

Vintage Times

NEWSLETTER OF VINTAGE GLIDERS AUSTRALIA

ES52B VH-GRN

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Photo: Bill Mudge

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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 sent out a reminder of the annual Rally at Bordertown Gliding Club.

Bill Mudge fill us in on the return of longwing kookaburra

VH-GRN to flying status.

Dave Goldsmith helped me out again with his article on the cup day rally at Bacchus Marsh.

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

GRN FLIER AGAIN!

Longwing Kookaburra (ES52B Mk II) VH-GRN took to the skies again on Saturday 6th December 2016 at Waikerie after a 5-year hiatus.

GRN was originally built in 1961 and purchased by VMFG at Bacchus Marsh. It was the 4th of 5 of the type built and the second owned by VMFG. Following stints in Queensland at Roma and Charleville it returned to Victoria as part of Ian Patching's stable. He restored it to good condition and last flew it in 2011. In 2015, present owner Gary Ryan, of Melbourne, sought out interested parties to assist in getting it back in the air and to find a suitable site to store it. JR Marshall was aware that David Jones and Bill Mudge at Waikerie Gliding Club had for some time been seeking such a glider and he put them in touch. Gary delivered the Kooka to WGC in early 2016 and with the expert assistance of JR and Richard Geytenbeek, the necessary repairs, inspections and paperwork was completed over the next 6 months.

GRN was rigged and inspected on Saturday 6th December, and conditions being perfect late on the day, JR was launched by Richard behind the Waikerie Pawnee for a quick test flight, much to the delight of Gary, David and Bill.

At this stage GRN will be hangared at WGC whilst Gary completes his wood repair qualifications and plans to fly it with Bill and David.

We are all grateful for the expertise and advice from JR – we couldn't have done it without him!



Owner Gary Ryan
David hooks on JR



JR after landing on test flight



2017 Melbourne Cup Vintage Rally

David Goldsmith

The Vintage Rally at Bacchus Marsh Airfield commenced on Saturday 4th November and finished on Melbourne Cup day, Tuesday 7th November, with the Museum Open Day on Sunday. This year the weather co-operated for the first two days, but became rather windy on Monday and Tuesday. With many visitors, some from interstate, the comfortable clubhouse was well patronised and provided convenient accommodation, while Stoney's Pub provided a pleasant watering hole with delicious evening meals.

On Saturday Bob Hickman launched first in his Boomerang, followed closely by Garret Russell and Dave Goldsmith in the Geelong ASK-13. How long is it since an ES-56 Nymph has been seen in Victorian skies? Peter Rundle from Central Coast (NSW) was delighted to fly - and show the results of his labour of love, having saved the prototype Nymph from demolition along with its roost in the ceiling of a Sydney furniture showroom. Then followed Peter Raphael with his bright red Cherokee II from Bendigo. Vintage flights were made throughout the rest of the afternoon, with Ka6 owner John Mackley returning to get current again in the ASK-13 after a few quiet years, and Rob Moffat enjoying a flight in the Nymph. Bob won the certificate for the longest flight, 1 hour 47 minutes, and also the award for longest distance after reaching Fiskville. Best height was awarded to Garrett Russell who achieved 5,400 ft in the ASK-13.

Sunday David Howse soared the Museum's Schleicher K4 2 seater during an evaluation flight after completing its Form 2 inspection. Peter Rundle scored the longest flight with 2 hours and 6 minutes in the Nymph, also achieving best height. Peter Raphael flew the Museum's Woodstock for over an hour, achieving best distance for the day. Jenne Goldsmith introduced a gliding newcomer to the pleasures of the ASK-13, as did Rob Moffat. Leigh Snell with Sylvia Sharman, and Wayne Mackley with Sue Snell, enjoyed the opportunity to fly the K4. Monday and Tuesday brought a strong gusty wind so the vintage crowd took it easy, but not so the following weekend when more good flying was done in the Nymph, Cherokee and ASK-13.

AUSTRALIAN GLIDING MUSEUM OPEN DAY, AGM AND BARBEQUE.

Sunday's Museum day attracted almost 50 local and interstate members and friends, the atmosphere was friendly and informal and accompanied by good food and an interesting program.

At the Annual General Meeting a vibrant year was reported, with the paintshop settling into service and a toilet block/equipment shed approaching completion. There are now 63 gliders in the collection and often over twenty volunteers joining in, with Tuesdays and Fridays our regular working bee days. While we have lost our major sponsor due to his retirement, GFA has come onboard with some much appreciated funding to assist the running of the museum, and many local businesses assist with sponsorship. Apart from preserving our gliding heritage, the Museum is also working to preserve wood repair and fabric working skills with traditional and modern materials (glues, fabrics & finishing processes) as necessary. Wood & fabric courses are run each year to train people in these valuable skills to assist in the maintenance of Australia's older gliders.

Interesting presentations were made to a large crowd. Before a delicious BBQ lunch, Peter Rundle showed us how to obtain a free glider from a demolition site and finish up with an immaculate historic aircraft that draws crowds like free beer. An excellent story that can only leave one impressed with the skill, determination and humour of the small group who carried out this almost monumental transition. A big "well done!" to Peter Rundle, Rob Moffat, and John McCorquodale for pulling it off and enjoying many laughs along the way. Oh, by the way, it flies very sweetly and landings on the skid are delightfully short!

Peter's talk was well supported with photographs on the big screen, in the Museum's theatre area. Following lunch guests were invited to return to the theatre area where Russell Darbyshire showed a fascinating movie and talk about an organized tour of the air museums of the former iron curtain countries.

MUSEUM COURSES

Immediately following the Vintage Rally the Museum launched into a four day fabric course followed by four days of a wood repair course. The fabric course presented by Jim Barton with Trevor Odering's assistance included the full recovering of a vintage Kestrel wing, elevators and an aileron, as well as informative presentations by Russell Darbyshire, until recently the Stits Polyfibre Australian Agent, and Brian Gooden, the Australian and New Zealand representative for Oratex fabrics. The minor wood repair course was presented by Peter Raphael, Peter Rundle and Greig Wanless and included tool care and sharpening, glues and materials, scarfing, practical training on timber and plywood, patch repairs on a grounded Ka6 wing, and steam bending of ply.



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

Coming Events

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

F O R S A L E



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
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