

Vintage Times

N E W S L E T T E R O F V I N T A G E G L I D E R S A U S T R A L I A

K A 7 V H - G F R

- **President** John JR Marshall Tel : (08) 87334416 E-Mail jma99350@bigpond.net.au
- **Secretary** Leigh Bunting Tel 0423189405 E-Mail vh gdn@intermode.on.net
- **Treasurer/Membership** Ruth Patching Tel 0437525666 E-Mail ruthpatching@hotmail.com
- **Membership** \$20 due 1 July
- **Editor** David Howse Tel 0447470747 E-Mail dave.rose4@bigpond.com.au



Photo: Phillip Brown

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FROM THE EDITOR

Many thanks go out to all who helped me get the last issue of Vintage Times out.

In this issue we go back a bit to cover the annual Rally at Bordertown Gliding Club.

While the rally was covered in Gliding Australia it was thought

that we needed to cover it for our own records.

Dave Goldsmith helped me out again with his article on the rally.

I talk a bit about the process of the 10 year Survey, in - From the workshop.

We send out a reminder of the rally's coming up this summer.

And a reminder that if you have any thing to say or sell just drop me an e-mail for the next Vintage Times.

Dave Howse

B O R D E R T O W N R A L L Y 2 0 1 7

The Vintage Gliders Australia Annual Rally

2017 included a celebration of forty years since the formation of Vintage Gliders Australia. The tradition of fun and friendship has continued to grow since 1977. A good roll-up of members to Bordertown, South Australia, enjoyed a week sharing the pleasures that are unique to vintage sailplanes and their enthusiasts and supporters. We managed flights on about half the available days, and a 629 km inbound Ka6E flight by Jenne Goldsmith to the meeting from Tocumwal, to achieve her Diamond distance, was actually topped, on handicap, the same day by Derek Spencer who managed 544km in an SF25CS Falke!



Vintage [Gliders attending the rally were:-](#)
Cherokee II VH-GLU with Kim Van Wessem
Cherokee II VH-GPR with Peter Raphael
ES60 Boomerang VH-GTL with Mike Renahan
ES60 Boomerang VH-GQY with Bob Hickman
Chilton Olympia "Yellow Witch" VH-GFW with JR Marshall, Merryn, Nick and Amy
Ka6CR VH-GFF with Rob Benton
Ka6E VH-GGV with Erik Sherwin
Ka6E VH-GEA with Dave and Jenne Goldsmith
ES52 Mk IV Kookaburra VH-GNZ with Brian McIntyre

Other members and visitors included Ged Terry from UK, Peter Bannister our meteorologist, Alan Patching, Margaret and Alan Delaine, Keith Willis, Geoff Hearn, Peter Brookman, Markus Trnovski, Brian Gerhardy, George and Helen Buzuleac, Steve Steer, Adam Howell, Steve Baldini (with his ASW-



19), Geoff Hearn, Gary and Merryn Crowley, Leigh Stokes, Dave and Rosie Howse, Bob Jennson, Emilis Prelgauskas, Keith and Edna Nolan, George and Helen Buzuleac, Phil McCann who kindly brought Bendigo Club's Eurofox for some aerotowing, Peter Goodale, Alan Bradley, Peter (GFA Vice President) and Chris Cesco, and John and Jenny Le Marshall. John was our guest speaker. Most launching was by the Bordertown/Keith club's winch, handled with skill and enthusiasm by Bordertown members.

Most visitors camped on the lush grass near the clubhouse, or dosed in the club's bunkrooms, but a number stayed in local motels a few kms away. The catering was done by JR with assistance from others, the final dinner catered by local club members, all to a very high standard. Thanks to all those VGA members and the Bordertown-Keith Gliding Club team for your efforts to maintain a high standard of culinary delights for all who attended!

The weather started very hot, with **Saturday 7th** January reaching the low forties and a total fire ban was declared, so there were no flights on Saturday and no vintage flights in the wind on Sunday. On **Monday 9th** January there were 7 vintage flights, up to about 2 hours and about 3,000 feet in weak conditions.

Tuesday 10th was better, 14 vintage flights up to 4 hours with flights to over 4,000 feet and almost 100 km. **Wednesday** was cooler again, and only 6 ventured into the bumpy conditions, Ged having a standout 4 hour flight to 5,100 feet in Peter's Cherokee. **Thursday** the temperature was back into the thirties and there were 7 flights, four being over 4 hours and up to 180 km and 5,600 feet. This day was our final flying day as

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the forecast for rain and wind prompted most of us to derig. The social side now kicked in.

Friday at the Annual General Meeting, the President's Report by JR Marshall noted the Association's 40th year and continuing progress organising Vintage events and activities. Ruth Patching's Treasurer's report described our finances to be in good shape, with a slight drop in memberships. All office bearers were re-elected and a number of issues were discussed.

Friday afternoon a visit to Met man Peter Bannister's observatory proved to be most interesting, his collection of historical and modern equipment and memorabilia being very impressive – and he does have a crystal ball and



a dartboard!

On Friday evening we enjoyed a fascinating presentation by Professor John Le Marshall, who has worked extensively with the National Oceanic and

Atmospheric Administration of the US Department of Commerce, about satellite use for improving weather forecasting. Saturday we enjoyed pleasant temperatures, watched gliding movies and prepared for the night's merriment to come – the Annual Dinner and presentation night!

Now a well established social event in vintage gliding, the Annual Presentation Dinner provided a chance to relax and share some fun with good friends. The Bordertown/Keith boys pulled out all the stops to produce a feast fit for a King, thanks guys!

The Vintage Gliders Australia Raffle was drawn by Edna Nolan. Winners were **Bernie Duckworth** of Bacchus Marsh, who won Vintage Sailplanes 1908 to 1945, by Martin Simons, and **Percy Wright**, who won Advanced Soaring Made Easy, by Bernard Eckey. Some local prizes included dried fruits and wine.

Trophies were kindly presented by GFA Vice President Peter Cesco and were awarded as follows:-

The Geoff Gifford trophy, longest flight between

rallies. 544 km by Derek Spencer, SF 25 Falke

Best 2 seater at the rally. Brian McIntyre for ES52 Kookaburra VH-GNZ

Renmark trophy, longest distance flight of the rally, 179 km, Jenne Goldsmith Ka6e

Best single seater, Peter Raphael for his Cherokee VH-GPR

Schneider trophy, Best Schneider glider, Bob Hickman for Boomerang VH-GQY

Feathers encouragement award. Kym Van Wessem, Cherokee.

League 2 trophy, Peter

Raphael, Cherokee, 74 km at 16.4 km/hr

League 1 Trophy. Bob

Hickman, Boomerang, 102 km at 38 km/hr



FROM THE WORKSHOP

The Survey !

As one of the few who hold a wooden glider survey rating, I quite often get asked about them. Over time I have seen a lot of misunderstanding of what is and why we do a survey.

The survey is part of an overall maintenance system we use to keep our gliders safe to fly. It is part of the "Preventive" side as opposed to the "Fix-it side" of maintenance.

This preventive side starts with the pre-flight and ends with the survey.

- Pre-Flight
- Daily inspection
- Annual Form2 inspection
- Survey

As for the Fix it side of maintenance.

- Component change
- Minor defect repair
- Major defect repair
- Aircraft restoration

When !

The survey is done at intervals set out by the manufacture or every 10 years after the first 20 years since date of build.

What to Do !

This is the tricky part. If the manufacture has a system of inspection then its not so tricky. However, not many of the older gliders have this so its up to the survey inspector to set out what is to be done. This is where most of the misunderstanding comes in.

The base of the survey is to ascertain the ongoing airworthiness of the glider, period!

There are many factors that affect the ongoing airworthiness. Like, how much time is on the glider? How was it used? How was it stored, what previous repairs were done, what was the glider built from, all of which vary from glider to glider. This is why a survey will vary even if two gliders are basically the same.

Likewise there are many ways that the inspector can ascertain airworthiness. All go into the plan on what to do and how to do it.

I hope this goes a short way to explain why your survey is different to you mates survey even if they are on the same type of glider.

Coming Events

Vintage Gliders Australia Melbourne Cup Rally 2017. Saturday 4th to Tuesday 7th November at Bacchus Marsh. All welcome. Contact Dave Goldsmith, 0428 450 475 or daveandjenne@gmail.com

Australian Gliding Museum Open Day, AGM and barbeque lunch. Sunday 5th November at Bacchus Marsh. Members and visitors welcome. Contact Dave Goldsmith, 0428 450 475 or daveandjenne@gmail.com

Australian Gliding Museum fabric covering course 8th to 11th November, wood repair course 12th to 15th November at Bacchus Marsh. Full details from Jim Barton, (03) 93094412 or 0419 562 213

Vintage Gliders Australia Annual Rally at Bordertown will take place from 6th to 13th January, 2018. Fun for all! – for information contact John "JR" Marshall

Hokkaido, gliding Paradise.

Where Japanese go flying gliders? “*On river banks!*” But what about if the river overflows? They take a break ...

I visited recently the city of Takikawa (Okkaido), which houses one of most important gliding clubs of Japan: the SATA (Skysport Association of Takikawa). The Takikawa airfield is about hundred kilometers from Sapporo and is located on the Ishikari river bank. The club was founded in 1989 as the only gliding school in Japan and has today more than 200 registered members.

The Club owns ten modern gliders, plus 20 private gliders which can be rented to the club. They also have a fair fleet of vintage sailplanes including a *Minimoa*, a *Steinadler MG19*, a *Condor*, a *Weihe*, a *Gö4*, a *Hagiwara H23C-3* and a Japanese original primary glider *Hato*. Incidentally, I had the opportunity to make a nice flight with the two-seater Steinadler MG19 and enjoyed the landscape surrounded by mountains still covered with some snow.

The runway is 800m by 20m on asphalt and 1400m by 200m in grass. Launches are made with a two-line winch, four Busio drums and two tow planes Robin DR400/180R. The Club has a workshop equipped both for the maintenance of the gliders and for the mechanical interventions on the power planes. A clubhouse with a large briefing room, a library and a comfortable cafeteria called "Lilienthal" are set up. Also worth mentioning is the Takikawa Skypark Museum, featuring vintage sailplanes, besides instruments and flying equipment.

Takikawa is particularly suitable for gliding with many thermals, convergences and frequent waves. The flying period runs from mid-April to mid-November. From December to early April, the runways can be still covered by snow.

I could conclude by saying that the Hokkaido is really a paradise for gliding fans, with its wonderful volcanic scenery, its dry climate, and the absolute lack of aerospace restraints and in addition it is not too far from Australia. Vincenzo Pedrielli



Vintage Times

Newsletter of Vintage Gliders Australia

Remember to call Alan Patching for your GFA Form 2 concession approval on 03 9817 5362

Vintage Gliders Australia was formed to help and promote the flying and maintenance of older gliders. With their unique flying characters and individual airworthiness problems this group sets out to assist anyone interested in these wonderful flying machines.

WWW.VINTAGEGLIDERSAUSTRALIA.ORG.AU

FOR SALE

Cherokee VH-GLU



Cherokee VH-GLU

Tow out gear

Portable Icom Radio

Tasman vario

Full Form 2 till Oct 2017

Tie down gear and Covers

Max pilot 81kg

Stalls 32kts

1700 hrs 3400 landings

\$3,200 ONO

kvanwessem@hotmail.com

EP2 VH-IZZ

EP2 VH-IZZ

New Form 2

Trailer and tow gear

Survey carried out this year

Similar performance to a Boomerang

192 hrs 268 landings

\$5,000 ONO

Dave

Dave.rose4@bigpond.com.au

0447 470 747

