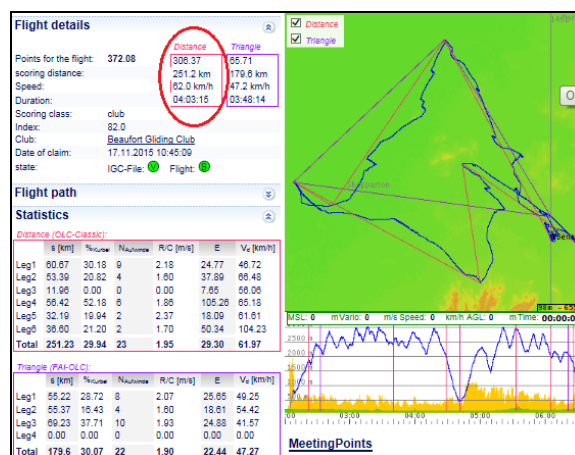
The first screen shows all the vintage glider flights, worldwide, so select Australia;



You can then select an individual flight to look at, eg the highest scoring flight on this page was on 17/11/15 by Rob Benton.

Segelflugszene			
Gliding			
ParaHangGliding			
ModelGliding			
Australia			
2016			
OLC-Scoring			
BHC-Scoring			
GFA-DCE-Scoring			
NDC AU-Scoring			
Claim Flight			
Competitor			
Rules			
Oldtimer Ranking 2016			
(Australia)			
	name	sum	Flight 1
1	Jennifer Goldsmith (AU / VIC)	1720.43	369.50pt (20.10)
2	Scott Johnson (AU / QLD)	916.18	293.20pt (04.10)
3	Rob Benton (AU / VIC)	372.08	372.08pt (17.11)
4	David Goldsmith (AU / VIC)	244.74	244.74pt (17.10)
5	Andrew Benton (AU / VIC)	237.61	237.61pt (28.11)
6	Derek Spencer (AU / SA)	174.14	174.14pt (28.11)
7	Richard Goldsmith (AU / VIC)	155.28	155.28pt (15.11)
8	Geoff Wood (AU / SA)	76.29	76.29pt (13.11)

For the Geoff Gifford trophy, the longest distance on handicap is based on the distance and points circled in red below:

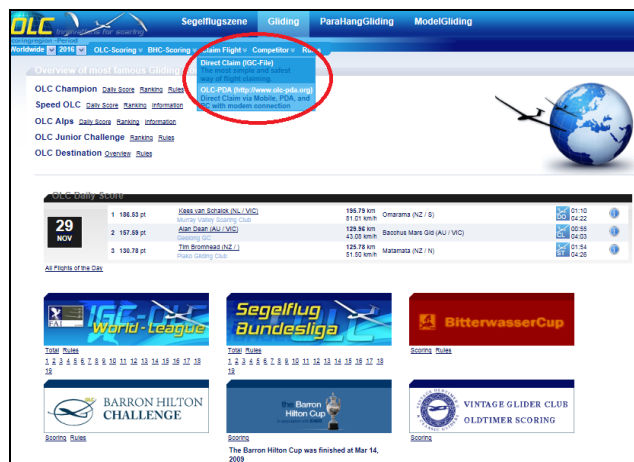


OLC shows lots of interesting information, such as the 9,000 ft loss of height that happens when you try and push into wind in a k6, and the resulting save, which must have been a nice feeling...

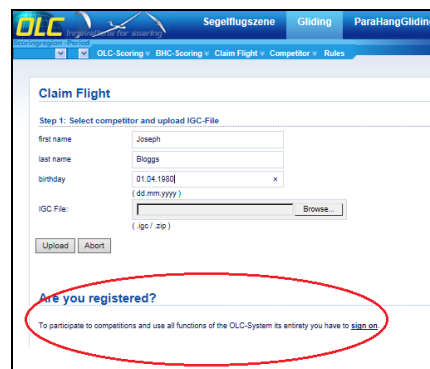
To put flights onto OLC, you need to have a data logger. I have a Colibri II, which is self contained, about 100g, and the size of a match box. Non-IGC approved loggers are fine, and therefore reasonably cheap.

Participating in OLC is free, so once you have done your flight you put it on OLC as follows:

Click on 'Direct Claim' under the 'Claim Flight' drop down list, as below:



You need to register, which is free, by clicking the circled box in the next picture.



Then each time you log a flight, you can enter your name, date of birth, and upload the flight.

When you upload a flight, it then asks what type of glider you are flying, and if you choose a vintage glider, it will automatically list your flight in the Vintage Glider Club Oldtimer Scoring.

If you have any questions – ask Dave...

# Rally reports 2015

## Hunter Valley Gliding Club Rally

by Dave Goldsmith

The Hunter Valley Easter Rally 2015 was rather subdued, as forecast marginal weather conditions provided little incentive for travelers to make the journey to Warkworth, near Singleton in the Hunter Valley, NSW. The vintage gliders attending were Peter Rundle's SF-27M, the Mangrove Mountain Gliding Club's ASK-13 VH-GPU and syndicate K7 VH-GPG brought by Rob Moffat, John McCorquodale and Graeme Martin, and Dave and Jenne Goldsmith's K6E VH-GEA.

Easter Friday morning was overcast with rain forecast, but the Mangrove Mountains boys rigged their club ASK-13 and surprised everyone by producing a pristine yellow two-holer canopy for its first trial. There was no shortage of volunteers. The weather conditions restricted the length of flights so many pilots enjoyed some open cockpit flying before the rain started.



The canopy proved to be very popular, with effective windscreens and having little effect on soaring performance.

Pilots were queuing up to "have a go". All gave it a big "thumbs up", including one tall pilot at 6 ft 7 inches. Built using the plans specified in Schleicher Technical Note number 15, the canopy was fabricated by Peter Rundle with assistance from Rob Moffat.

No flying was done on the weekend due to the weather, but Monday was fine and saw flights of over two hours and up to 6,000 ft, until thunderstorms brought an early end to the day. Rain continued for Tuesday and Wednesday. Thursday and Friday were flown with climbs to around 5,000 ft, however the rain then returned and the rally was brought to a close on Friday evening.



**SF-27 heads home as the storms approach**

The Hunter Valley Gliding Club are to be thanked for again running their Easter Vintage Rally. The law of averages suggests that we will see great weather next year!



**The Australian Gliding Museum's T31b**

## **Melbourne Cup Vintage Rally and Australian Gliding Museum Open Day 2015**

The usual relaxed four day weekend of the Melbourne Cup Vintage Rally again suffered the vagaries of the weather, with rain and wind permitting flying only on Tuesday.

However Sunday's Museum Open Day was again a huge success, including acceptance of Australia's oldest regularly flown sailplane to the Museum's exhibits, as Alan Patching donated the famous "Golden Eagle". Built by a young Geoff Richardson and first flown in September 1937, the yellow and white gull-winged glider looked magnificent.



**Taking the press photograph for the Golden Eagle presentation, with Alan Patching and Chris Richardson, son of the designer and builder Geoff Richardson".**

Many Museum members and supporters attended the Annual General Meeting and Barbeque lunch. The Museum continues to make excellent progress, having covered the area between the hangars and installed an 11\*4 meter spraybooth. The glider collection continues to grow. Now with 60 gliders, the collection is among the world's largest gliding museums.

Tuesday saw a light southerly breeze, and the usual white gliders were joined on the launching grid by a bright red, strutted, open cockpit two-seater Slingsby T31b, a yellow Zephyrus, a bright orange Pirat and a blue and white Boomerang! Unfortunately John King, who had brought his Slingsby Dart 17R from Benalla, had to leave, and missed out on flying during the rally.



John Buchanan did a wonderful job driving the winch, providing launches to 1,500 ft in the T31b, keeping the speed below the maximum 48 kts. The longest T31b flight was by Jenne Goldsmith and Sue Snell of 25 minutes.

Bob Hickman had the longest vintage flight of 2 hr 35 min in his Boomerang, while Beaufort Club pilots in the Zephyrus had a flights up to an hour. John Lawson also had some soaring in the Pirat he shares with Hans Prem.



**Pirat, Zephyrus, and Slingsby T31b at the 2015 Melbourne Cup Rally**

## Winter Flying at Boonah

From John Zoanetti

It could have been the 1950's at Boonah as the DH-82 Tiger Moth climbed out with Nigel Arnot's resplendent Mark III Kookaburra on tow. Fortunately John Zoanetti's camera caught the action, with winter flying weather producing thermals of 6 kts average to 4500 feet.



**Clockwise; Ready for some aerotowing!; A proud Nigel Arnot raring to go; the Kookaburra back in her element; John enjoys flying his cobra.**

## Hair in the wind...

Following from the Hunter Valley Easter rally, the open cockpit for their ASK-13 made its way to Bacchus Marsh, where it was fitted to the Geelong Gliding Club's ASK-13, VH-GPZ, and clearly more open cockpit fun was had, as demonstrated by John Buchanan and Wayne Mackley.

There are even copycats electing to build their own open cockpits... Should be a great summer!



## 43<sup>rd</sup> VGC International Rally, Terlet, Holland 27 July - 6 August 2015

The text of this article is a summary of the report **Bruce Stephenson** provided to Gliding Australia, and the beautiful pictures are courtesy of **Vincenzo Pedrielli**.

The Australian vintage gliding scene is relatively small in comparison to our sister club, the Vintage Glider Club, based in Europe. For the past 42 years this International Club has met up in a different country each year for what is now a well-established event in the world's gliding calendar. The 43<sup>rd</sup> VGC International Rally

was held at Terlet, just outside the Dutch city of Arnhem.

Sadly Rally goers were treated to the opening days of heavy rain and high winds, which prevented flying. In addition the Dutch authorities had introduced severe restrictions on foreign registered Annex II gliders, and participation was well down on previous years. However the rally still attracted 250 participants, from 13 countries, with 65 gliders.



International rallies have a strong social component with a very successful international evening, a Dutch evening celebrating Dutch cuisine and culture, an auction night, and various guest speakers. The VGC AGM was held and saw Peter Boulton become the new Chairman and Jan Forster the new VGC President.

There was some really great flying towards the end of the rally, with 466 hours flown from 347 winch launches, 119 aerotow's, and 15 auto-launches.

One of the highlights of the rally was the official hand-over of the Scott-Viking sailplane to representatives of the Gliding Heritage Centre (GHC). The brainchild of Bob and Sylvia van Aalst, this determined Dutch couple campaigned for months to raise the 8200 Euros to secure this unique 1938 glider and return it to the UK where it is now safely tucked up as part of the GHC at Lasham in England (**pic below; [vintagegliderclub.org](http://vintagegliderclub.org)**)



Thanks and mention must be made to Neelco Osinga (Chief Rally Organiser) and his faithful Terlet crew, with special thanks to Astrid van Lieshout and the entire Vereniging Historische Zweefvliegtuigen' (VHZ), who did themselves proud, often under challenging conditions!

All in all, it added up to a week of unmitigated flying fun, not to mention the fine wine and even finer company; what more could anyone ask for?

So if you fancy a summer Nordic adventure to next year's Australian winter, why not make your way to **Räyskälä**, Finland! ([www.vintagegliderclub.org](http://www.vintagegliderclub.org))



## The Nymph – a possible flier....

Edmund Schneider Pty Ltd constructed 4 ES-56 Nymph single seaters with the first flight taking place in December 1955. With an L:D of 25 and a wingspan of 11.9 metres the type was quite popular. The prototype Nymph VH-GHG spent many years on display in the ceiling of the Bowermans Office Furniture showroom in Canterbury, Sydney. A team from the central NSW coast consisting of John McCorquodale, Peter Rundle, Arie Van Spronssen, Michael Vince and Graeme Martin has carefully rescued the glider, and taken it back to the Central Coast Gliding Club.

After an initial clean, the team found the glider to be in surprisingly good condition externally. The log book was in the cockpit, showing 844 hours with around 1200 launches, last flown about 20 years ago. To determine if the glider could be returned to airworthy condition, they needed to proof load the one-piece wing and determine the integrity of the glue joints.

The team suspended the wing from a scaffold tower, and loaded it to 4.25G using 600 kg of sand bags. The 25 kg bags were carefully loaded into the same position on each side simultaneously, until the full weight was in place. The whole exercise went very smoothly resulting in a 220mm deflection measured at both wing tips, which returned to the pre-stressed position when the weight was removed.

The team feels confident that the spar and the glue holding the ribs in place is sound. Proof loading of the wing was the “moment of truth” to decide to either proceed with the structural investigation to return the Nymph to airworthiness, or for it to become a static museum exhibit.

There is still a lot of work to be done, but the outlook is hopeful.





## Exciting K7 outlanding

By John Ingram (*Ed abridged*)

In the lead-up to Bordertown 2016, John Ingram contributes this article about his flight with Gary Crowley on 7 January 2015, which saw both amazing lift and sink, and necessitated some quick decision making and a safe paddock landing.

The flight had started well, with a winch launch into lift, eventually climbing to 10,000 ft. There were amazing clouds and the plan was to fly locally and go to Mundulla and back. From 9,000ft at Mundulla the vario changed from 'pegged up' to 'pegged down' and the priority became losing excessive height and returning to the airfield as fast as possible.

Full airbrake was applied, as the height seemed far too much, and a straight in approach was chosen due to rapidly approaching rain and lightning. As we approached the airfield we found MASSIVE sink! It became clear we were not going to make the airfield and I made the decision to land in the paddock, which was safely done.

My priorities were; Realizing we had a 'situation'; Keeping the glider level and stable; Keeping the glider under control; Keeping the airfield in sight; Watching the weather deteriorating; Not flying into lightning weather.

I'm very thankful for the 'other K7 team' John McCorquodale, Rob Moffat and Arie Van Spronsen, for helping tie-down and de-rig my K7; it looked like you'd done that before?

## Rigging aids for the BG12....

Scott Johnson, at Lake Keepit Soaring Club, reports that he has constructed a rigging aid so that the 90 kg centre section of his BG12, can be lowered into position.

While the rail did bow rather alarmingly, that has been fixed. It now only takes 3 people to put the centre section on, 2 to guide and locate, and 1 to lower the wing down. This looks to be a great initiative for other gliders with this same heavy centre section.



---

## FOR SALE

### Pioneer 26 foot military conical chute

Backpack style. DOM Jan 1981  
It has had very little use and been stored well.  
Parachutes Aust. Carry Bag  
Current inspection and repack. Weighs 10kg.

Asking \$500 ONO.

[peter.raphael@bigpond.com](mailto:peter.raphael@bigpond.com)  
0427519398

### Schleicher Ka7

VH – UKY

2 seat glider fitted with new radio and audio vario. Recent Form 2.  
Open trailer, registered.  
The basic training needs for a club or syndicate.

Price: \$25,000 O.N.O.

Contact Janet Neisler  
0439745091  
Email <[trygliding@gmail.com](mailto:trygliding@gmail.com)>



## SCHWEIZER I-26C S/n 261



VH-GQB

Completed as a kit and first flew at RAAF Richmond on the 10<sup>th</sup> of July 1964. The Glider operated at RAAF Richmond until October 1977. GQB was transferred to RAAF Pearce Gliding Club with its first flight in Western Australia on 3<sup>rd</sup> of December 1977. It was operated by the RPGC until its return to the RAAF Richmond Gliding Club in early 1983.

A 30 year inspection was completed on the 5<sup>th</sup> of December 1998. New fabric and paint applied during this inspection. Always hangared while with RAAF Richmond Gliding Club. Open trailer with fittings (un registered). Last flown on the 5<sup>th</sup> of December 1998 post 30 year and Form 2 inspection. Last rigged and Daily Inspection conducted on the 27th March 1999. Total flight hours: 2193.46min. Total landings: 5978. Currently stored in the RAAF Richmond Gliding Club Hangar (de-rigged).

Available Paper work:- ☐ Log Books x 2,  
☐ Maintenance Releases, ☐ Service Manual & Service Bulletins, ☐ I-26 Flight Handbook,  
☐ I-26 Handling Notes, ☐ I-26 Flight-Erection-Maintenance Manual, ☐ Airworthiness Advice Notice.

RAAF Richmond Gliding Club, Henry Ford,  
0418 645 437,  
[henryford1@bigpond.com](mailto:henryford1@bigpond.com)

## SZD 36a Cobra 15 S/n W-590

VH-JZO

Built 1972, had life extension by factory in 1999.

772 Hours, 472 Landings,

Excellent condition and form 2 till May 16.

Good enclosed trailer.

No major damage.

Call 0407 365268 or email

[invertedflying56@gmail.com](mailto:invertedflying56@gmail.com)

Reasonable offers considered.

## Boomerang ES60 S/n 82 Yellow Bird

VH-GQO.

Sold with current Form 2, 40 year survey done 2006.

Good trailer and all tow out gear

New radio and main wheel

Set up for Ouidi 2

\$9,000

Call David Howse 0447 470 747

## Grunau 4 ES58 S/n HB18

VH-GHK

Sold with current Form 2, 50 year survey done 2013.

Good trailer and all tow out gear

New ASI

\$6,000

Call David Howse 0447 470 747