

Vintage Times

Newsletter of Vintage Gliders Australia

www.vintageglidersaustralia.org.au

Issue 135

July 2016

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

Secretary Leigh Bunting, 5/114 Lipsett Terrace, Brooklyn Park, SA, 5032
Tel 0423189405 E-Mail: vh_gdn@internode.on.net

Treasurer and Membership Ruth Patching, 50a Angus Ave, Altona North, Vic 3025
Tel 0437525666 E-mail: ruthpatching@hotmail.com

Editor Andy Benton, 20 Francis Street, Tatura, Vic 3616.
Tel: 0412 071 441 E-mail: barneyk6cr@gmail.com

The account number for deposits is BSB 033 624 Account 176101, please also advise ruthpatching@hotmail.com
Membership due 1 July 2016 Articles for Vintage Times are welcomed



Peter Raphael in Cherokee VH-GPR, winner of the Concourse d' Elegance trophy at the 2016 Bordertown Rally (photo Phillip Brown)

From the editor...

Wasn't 2015-16 a great summer for vintage gliding? Thankfully the readers have provided a range of photographs and articles, covering the annual VGA rally at Bordertown, Vintage flying at Lake Keepit, the Hunter Valley rally at Easter, and the 50th Horsham Competition. Some excellent cross country flights have been entered on OLC, and I have included a story about a *fiberglass* glider...

If anyone is looking for motivation, Daniel Sazhin in the USA has recently flown a 'Schweizer I-26' over 1,000 kms, setting a new World Record in the 13.5m class.

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsld=5017136>

Not only is this an amazing feat of skill and endurance (11 hours of flying at 94 kmph), but it was done in a vintage glider – one of which is for sale in the classified section of this newsletter!

We are very lucky to have some highly skilled engineers who are able to work on wooden gliders. It is really important that we maintain these skills, and the Australian Gliding Museum is running its '**Minor Wood Repair**' and '**Aircraft Fabricing**' courses in November 2016. The enrollment information is in 'Upcoming Events'.

Following many years of work by the late-VGA member, John Ashford and his colleagues from the USA, there has been a limited release of the English translation of '**Workshop Practice for Building and Repairing Wooden Gliders and Sailplanes**' by **Hans Jacobs and Herbert Lück**. I would encourage members to get a copy of this superb book.

Please note that the 2016-17 VGA subscription is now due to our membership secretary Ruth Patching.

Please keep your stories and photos coming in. Great photos may even get to feature on the cover of the international Vintage Glider Club magazine!

Cheers Andy

Welcome New Members...

Randall Matthews – is from Shepparton, and first tried gliding at Whyalla as a 15 year old in 1978, winch launching in a Kookaburra. Later he went solo at Waikerie, and then did a lot of hang-gliding, and building models. He is hoping to get a vintage glider and join in the fun.

Owen Jones from the Beverley Soaring Club in Western Australia, has joined the vintage gliding movement, buying **Schneider ES60B Super-Arrow**, VH-GGM (shown below).

This glider used to be owned by the now-defunct Stirling GC, and hasn't flown since 2003. It has now had 12 years of dust wiped off it, and is safely hangered.

Owen is keen to get the glider flying, enlisting Kevin Saunders to do a 40-year survey, and hopes to attend future VGA rallies. Welcome Owen!



Vale - John Buchanan

It is with sadness that we note the passing of John Buchanan (aka 'JB'), a man who made a great contribution to both the Museum and the Vintage glider movement. Among other things, JB had been President and CFI of the Geelong Gliding Club and was an enthusiastic supporter responsible for maintenance of the club's K13.



Vale - Keith Jarvis

Members may also remember the late-Keith Jarvis, who was a real character of the early gliding and homebuilt aircraft scene from the 1950s onwards. Keith's family has put this fascinating 'youtube' video together, which has been supplied by Peter Raphael.

<https://www.youtube.com/watch?v=Z43TLqbSTfg>

Peter recalls Keith flying his 'Joey' glider at a vintage regatta at Tocumwal, and that the use of the pylon mounted 160cc victa lawnmower engine was very impressive.

Keith built 13 aircraft in his garage, including a series of own design sailplanes; the Joey 1, Joey 2, and powered Joey 3, an Olympia, and a powered glider of his own design; the 'Australite'. He also built and flew a series of flying wings and powered aircraft.



Vintage Gliders Australia 2016 Bordertown Rally

by Rob Benton



Participants at the 2016 Vintage Gliders Rally at Bordertown (photo detlevreuff@gmail.com)

Another successful gathering, thanks to the Bordertown Keith gliding club, and particularly JR Marshall, VGA president, and his club-mates, who ran winches and also did a splendid job with catering. Thank you all. Flying was logged on 5 days, and mostly locally. It was a bit difficult to "get away".

A wonderful exception was Jenne Goldsmith flying her K6E back to Bacchus Marsh on Sunday 17th, which was the return home day. This was a 403km trip. Pretty special.

Vintage gliders in attendance were; John Ingram with **Ka7** GNU, David and Jenne Goldsmith with their **Ka6E** EA, Bob Hickman with his **Boomerang** GQY, Mike Renahan with **Boomerang** GTL, Peter Raphael with **Cherokee** GPR, JR with **Olympia** FW, Rob Benton with **Ka6CR** XFF, and Kim Van Wessem with his **Cherokee** GLU, which was not flown.

On day one, Sat 09th, Rob and Rena got away from the winch launches, each for 2-3hrs local

probing, both scoring about 80km on OLC. Rob, firstly, had a launch with a newly made cabriolet (open) cockpit, and found it... different... flying with goggles, maybe. Anyway the cockpit was swapped back to the normal one for subsequent flights.



Ka6cr on the winch (photo Peter Brookman)

Day 2. Sunday 10th, The Goldsmiths arrived, and so did the wind. However, Dave in the K6e climbed away downwind, and we expected a retrieve call, but he kept climbing, and successfully pushed back, scoring 54 km on OLC.

John Ingram took a launch in the Ka7, and for the second year running had to land in an adjacent paddock. JR showed country skills, knowing which bit of fence could be successfully flattened without wrecking it to get the trailer to the glider.



John Ingram after outlanding... (photo detlevreuff@gmail.com)

Monday 11th was too windy for us, and most wooden gliders were safely re-stowed in their trailers.

Day 3 for flying was Tues 12th. The met briefing was much more promising, and

David Howse had arrived with his gorgeous Super Cub.



David Howse & Supercub (Peter Brookman)

When David announced that he only had enough fuel for two launches before flying to Naracoorte to refuel, the first two hands to go up were from Bob Hickman, and Rob Benton.



Bob Hickman & Boomerang (detlevreuff@gmail.com)

This was a good decision, because it gave them a head start, before those who were winch launching. They both started by going west, but not in sight of each other. Bob finished with 291 km, as scored by OLC. This compared to Rob's 262km, gave Bob the award for handicapped best distance flown at the Regatta.



John Ingram & Peter Bannister in the K7 (photo detlevreuff@gmail.com)

Jenne Goldsmith despite a late start, scored 139 km, and climbed to 8,400'. To show that the thermals were working well, David Howse thermalled his Super Cub for 20min at idle. Most impressive. At the prize giving this was recognised as the best flight by a 2 seater.

The next two days were blown out. Really blown out, with gusts to 38kt. Gliders back into trailers again.



Abit Windy... (photo detlevreuff@gmail.com)

During this windy period, the AGM was held. The committee was thanked, and being happy to continue, they were re-elected unopposed; President being JR John Marshall, Secretary Leigh Bunting, Treasurer /membership, Ruth Patching. A proposal to make the amount of \$2,000 available for site improvements at Bordertown was voted on and accepted. Also, during this non-flying period, a group of us decided to do a local tourism drive, with a pub lunch. Unhappily, David Goldsmith tripped on a rocky climb and whacked his forehead into rocks and gravel dust. The publican lady was most helpful, with water and towels, but the clean-up had to be finished at the Bordertown health centre. All is well now, but he looked a bit beaten up at the prize giving.



Ole! – Ged Terry, JR Marshall and Alan Patching

Friday 15th. Another soarable day, but not inviting going away from the airfield vicinity till quite late. 4 of us flew about 100km for respectable flights. They were Bob, Rob, Rena, and Jenne.



Jenne Goldsmith in Ka6e GEA.

Saturday 16th, flying, and pack-up and farewell dinner, and guest speaker. Pretty much everyone had a flight, and 6000' was achievable. The club twin was busy taking our visiting guests up, being flown by Bob Hickman. Jed Terry had TL up and away, as did Peter Raphael in the Cherokee. John Ingram flew his K7 with Jeff Watson and Rob Benton. During this event, Keith Willis recorded his 500th 5hr flight. Quite amazing.



Olympia 'yellow witch' (detlevreuff@gmail.com)



Boomerang GTL (detlevreuff@gmail.com)

We had a great crowd for the VGA Annual Dinner, and our guest speaker Marion McCall had a very interesting talk. Her husband is the Anglican Bishop for an enormous area in South Australia. She was very entertaining, as she told us about her being persuaded to speed up his travels around the congregation, by her getting a pilot's licence, and the funny, interesting and rewarding things that happened along the way. She even won an international challenge. She had our attention completely. Thank you for organising that, Garry Crowley.

Raffle draw and winners were Rob Benton, who won Martin Simons *'The World's Vintage Sailplanes'*, and Mike Williams who won *'Advanced Soaring Made Easy 3rd Edition'* by Bernard Eckey. Bottles of wine won by Ingo Renner, Jim Barton and Mike Renahan.



Boomerang GQY (photo detlevreuff@gmail.com)



Peter Bannister & theodolite (detlevreuff@gmail.com)

Sunday 17th. After packing and hooking up for the long drive home, I was aware that Jenne was still rigged. I had heard a rumour that she hoped to fly back to Bacchus Marsh, a flight of about 400km. She was able to take advantage of the Met information provided by Peter Bannister. Peter is a retired Meteorologist, and generously gave us a met briefing each morning after he had analysed the information collected by following a met balloon with a theodolite arrangement. On the 17th, the expected lift, and upper winds were encouraging. She was going to need her oxygen. David Howse delayed his Super cub departure, to give the required aerotow.

That Cub is a Super-duper Cub, in a gorgeous American military paint scheme.



I gather that there was some communication problem for Jenne's flight with mobile phone, and radio to ground, and this meant that Peter Raphael had to join the ground convoy.

They DID it, and this sets a mark for next year's awards, for the best distance flown between Rallies straight away!

So, that is the Vintage Rally for 2016. It was decided that the 40th Anniversary rally would again be at Bordertown, from 08-15 Jan 2017.

As usual with Bordertown there was model aeroplane flying, so we end with a free-flight model in the sunset (*Peter Brookman*)



JR Marshall awarding Peter Raphael the Concours d'Elegance trophy for his beautiful Cherokee II VH-GPR



JR Marshall awarding Bob Hickman the Renmark trophy for best flight at the Rally, for his 291 km effort in the Boomerang VH-GQY



JR Marshall awarding David Howse the trophy for best flight in a two seater, for his efforts at thermalling his beautiful Supercub VH FXH

Geoff Gifford Trophy 2015-16



A battered Dave Goldsmith receiving the Geoff Gifford trophy at the 2016 Bordertown rally.

Dave Goldsmith won the 'Geoff Gifford trophy' for the best distance flight between VGA rallies in 2015-16, by a VGA member.

This flight was in K6e GEA on 6 February 2015, being a distance of 391 kilometers, covering Horsham, Hopetoun, Wycheproof, at an average speed of 69 kmph in 5 hr and 37 mins. This resulted in 571 On line Competition (OLC) points.

Note that Geoff Wood from Gawler in South Australia did a 458 km flight in a Pilatus B4, but you've got to be a VGA member to win the prize...

2017 will be the 40th Vintage Glider Rally, and it is hoped that there will be a good turn-out, some new restorations, and some great flying.

The last page of this issue is a registration page for those wishing to bring a glider to the 40th Bordertown Rally. Only 30 gliders can be accommodated, so get in quick!

The story of 2 Cherokee's

By Peter Raphael



Peter with Cherokee 'GPR' and the VGA Concours d elegance trophy for 2016.

At this year's Vintage Rally I had the great pleasure of receiving the *Concours d'Elegance* prize for Hall Cherokee II, GPR. While I can't take credit for the recovering and repainting work performed by Gary Morgan some 25 years ago, it has been a joy and labour of love to reinstate the glider to flying status after some 23 years of idleness, even more so as I learn more about its illustrious background.

Back in 1959 Reg Barrington of Renmark embarked on an ambitious project to build 2 Hall Cherokee gliders for the Renmark Gliding Club. Reg was a Lancaster pilot in WW2 with 460 Squadron and had completed 35 missions before returning to Renmark in 1945, followed a short time later by his war bride, Bessie. Having enlisted at 18 years of age in 1942 he did his initial training at Mallala S.A., but as he kept to himself after the war, not a great deal is known of his wartime exploits.

The two gliders he built would ultimately be registered as GLU and GLV, known respectively as the "green" and the "orange" Cherokees. GLV was first flown in January 1960 and after a winching accident in 1962 which destroyed the front part of the glider it was decided then to focus on the completion of GLU. Repairs were later undertaken in order to return GLV to service just in time for the 64/65 Nationals in Benalla.

I was very curious to know more about these gliders so armed with information and contacts provided by Alan Delaine I travelled up to Renmark after the rally to meet some of the

people involved in their construction and operation. This proved to be a valuable and informative trip as I was able to access photos of the construction and flying of these gliders and talk to a number of people with first-hand knowledge of them. I came away with a greater appreciation of the significance of these two aircraft, their constructors, and their place in Australian gliding history, a story which I hope to further document.

At this year's rally the "Barrington" Cherokees came together in what may be the first time since their separation in 1966, when GLU left Renmark for the Wimmera Gliding Club. GLU is now in the hands of Kim Van Wessem in South Australia and while still airworthy it was not in Form 2 during the rally, so did not fly.

These gliders were very active in the competition scene in the 60's so perhaps their paths had crossed during this time. Any information or anecdotes that members may have in relation to the gliders would be greatly appreciated.

In 2005 during CASR Part 47 transition GLV was struck off the register and lost its original mark, so when the time came to re-register the glider it seemed reasonable to use the then available GPR as, aside from incorporating my initials, it was previously applied to a Cherokee built by Eugene Blunt. His glider currently hangs in the South Australian Aviation Museum.



Cherokee's GLU and GPR at Bordertown 2016 (photo Peter Brookman)

Home Flight to Bacchus Marsh from the National Vintage Glider Rally Bordertown

Everyone would be familiar with that frustration that sometimes happens at gliding meets – the best weather by far being the day after the annual dinner, when everybody has derigged and is travelling home! How bad it is to be looking at cumulus in the stratosphere with the bird in the box trundling along behind you. This time, however, due to the help of some wonderful people, it was my fortunate privilege not to be doing that!

Firstly, I have to thank my husband David for not feeling in good enough shape to fly himself, but supporting me to do so. It was his turn, as we share the flying in the glider equally, but sadly, he had damaged himself a couple of days before. We were on a sight-seeing tour on one of our too windy, no fly days when he took a tumble down the red granite face of Christmas Rock, well, rocks really, lots of ém. It is an ancient volcanic plug which offers a good view around the area. His flight down the side of it culminated in a landing using mainly the right side of his head and face as a skid, right hand also got a doing, hence his unfitness to fly for the rest of the rally (I promise I was a long way ahead of him going up those rocks!). Seriously, we feel as if all our Christmases came at once, as we were amazingly fortunate that no serious damage was done, no concussion, no broken bones (well, maybe his little finger). I do owe him, big time.

I am in debt too to David Howse, who kindly delayed his departure in his Super Cub till the trigger temperature for thermals was reached, to launch me. Rosie had long been on the road with their camper by the time that happened.

We had a further problem, which caused some disquiet. My mobile telephone, which I normally use to contact David in the event of an outlanding, had inadvertently been left in the back pocket of the Geelong Gliding Club's PW-6U, on my last flight in it at the club's Tocumwal Christmas camp. The PW-6U was derigged and went to Bacchus Marsh, while we were towing the Ka6E to

Bordertown for the National Rally. Peter Raphael solved that difficulty for us by agreeing to travel in convoy with David. In the event of an outlanding, I could ring Pete using David's phone, which I carried in the glider. Dave and Pete were in contact on the road using UHF.

Peter Bannister, our resident meteorologist for the rally (recently retired from the BOM), very generously prepared a weather briefing on Sunday morning, including sending a balloon up to track accurate winds aloft. It indicated that the higher we got, the more favourable the wind would be, dropping off in strength and backing a little, to maybe even having a little tailwind component in what was expected to be mainly a crosswind from Bordertown to Bacchus Marsh. Best of all, heights to over 10,000ft could be expected if the forecast temperature was reached!



An incognito Jenne Goldsmith is assisted before departure by Peter Raphael

There were only a couple of little flies in the ointment. Travelling East into Victoria, the solar day would be a little shorter (losing 30mins), and a sea breeze front had been forecast to come into Bacchus Marsh fairly early, finishing the lift and making it potentially difficult to make the last 20 to 50 km into the field. I would have to speed up my usual tortoise pace.

The task, Bordertown – Dimboola – Ararat – Bacchus Marsh, 382 km, was programmed into the 'gadget'. The route more or less followed the Western Highway, not cutting the corner across the unlandable Little Desert, and putting me close to David and Peter's route should I have to land out. David Howse and Super Cub FXH launched me into lift in blue air which eventually took me to 7,000ft and I set off on

track, giving a departure call on VHF. David and Peter each had VHF in their respective vehicles and were able to keep in touch on a chat frequency.

My excitement was increased when I saw, on launching, the first sign of cumulus popping on the Eastern horizon. They were still a long way away, and I did not get a climb under a cumulus cloud till about Dimboola. Nevertheless, I could only describe it as a dream run. My lowest point (about 4,000ft AGL) was in the blue air West of Gerang Gerung silo. Pete and Dave were able to catch sight of GEA a couple of times enroute between Bordertown and Dimboola, but after that, with the cumulus signposts liberal in the sky, climbs to over 10,000ft, and a tailwind component in the wind cutting in occasionally as I turned in a more southeasterly direction, I ran increasingly ahead of them. Our last radio contact was when I was abeam to the north of Green Lake, east of Horsham, after that, I was out of range.

To say that I enjoyed the view, as I headed down past the Grampians, would be something of a gigantic understatement, late lunch with a view was never better, despite the loss of visibility due to bushfire smoke from the Otways. I continued on the same heading past Ararat (when I should have turned slightly more East for Bacchus Marsh) and the Chalicum Wind Farm to Lake Goldsmith, cloud streets inviting me that way, before making the turn left to pass South of Ballarat to Bacchus Marsh.

As I was passing through the Ballarat CTAF, I tuned the Bacchus Marsh CTAF frequency and listened to both on dual watch. The good news was that the gliding clubs were still operating on 01, therefore, the wind was still from the North - hooray! I might beat the dreaded, lift killing sea breeze.

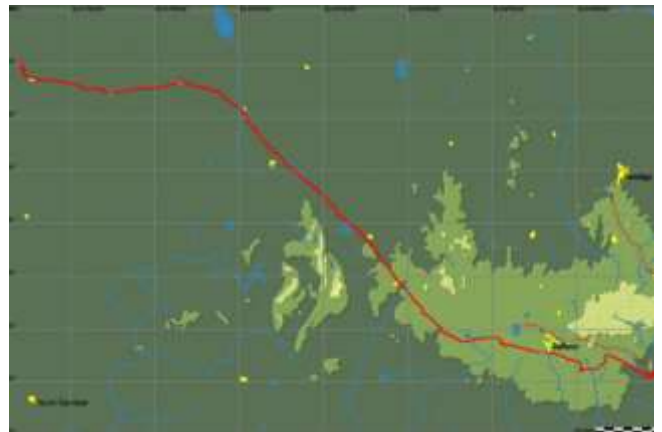
This moment of comfort was not to last. Passing south of the city of Ballarat, I heard an area broadcast from Bacchus Marsh alerting traffic that the wind was now 15 knots from the south.

All of a sudden those final glide calculations became of maximum interest. The 'gadget', usually so helpful, was no help at all. I could not see a thing on the screen with the

sunlight directly behind me. I was also having a stress about airspace coming into Bacchus Marsh. A call to Bacchus Marsh traffic enquiring about the status of area D399 brought a gratifying response. D399 was open, allowing me to enter the CTAF at up to 5,500ft at Fiskville, rather than the usual limit of 4,500ft QNH.

I needn't have worried about the effects of the sea breeze. In practice, I had to have airbrakes out and the speed up as I passed through area D399 on the north side of the Rowsley Valley to let down to the 4,500ft control zone step.

The sea breeze front seemed to be enhancing the lift along that line. I extended out to the east, past the airfield, under the 3,500ft step in disturbed air before turning to join a long downwind for runway 09, for a hangar landing into the now easterly breeze.



A number of Geelong GC members were outside JB's huge new hangar as I rolled to a stop nearby. Dieter Liebrich and Graeme Borgelt were there in a wink to help move GEA into the hangar and the lovely bird was safely tucked up long before David arrived with the trailer. Total distance for the flight (including my Lake Goldsmith diversion) was 403km, time was 5hrs 47mins, for an overall speed of 69.7 km/hr.

My only regret for this most pleasurable of flights was that I was not sharing it with a couple other Bordertown attendees, who were returning home to or past Bacchus Marsh. If only we had had more drivers available, Bob Hickman in his Boomerang, and Peter Raphael in his immaculate Cherokee could have had an immense amount of fun also. Maybe next year!

A huge thank you to all who made this wonderful adventure possible.



Peter Champness and his Foka 5 ready for launch on runway 17 grass right. Note that all the other gliders are on the macadam runway (photo courtesy of the Wimmera Times)

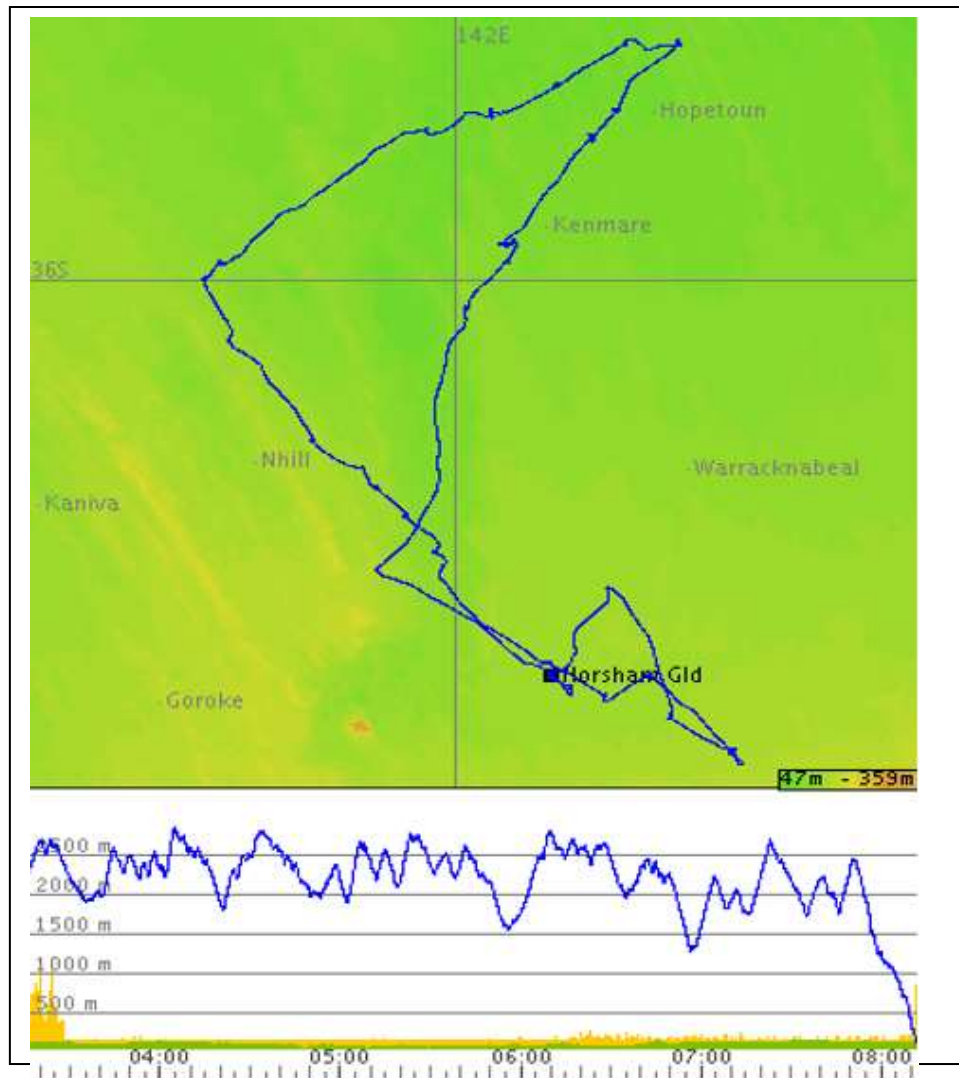
As you can see from the photograph I had my own special launch point on grass right. That way the skid would not be worn out on the macadam runway. The tuggies and the contest director were very accommodating. I was either launched first or last in my class (club class)

Horsham Week 2016 was a special year because it was the 50th anniversary of the first competition held in 1967. The competition has been held every year since then, which may be a record. The first two years were held at Dooen, about 10km from Horsham at Easter. The competition soon moved to the Horsham airfield and the dates were changed to the second week of February.

There was a celebration dinner on the first day (Saturday). We were privileged to have special guests who were all participants in the first Horsham week competition (Max Hedt, Alan Patching, Tony Tabart, David Wilson and Haidyn Dunn). Some fascinating stories were told. Gliding has lost something in the intervening years.

Day 2 of the competition was something special. The weather prediction was for a blue day with climbs to 7000-8,000ft. The task set was an AAT, a cats cradle with 3 turn points at Nantby, Brim and Dimboola. Sectors at each turn point gave a minimum distance of 190km and maximum distance of 419km.

The actual conditions turned out to be better than predicted. Clouds began forming after launch but before the start and they persisted



Total flight time about 5 hours – NB - Logger not turned on at the start of flight!

throughout the afternoon. I achieved climbs of 8 knots quite regularly and heights up to 9,000ft. The first leg to Nantby took us west of Dimboola, over the Little Desert. Since I was high I pressed on to the edge of the Big Desert and then took a long leg toward Sea Lake, passing North of Brim. It is the first time in competition that I have gone beyond the turn points. Usually I turn early but the day seemed good and I had estimated times for each leg, by which I thought I should press on beyond Brim. The next leg was back to Dimboola. The clouds were not so good here and I was bit slow. However, there was a very good cloud street west of Dimboola so I extended to the west in good air and finally turned for Horsham. I arrived back with a lot of height so I extended this leg beyond the finish for a better OLC (On Line Competition) distance of 409.7km.

Day 3 and Day 4 were declared non-competition days although I was able to get a flight of about 3 hours on Day 4.

Day 5 was notable because I outlanded. The task was set to the East and South East (St Arnaud, Ararat). Conditions were worse than expected. After a struggle, all below 3000ft, I made it just within the St Arnaud circle and then ran out of lift and landed close to a tractor. This turned out to be a giant half-track Case tractor which I was told cost about \$300,000. Apparently he was just harrowing the wheel tracks from the last harvest, because the tractor wheels compact the soil. That turned out to be significant because the soil was very soft indeed. Soon I was joined by the property owners (the Campbell family), all three generations, who arrived in a posse of three Toyota Landcruisers.

We discussed the conditions. I called for an aerotow retrieve and after a delay, Wombat (Mike Cleever) arrived in his Scout. The Scout has a 180 horsepower engine and large tyres, yet it was only just enough. The front skid of the Foka digs into soft soil quite effectively. I had lined up in a tractor wheel rut to get the firmest surface available. We departed in a huge cloud of dust. After quite a long tow I got the skid off the ground, which helped the acceleration, and soon after the main wheel got off. Then the Scout ground its wheels through the soft soil for a while before he finally got off and we climbed out just over a row of trees, which had initially seemed miles away.

All seemed fine for a tow back to Horsham, but it was not to be! Soon after takeoff the air became rough. The rope was getting slack so I tried pulling out to the right to keep the rope tight. Despite this I seemed to be catching up to the tug. I seemed to be way out of position, so I thought I would ease back to line astern. The two things happened at once. We passed through the core of a powerful thermal and the Foka accelerated ahead. At the same time Mike eased back on the throttle because he had not planned on climbing too fast. Before I knew it a huge loop had formed in the rope which came back behind my glider! There seemed no option but to release, which I did. However I was only 1000 ft above the terrain. Not much better than my position 1 and 1/2 hours earlier, before I outlanded! I should have turned back to the thermal, but not thinking well I went ahead and fortunately found some weak lift which I worked for a while. Mike hung around for 10 minutes to see if I could get away. Eventually I climbed up and three thermals later I landed back at Horsham. Releasing from tow just after getting a paddock retrieve and still 50km from home earned me a nomination for the Turkey award.

By the end of the competition I had achieved a number of milestones;

1. First winner of the Max Hedt Trophy for a Vintage Glider at Horsham Week
2. 400km flight (first for me)
3. Nominated for the Turkey award for the second year running (did not win this year)
4. 9th out of 18 in Club class

It was quite a memorable competition. Regrettably I was the only Vintage glider competing. Several other potential competitors dropped out. Just getting there is more than half the battle.

Central Coast Soaring Club rally at Lake Keepit

John McCorquodale

We had a very successful week at Lake Keepit in February 2016. The weather was hot but the flying was brilliant. I added another 12 hours to my logbook flying in Ka7 VH-GPG.

Most days the lift went to 10,000 ft which is hard to take, Pete Rundle and I did some cross country flying one day up to Barraba, and looking down at the town the airstrip looked very small, but two days later Pete and Rob Moffat outlanded on it, so I drove up there to retrieve them, so it appeared much larger on the ground!

A great week, and a fabulous place from which to fly!!



A blue day at Lake Keepit



Rob Moffat and Pete Rundle ready to go in K7 GPG

Hunter Valley Gliding Club Vintage Rally 2016

by Dave Goldsmith

The Hunter Valley Gliding Club in New South Wales ran the first of their current series of Easter Vintage Rallies in 2011, however vintage flying is not new to this club which was formed as the Newcastle Gliding Club in the early 1960's.



Phillip Brown flying Cobra GHW with a nice looking sky

The 2016 rally began on Good Friday 25th March with some light rain, forecast to clear during the day. Joining the usual fantastic plastic club and private fleet, types attending included the **Cherokee** VH-GPR brought by Peter and Helen Raphael, **Cobra** VH-GHW brought by Phillip Brown and **Cobra** VH-JZO by John Zoanetti, **ASK-13** VH-GTU by the Central Coast Gliding Club, **K7** VH-GPG by John McCorquodale, Rob Moffat and Arie van Spronssen, **SF-27M** VH-ZOT by Peter Rundle, **Pilatus B4** VH-GJV by Boris Jovanovic, and **K6E** VH-GEA by Dave and Jenne Goldsmith. Also present but not flying were another K6E and SF-27M.

The friendly and enthusiastic club members made welcome many visiting pilots and crew from as far away as Melbourne, Warren and Lyn Morrow from Grafton Gliding Club and sisters Sylvia Sharman and Judi Vincent on their grand tour in two motor-homes.



Good Friday's patchy weather allowed only seven flights overall, including 50min in the SF-27 and 17min in the K7. However, the next 3 days produced 33 vintage flights, with only two days until the following weekend lost due to weather. During the rally many enjoyed long flights and thermals as high as 8,000 feet, providing good distance flights for those venturing cross-country – the longest 242 km by Peter in the SF-27M.



Peter Rundle in SF27M ZOT – photo Phillip Brown

A number of notable events added to the fun and festivities, including the Cabriolet canopy on the ASK-13, the two Cobra's sharing the sky together, John's outlanding on a scenic flight in the K7 with an attractive younger woman aboard, and the variety of birds also sharing the sky to higher altitudes, quite comfortable in formation with the wood and fabric interlopers. The slick, safe operation, smooth launching by the Pawnee pilots, and excellent facilities of the host club were greatly appreciated, as were the meals produced by members. A big thank you and a rousing three cheers to all who assisted to make this a memorable rally!



Pilatus B4 GJV – photo Phillip Brown



Ian Goldsmith and Rob Moffat in ASK13 GTU – featured on the cover of the VGC magazine – photo Phillip Brown



K7 GPG – photo Phillip Brown



K6e GEA – Photo Phillip Brown



Cherokee GPR – photo Phillip Brown



The majority of my flying is with students. Although each flying season starts with vague plans to do a long flight, they always seem to get waylaid with other distractions and the week leading up to the flight had been no different, with Monday and Tuesday on a "Flying Start" course followed by two days of hearings for the Heritage listing of the Aeropark.

Briefing in the morning held plenty of promise for a good soaring flight so I determined this should be the day to achieve a long flight in the Phoebus. Another syndicate member, Alby James, and I have been challenging each other to do a 500km task but to date it has not happened.

My lack of experience preparing for a long flight showed through on this day and so it was much later than the "Great White Flock" had departed before I eventually got away around 3:30. The advantage to this was the day was well and truly developed and I was able to climb out quickly and be on my way; pretty much straight to Corowa. Continuing along the same track was taking me east of my goal at Urana and the clouds were looking better out to the west so I took a diversion to make use of the better conditions.

On reaching Urana I decided that there was no point to pushing on any further as I would run out of daylight even though the conditions were still good. A bit prophetic as it turned out.

I had a period where the lift deserted me but then it kicked in again and, being at the limits of my upper height, I was encouraged to run along under the cloud streets at a fair clip.

Arriving back at Corowa I was messing around in some weak lift when another glider appeared in a thermal a bit further south of where I was and showed me how much stronger it was and rapidly out climbed me and sped off. That was the place to be and enough to get to a height that I was satisfied would get me back to Benalla based on the expected lift ahead.

As they say about the best laid plans; the lift disappeared and by the time I was abeam Wangaratta all signs had gone too, no more cu's. The west facing side of the Warby Ranges can usually be counted on to save a bit of heat and lift for the late afternoon but on this occasion it was not to be. I searched all the way along, crossing the highway to see if the quarry might save me as it had done years before but no more than the small puffs that were on the other side.

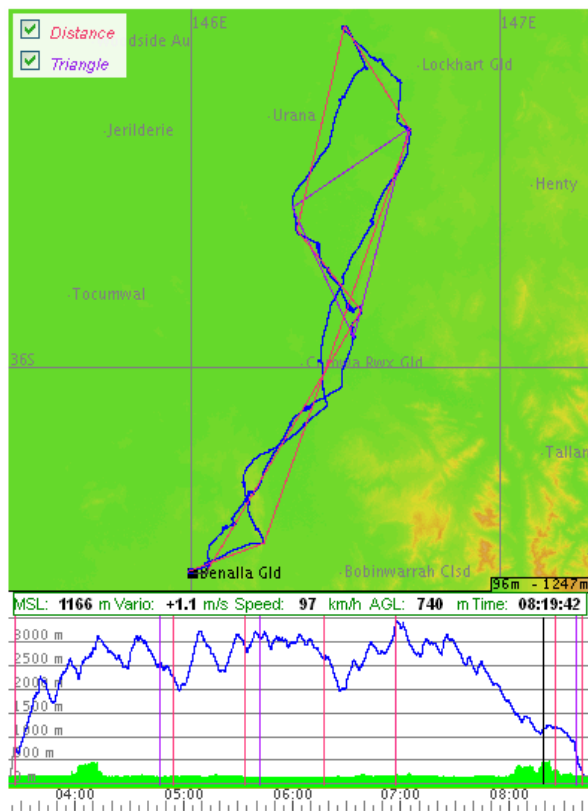
Sitting there in the afternoon sun I knew that it would be easy enough to turn in to Wangaratta and looking back to Benalla the angle looked awfully flat. What to do?

The Phoebus has some difficulty maintaining height while travelling at speed but is very good at floating along slowly in weak conditions and the year before I had managed to get back from the Chesney Vale hills looking at paddocks all the way but not losing height in the buoyant air. Nothing else had worked to

gain the height needed but maybe I could float back.

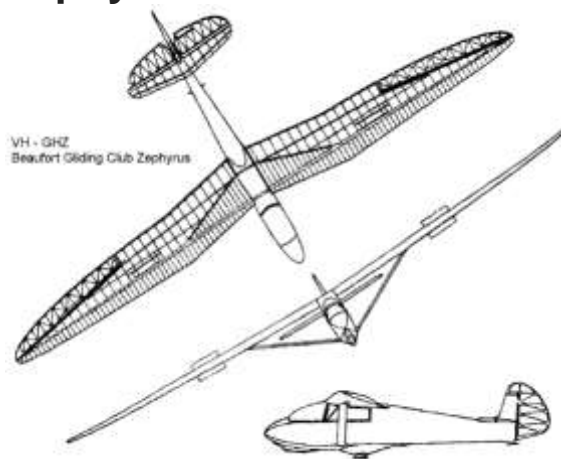
Following the heat on the highway there was never enough lift to turn in but just enough to carry me back to Winton where I felt secure enough to put the nose down and race to home landing with the sun going down and a feeling of relief and achievement.

OLC distance 370 kms.



From the Workshop...

Zephyrus – VH-GHZ



The Beaufort Gliding Club at Bacchus Marsh has begun a detailed survey and overhaul of their unique 2 seat 'Zephyrus'. Designed in the 1940s by Doug Lyon, it was first flown in 1966, and has been operated as a club training aircraft for 50 years.

One of its last tasks before refurbishment was providing spin training to the latest group of Level 1 instructors, who all enjoyed getting such a unique aircraft in their logbook!

It is great that the club has invested in restoring the Zephyrus, so that it can be enjoyed in future years.



ES56 Nymph-1 VH-GHG

By Peter Rundle

Progress is continuing slowly and steadily. All the old cotton fabric has now been removed from the fuselage and flying surfaces. Over 8kg of fabric and dope came off the fuselage and tailplane with a similar amount coming off the wings. A few other heavy items have also been removed from the fuselage amounting to a near 20kg reduction in the empty weight. Whilst some weight will need to go back on, we feel that the aircraft's weight and balance problem is well in hand.



The timber work is in remarkably good condition. To date we have only found some minor damage to the top surface of the wing. This was caused by water running down the cable used to support the glider whilst it was hanging in the furniture store. Fortunately, this hasn't spread beyond the plywood. The other area was a small amount of glue separation in the base of the rudder due to all the drain holes being blocked. Both of these problems have been easy to repair. Similarly, the metal fittings that have been removed and cleaned are proving to be sound, with no signs of corrosion or cracking and very little wear.



The unapproved main wheel on a steel frame has been removed. A new skid will be manufactured to the drawings that have been obtained from the gliding museum. This is in keeping with restoring the aircraft to original condition where practical. The members of the syndicate will no doubt learn all about fitting dollies for ground handling and perhaps why such a wheel was fitted in the first place. There's nothing quite like a bit of nostalgia to chew on. Hopefully we will work out a system such that the simple skid undercarriage doesn't become a reason for the aircraft to stay in the hangar.



Garry Morgan was kind enough to donate a blown perspex blank which wasn't suitable for one of his aircraft. With much encouragement and heating under black plastic out in the sun, the perspex was coerced to fit the steel canopy frame. The perspex is tinted which is possibly not quite true historically, but beggars can't be choosers so it's a fantastic result for what might otherwise have been an expensive item.



Overall we are very pleased with the glider's condition. It has obviously been well maintained during its life. Whilst there are still many months or work to go, at this point we have every reason to expect that the Nymph will take to the skies again.

Ka6cr rear frame repair

At the Bordertown rally, some free-play was noted in the tailplane securing spiggots, and this was found to be related to a poor historical repair, and some water-damage in the rear fuselage which had occurred due to the trailer leaking.

It was great that the problem was identified and even better than it has now been fixed!

It has been a privilege to assist Peter Raphael and Steve Baldini working their way through the glider, and bringing it up to a really beautiful standard. The main work saw Peter opening up the rear fuselage, removing the damaged frame, and fabricating a new frame.

In addition, most of the bolts and metal fittings have been removed, stripped, inspected and repainted. Bearings within the control runs have been replaced and some new cables installed. New wing and tailplane spiggots, were obtained from Schleicher.

While we were working on the glider we gave the cockpit a tidy up with new paintwork, seat cushions, instrument panel, and a new fuselage cradle to make trailering and rigging easier. Now we just need to fly it!



Upcoming Events

Vintage Gliders Australia Melbourne Cup Regatta.

29th October to 1st November, 2016 at Bacchus Marsh
Including the Australian Gliding Museum open day Sunday 30th October.

All welcome for a weekend of fun, friendship and flying as it used to be.
Contact Dave Goldsmith, 0428 450 475

VINTAGE GLIDERS AUSTRALIA

40th ANNUAL RALLY

Jan 7 - 14 2017

Bordertown-Keith Gliding Club, SA



Let's make this the biggest and best rally yet!

Bring your aircraft, your family and friends for a week of relaxed flying, frivolity and fun.

Due to space and safety, the first 30 flying gliders to be entered will be accepted. In addition, gliders for static display will also be accepted. Both winch and aerotow will be available.

There is limited bunkhouse accommodation in the clubhouse with further space for vans and tents in the grassed shady areas surrounding the clubhouse. There are three motels, 7-10 kms away, in Bordertown plus various hotel, B&B and house rental options. Contact Leigh for more information.

The event caterers will provide dinner at the clubhouse each evening. There will be a guest speaker following the final dinner on Sat 14th. Stay tuned for further information.

All enquiries to President JR Marshall at jma99350@bigpond.net.au

All bookings and registrations to Secretary Leigh Bunting at vh_gdn@internode.on.net

REGISTRATION

VGA 40th Annual Rally Jan 7 - 14 2017 Bordertown-Keith Gliding Club, SA

Name: _____

Names of accompanying attendees: _____

Flying aircraft attending: _____ Non-flying aircraft attending: _____

Type of launch required: ☐ aerotow ☐ winch

Accommodation required: Bunkhouse Number of beds: _____

Number of van sites _____ Number of tent sites: _____

☐ No thanks, I will book my own accommodation elsewhere

R&VP BY 30 SEPTEMBER 2016

Australian Gliding Museum Courses

Minor Wood Repair Course - 6th to 8th November 2016 – contact Bob Wyatt on 03 9742 6828

Aircraft Fabricing Course - 9th to 12th November 2016 – contact Jim Barton on 03 9309 4412

FOR SALE - gliders



VH-GQB SCHWEIZER I-26C Serial # 261

VH-GQB was completed as a kit and first flew in 1964. The Glider has been operated by RAAF Richmond and RAAF Pearce Gliding Club. Always hangered.

A 30-year inspection was completed in 1998 with new fabric and paint applied. Very little flying since. 2193 hours with 5978 landings. Comes with Open trailer (un registered). Paperwork includes; 2 Log Books; Service Manual & Bulletins; I-26 Flight Handbook; handling notes etc.

Contact RAAF Richmond Gliding Club,
Henry Ford, 0418 645 437,
henryford1@bigpond.com

Ka7 VH-UKY

New radio and audio vario.

Recent Form 2.

Open trailer registered.

\$25,000 ONO.

email trygliding@gmail.com or call JANET
0439745091

Boomerang ES60-2 VH-VT1.



No.99, 3307 hrs, enclosed trailer, always hangered, very good condition, needs a Form 2, includes an as-new parachute.

\$5,500 contact andrew@maddogcomposites.com.au

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

\$9000

Call David Howse 0447 470 747

Ka6e – VH-SSR

Fresh form 2. Currently at Warkworth.

I know I will kick myself for this in the future but it has to go.

Contact:

Neil Bennett

0435 210 321

neiky@bigpond.com.au

Libelle 201B VH-GBM

3050 hrs, 1883 landings. Good condition.
3000 hourly survey complete with some
major components replaced. Good easy to
use tandem axle trailer. Tow out gear and
full set of covers. Vaulter vario, Flarm with
FlarmNav and near new icom A210 radio.
\$15,000 neg.

Contact John Orton 0429 357 439

johnorto@gmail.com



FOR SALE - other

Announcing the arrival of

Workshop Practice
For Building and Repairing Wooden Gliders and Sailplanes,



The English Translation of the German classic, *Werkstattpraxis für den Bau von Gleit- und Segelflugzeugen* by Hans Jacobs and Herbert Lück.

Synopsis:

How do you build, maintain and repair wooden gliders? Hans Jacobs (designer of Weihe, Meise, Kranich, Habicht, and many more famous sailplanes of the 1930s and 1940s) wrote the book, called *Werkstattpraxis*, to aid the growing sport of gliding in Germany in the early 1930s. Its effect on pre-World War II glider building was electrifying. He updated it several times up through the 1950s, always in German. Today the book is as applicable as ever for those maintaining and restoring wooden vintage sailplanes or aiming to build new wooden gliders or vintage replicas. For those interested in the history and development of soaring it is a must-read. The Vintage Sailplane Association has now finished its translation, a 25-year volunteer project, for English-speaking readers and is making it available this summer.

Editors: Neal Pfeiffer and Simine Short

Published by the Vintage Sailplane Association, July, 2016

This translated edition includes an Addendum of up-to-date information prepared by Neal Pfeiffer, Ph.D. for those wanting to produce or repair wooden sailplanes in today's world, a valuable addition for safety, convenience.

Hard, full-color cover, 384 pages, with 338 black and white figures and gray scale photos. Appendix highlights thirteen vintage German glider types from the 1930s and 1940s each with photo and 3-view drawing.

If you are interested in a copy of this excellent book – please contact Dave Goldsmith (03) 5428 3358 or daveandjenne@gmail.com and we will try and get a bulk order to reduce the shipping costs for VGA / AGM members.