

# Vintage Times

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## Newsletter of Vintage Gliders Australia

**President** Alan Patching, 22 Eyre Street, Balwyn, Vic 3103

Tel 03 98175362 E-Mail: [calbpatc@netspace.net.au](mailto:calbpatc@netspace.net.au)

**Secretary/Treasurer** Ian Patching, 11 Sunnyside Crescent, Wattle Glen Vic. 3096

Tel 03 94383510 E-mail: [patching@westnet.com.au](mailto:patching@westnet.com.au)

**Flying Director** Caleb White, Unit 4 / 37 Torbay Street, Macleod, Vic., 3085

Tel 0414902196 E-mail: [c.white@crc-accs.com.au](mailto:c.white@crc-accs.com.au)

**Editors and Membership** David & Jenne Goldsmith, P.O. Box 577, Gisborne, Victoria, 3437

Tel: 03 54283358 E-mail: [hutter17@bigpond.com](mailto:hutter17@bigpond.com)

**Membership** \$15 every October

Articles for Vintage Times are welcomed



## Jenne's Hutter 17

Jenne Goldsmith's Hutter 17 made its first flight in almost 18 years on Sunday 26<sup>th</sup> June at Bacchus Marsh.



LIFT-OFF AFTER 18 YEARS

Jenne Goldsmith's Hutter 17 flew for the first time since the 1988 VGA Bacchus Marsh rally when, on Sunday 25<sup>th</sup> June, 2006 at Bacchus Marsh, a one hour evaluation flight was successfully completed. It had passed a form 2 inspection and survey during the VSA Basic Engineering Course at Bacchus Marsh from 10<sup>th</sup> to 18<sup>th</sup> June. Among the eighteen students attending the course were VGA members Robert Percival, David & Jenne Goldsmith, Richard Jones, Peter Champness and Pete Boreham. Their assistance and that of airworthiness instructors including Edwin Grech Cumbo and Eugene Blunt was a big help in getting the Hutter airworthy.

Jenne has owned the Hutter since buying it from a Newcastle Giding Club syndicate for \$750, including a trailer-mounted winch, in 1972. It has previously been owned by Bill Simpson at Benalla, and Trevor Kyle at Camden.

The Hutter was built by Hain Friswell at Bendigo, and had it's first flight in 1955. It has an extra 600 mm wingspan over the original plans, for a 10.29 m span. A mainwheel was fitted to assist groundhandling in 1966. It is not fitted with airbrakes or trim, but with it's large rudder does a very nice sideslip. It had a major refurbishment at George Detto's Camden workshop in 1975, when it had a survey, strip and recover and it's colour was changed from blue and silver to yellow. Hain had also built a primary, now owned by the Australian Gliding Museum and once operated on floats.

Although records before 1966 are missing, it has since logged 340 hours in 676 flights. Jenne completed all three legs of her Silver C in the Hutter. She achieved 5 hours and 27 minutes in 1980 and flew 65 km from Bridgewater to land at Boort in 1982.

The Hutter flew at the second VGA rally held at Bacchus Marsh in 1978, where it won the Grand Champion award. At the rally it completed two bungee launches to a height of 30 feet. It also made a demonstration flight at

the official opening to the world gliding championships at Benalla in 1987. Gliding has come a looong way!

The Hutter had been regularly flown at Euroa, Tocumwal and Bridgewater (Midland Soaring Club) in the 1970s and 1980s. Maybe it will once again become a regular sight at clubs and VGA rallies.

**AND ALSO.....**



**Bruno de Wouters** hopes to complete his Hutter 17b (pictured above) soon. He is seeking an operations manual or data, like stalling speed, best speeds to fly, max. speed, etc.

"Should you have any information on the H17 operations, I will appreciate it very much and thank you in advance, Best regards from Belgium, Bruno de Wouters (+32)(0)475-85.6565".

## 2007 Vintage Glider Rally



FROM IAN PATCHING

It has been a long process but we have finally organised the arrangements for the 07 Rally. It will be held at Bordertown, January 6<sup>th</sup> to 13<sup>th</sup>. The club members at Bordertown are looking forward to us coming back for the 3<sup>rd</sup> time. They appreciate the way we operate, our efforts at keeping the gliders going and we certainly appreciate the friendliness and support from them.

In brief, the plan of going to Leeton was a good one. The club members from Wagga Wagga were happy to have us as they saw it as an opportunity to help their club. Their plan was to do the Junior Nationals, then move back to Lockhart for the

Vintage Rally and then half way through that week move the operation to the Wagga Wagga aerodrome to allow us to participate in the Wagga Veterans Games. (Phew)

It really wasn't going to work. So we came up with a very good compromise, which I trust you will all support.

For the 2007 Rally we will go to Bordertown.

In March 2007, there will be a Vintage Regatta at Wagga Wagga as part of the Veterans Games. This will be a 3 day event on the main aerodrome.

For 2008 Rally the venue be either Leeton or Lockhart as guests of the WWGC.

As this event continues to grow we will have to have a good look at how we are going to achieve the Annual Rally. With up to 30 aircraft and perhaps 50 or 60 people this places a big strain on the host clubs and what they are able to put together for us. We may have to compromise and get the operation at the expense of being fed, relying on local business to provide the meals. Either way costs are an important issue as well. Sure, we could go to a big operation but we would have to pay for it. Expect further discussion on this matter.

### **Bordertown 2007 Wood Repair Course**

FROM KEITH NOLAN

**Good News**, both Erik Sherwin and Lyle Whitfield have earned their Airworthiness Authorisations, Standard repairs, as a result of their work at Bordertown, January 2006, and of course by completing a standard part to the official DCA drawing, successfully.

There is time for more members to do the same again next January at Bordertown. Ring or write and I will send the drawings back with some useful notes.

We also hope to do some repair work on glider structural components and the strong possibility of taking part in the modification of the Kingfisher from a single to a two piece wing. Emilis Prelgauskas will be the project leader on this. Bring tools and a damaged part if available, and be prepared to work while your mates sleep and or booze!!!

Erik Sherwin was on the last course and wrote a very complete and professional report on the course content. This in no small way was a positive in the acceptance by the G.F.A. R.T.O.s, S.A. and N.S.W. Many thanks

Keith Nolan Tel: 03 5428 6163



## **WOOD INSPECTION, REPAIR & FABRIC COURSE**

**WHERE: Australian Gliding  
Museum workshop**

**WHEN: 2<sup>ND</sup> TO 6<sup>TH</sup> October,  
2006**

**COST: A small fee to cover  
cost of materials**

It is recommended that participants make a standard part to bring to the course. Plans will be provided. Those wishing to attend the fabric course may attend those classes only. It is not necessary to bring your own tools.

**CONTACT: Alan Patching,  
22 Eyre Street, Balwyn, 3103  
TEL 03 9817 5362 E-MAIL:  
[calbpatc@netspace.net.au](mailto:calbpatc@netspace.net.au)**

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## LONG FLIGHTS IN VINTAGE GLIDERS

By Keith Nolan



1991 VGA RALLY PARAFIELD, YELLOW WITCH WITH KEITH NOLAN AND PAUL JOHNSON

The badge flights, A, B, C, Silver, Gold, Diamond were established in the days of Grunau, Hutter, T21, T31, etc. In Sunraysia our Mk 3 Kooka, Grunau, Kingfisher all did more than one 300 km flight each. The Ka6, Boomerang, and Olympia all did 500 km flights. The wooden Austria held the Australian free distance record for many years at well over 800 km.

These aircraft are now rated "Vintage", but nothing has changed, EXCEPT pilot attitudes. There were no radios, G.P.S or audio varies. There were NO SECRETS as the so-called secrets were not secrets at all.

The first ABSOLUTE ESSENTIAL is to be able to do steep 40/45 degree turns which must be dead accurate. Inaccurate turns, slip, skid, angle of bank and speed variations turn truly circular turns into unruly shapes. In other words only accurate fairly tight turning will give you the location of the core and next time around you will anticipate it's position and the core is yours. Time wasted on centering thermals cannot be regained by flying faster, it only makes a bad job worse. Selecting only the best thermals, and centering them quickly, gives you the valid right to fly faster as you have achieved a greater rate of climb. Combined with the use of height bands, and the absence of bad luck, you should be able to confidently plan longer and more satisfying flights.

Use the Met forecasts for the day. Aviation services are available, as well as TV. As glider pilots we are not really catered for, so talk to club mates and use your own studies of successful weather systems. Find these in back issues of the GFA magazine. Basically pre frontal Northerlies and post frontal South Westerlies give fairly predictable

results, as they both produce UNSTABLE atmospheres, and instability is our first need.

Summer days give the longest period of usable daylight. It is possible to be airborne for up to ten hours, and quite often, 8 hours. You do NOT have to fly fast, but close to the BEST SPEED TO FLY, which is related to your INDICATED rate of climb. If you are really turning tightly and accurately and coring quickly then you will be able to fly faster as your ACHIEVED rate of climb will be so much higher for the same thermal. So efficiency is the name of the game. Working lift well is great but, it can be lost too quickly by not working just as hard in avoiding SINK. What goes up, must come down, and us with it if we don't do something about it, and quickly. It is not as easy as it sounds. Very strong pre frontal days may go to above 10,000 ft., and often do. The lift is not so easy to work down low but it becomes easier with height say above 5,000 ft, but sink is the opposite, it is not so vicious near thermal tops, but becomes stronger and more vicious to us down low. We should therefore always aim to fly a height band. Between 5,000 ft and 10,000 ft would be OK on such a day.

Added real benefits are firstly that cruising at 10,000 ft your actual speed will be about 10% higher than indicated. Secondly because you are working safe air in the upper half the worry of outlanding is almost eliminated and you have the choice of better thermals, so can be more selective, so why the hell would we want to get low. Unfortunately sometimes the best plans, due to impatience, bad luck, day dying etc., we find ourselves down low. We must now assume that we have just been winch launched and do as you always do, look for thermal triggers and fly ACCURATELY. If the day has died then you should already be over safe landing areas. One job to do, LAND SAFELY. All the SS'es, size, slope, stock, surroundings, surface and hazards, SWER lines and fences. Late in the day DO NOT land into the setting sun, you will be virtually blind and unable to avoid previously unseen rocks, stumps etc. Plan a cross wind final, and you and your glider will be OK for another rday.

More of this at Bordertown, and we can hope to give the old girls a good run for their money, anyway the main thing is to have lots of fun and do it safely. By the way 8 hours in most old gliders at best L/D will give about 300 km, more on a downwind dash.



Having said all this, I must confess to 98 outlandings, so the last word is GOOD LUCK!!!

## MELBOURNE CUP REGATTA 2006



FROM LAST YEAR, MAL QUICKLY STRAPS IN WHILE LEIGH STRUGGLES TO HOLD THE DUSTER DOWN!

### IT'S ON AGAIN! NOVEMBER 4, 5, 6 & 7.

Last year the VGA regional regatta at the Bendigo Gliding Club's field at Raywood was a big success...the perfect way to dust off the winter chills. Ten vintage gliders joined in the fun. In 2006, tugs, winch and catering will again be available. Contact Dave or Jenne Goldsmith for more information, and thanks again to the Bendigo Gliding Club.

## LETTERS

### More about the Slingsby T20

The story and photo last issue about aircraft carrier gliders from Chris McDonnell stirred up some memories of the Slingsby T20 by VGA member **Noel Harding**. Here is his letter:-

Hi David,

Issue 102 of VT arrived yesterday with an article by Chris McDonnell on the Slingsby T20, a design I am familiar with.

My interest comes from my first sailplane flight in a T31 design at Casey Airfield, in Berwick, a 4 minute winch flight piloted by a friend, Colin Munroe, in 1954/55.

My first brush with the VMFG was painting those letters on the Golden Eagle trailer at Alan Patching's place on one wet Sunday about 1955.

I was seriously into flying models for many years and was involved in radio control

at the very start, when the flyer had to check that the valve was glowing and the rubber escapement was bound up before releasing the model.

As R/C evolved and became reliable the thoughts of the Slingsby returned. Looking at some 3 views in a Slingsby book I came across some scant info on the T20. Built to a quarter scale it would be about a thirteen foot span.

I needed more info, which led me to Ham Hervey in Bedfordshire in the UK. He lived in Melbourne until 1935 and was involved in aircraft and models at that time. He gave up gliding after WW2 and took up ballooning, in which he had a share in two.

Tim put me in touch with Lt. Com. John Sproule, who before the war was on the design staff at Slingsby. During the early part of the war John was in Tim Hervey's squadron and was transferred to the Navy to carry out experiments towing gliders behind warships. During these tests he flew – and crashed – the T20. His saga is enclosed – (good stuff).

With first hand knowledge he was extremely helpful with all the info on the T20, colour schemes, fin improvements to make the model more responsive.

The T20 has not been built due to other commitments – one day!  
(**ED.** Noel enclosed a copy of a letter from Lieutenant Commander John Sproule and an article from "Aeroplane Monthly", February 1977, with an excellent description and photographs of the T20 carrier trials).

## Schneider Sailplanes Lists

**FROM Wally Wolf**

Hi David and Jenne,

Thanks again for the Vintage Times. As usual it is informative and very readable.

I think I can fill in a gap in Schneider's Grunau Series. Factory Serial No 18 is my former Grunau IV, GHK. It first flew in 1958. Harry himself flew the inaugural test flights, winch and aerotow, before signing it out.

The actual builder was Joe Brabeck, who later emigrated to Canada.

Re "Factory built", Joe purchased GHK as the last Grunau on Schneider's production line, in a sort of kit form, as I understand. He bought a fair bit of it as prefabricated components: bulkheads, spars, ribs, pre-cut longerons and the like, probably also the plywood. Prefabricated metal attachments, and accessories were also included. The question now is: was GHK factory built? I think "yes" to a substantial portion of it.

## Early Flying near Melbourne FROM Gary Sunderland

I was fortunate to have Charlie Lambeth describe the very early years of gliding during the depression and members may also be interested, as I was, to know a little of this period which preceded the formation of the VMFG. As well as flying in the heart of Melbourne Charlie can recall launching from a paddock next to Essendon Airfield and flying a primary over a Fokker Tri-motor airliner on the apron near where the GFA office is now situated!! Those were the days. Thanks also to Jim Fullarton and Alan Patching who also helped.



The Southern Cross was an FB11b/3m Fokker Tri-Motor

Driving around Melbourne with Charlie Lambeth was always instructive to anyone interested in aviation, as Chas would point out features with an aeronautical history, such as the brick wall in Sunshine once demolished by a Fairy battle during WW2. My curiosity about the very early years caused Charlie to provide a sketch of some of the inner Melbourne flying fields during the period between the wars. This has been the basis for the attached map prepared by Robyn Sunderland using the "OCAD" program.

To better understand the brief notes provided by Charlie these are amplified below from some books on this period of early aviation. In the period following the Great War (now known as World War 1) the area south of the Yarra consisted of sandy open fields mainly used for grazing cattle, apart from the Port Melbourne Rifle Range established during WW1. The Coode Canal had been dug to establish docks near Melbourne, forming "Coode Island". [Until the old Yarra bed

was eventually filled in much later, so now it's an island in name only].

**GRAHAM CAREY:** In 1919 Robert Graham Carey purchased four Maurice Farman MFII pushers from the Australian Government and set up a commercial flying operation next to the Rifle Club. Carey had previously operated a Bleriot XI monoplane from Bacchus Marsh and Ballarat during the war. Carey did much to establish civil flying as a safe operation and, although the ancient Farmans were outmoded even by the standards of 1919, he and his pilots carried thousands of passengers without a fatality. The business went out of existence, like many others, with the depression of 1930.

**H.J. LARKIN:** Larkin held Australian Commercial licence No. 10 and moved to Coode Island in 1927. Larkin was a Captain in the Royal Air Force during WW1 and founded Larkin Aircraft Company which operated from fields in Glenhuntley, Essendon and then Coode Island from 1927 to 1935. In 1931 he flew the Larkin "Lark" sailplane designed by W.S. Shackleton.

**"HAM" HERVEY:** Hamilton Elliot Hervey was an Englishman who led an adventurous and productive life. Known as "Tim" Hervey in the early years he was Albert Ball's gunner for dangerous balloon straffing operations in 1916. Later he was a pilot, shot down and captured, escaping and being recaptured several times. In Australia he was a commercial pilot and in his spare time a gliding instructor with the Melbourne Gliding Club at Coode Island, and he founded Central Aircraft in Melbourne, which sold model aircraft plans and materials. He returned to England in 1936 as the first C.F.I. of the London Gliding Club and served in the RAF during WW2 in command of glider pilot training.

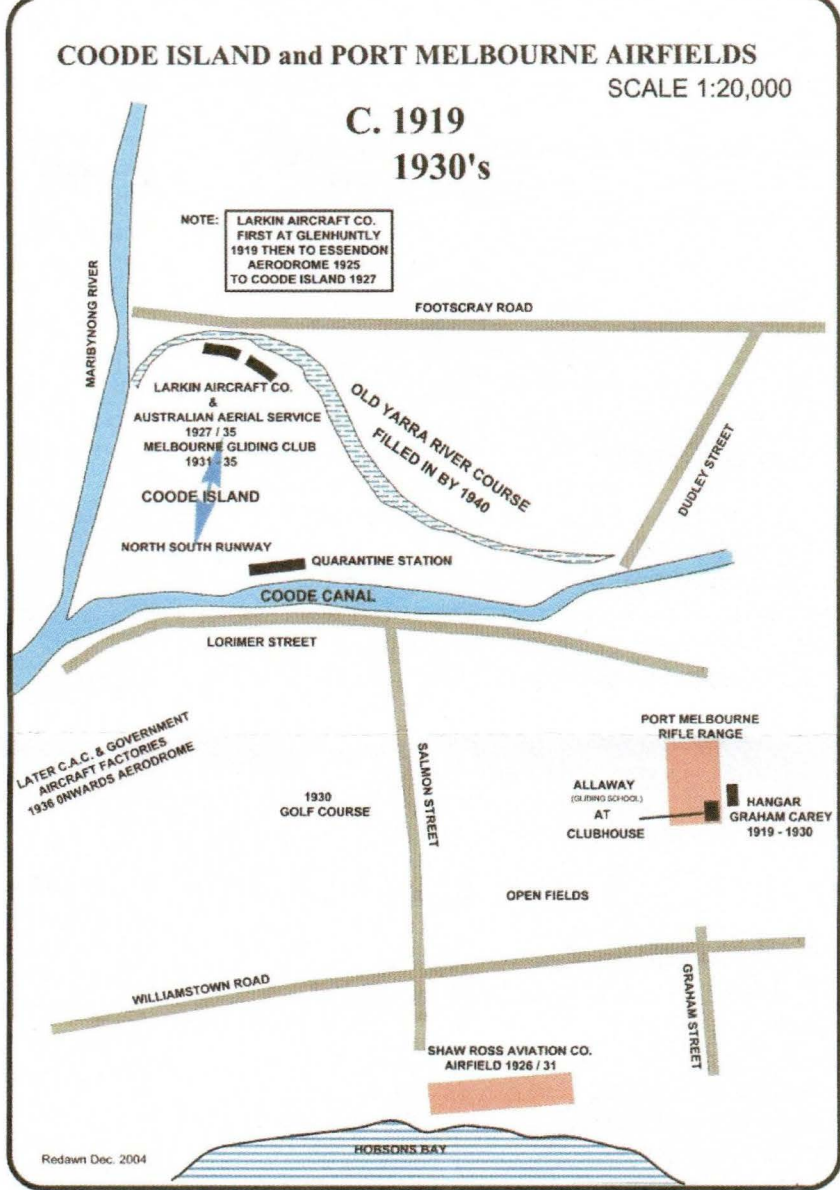
Charlie Lambeth recalls the primitive accommodation at Coode Island made from large crates, used to ship aircraft to Australia, which served as offices and sleeping quarters.

**ANDREW BAKER:** Andy Baker built a biplane hang glider in Bacchus Marsh about 1927. From 1930 to 1935 he flew primary gliders with the Melbourne Gliding Club at Coode Island. Geoff Richardson recalls he was a good gliding instructor and quite artistic. Two of his oil paintings decorated the M.G.C. clubroom at Coode Island.

In 1935 the club changed its name to the Gliding Club of Victoria and moved to Mt. Fraser, Beveridge, and lost Andy in the process.

**GEORGE ALLAWAY:** In 1930 the Allaway Gliding School was building a primary glider in a spare room at the Port Melbourne Rifle Club. Chas Lambeth suspects that George Allaway could not fly but the “school” attracted many youngsters who were engaged in building the glider. Among them were Bill and Jack Iggulden, who had earlier built a hang glider and attempted to fly it. They eventually learned to fly primary gliders and later with Geoff Richardson and others formed the Victorian Motorless Flight Group.

**DEVELOPMENT:** the sandy cow paddocks of Port Melbourne and Fisherman’s Bend were developed for industry after 1935 and the light aeroplanes and gliders were moved away. The Government established an aerodrome at Fisherman’s bend, next to the Commonwealth Aircraft Corporation factory and the Aeronautical and Chemical Research laboratories. General Motors Holden established a factory at the corner of Lorimer and Salmon Streets. Coode Island was taken over by a fuel and chemical storage facility and Swanson Dock. We now have a freeway where the old Farmans used to take off next to the gun club, and even the later Fisherman’s Bend aerodrome has been lost to Westgate.



(*ED. Note:* A special thanks to Gary Sunderland for this article, and sincere thanks also to Cliff Pritchard of VMFG for production assistance)



Heron Primary Glider (ex VMFG) at the Moorabbin Aviation Museum

My thanks to Charlie and Geoff for this insight into aviation in the early years.

GARY SUNDERLAND

**From EMILIS PRELGAUSKAS**



Thanks for the (Hutter 17) photo and announcement. As this photo shows, (ES-57 Kingfisher) GRH is still some way off.

## *Gliding at Adelaide Airport*

FROM LEIGH BUNTING



On 8th October 2005, the new terminal at YPAD had a public open weekend, with the terminal supposed to open for business on the following weekend. That didn't happen but that's another story.

It was organised to have aircraft displays on the apron with the odd aerial display.

Gliding was to have a strong representation with the Stemme from Gawler. The Uni club was to bring a plastic bird and I was invited to bring the Grunau.

Plans and info was distributed to us on gates to be entered and procedures to be followed.

The weather on Saturday morning looked to threaten rain with some wind and heavy overcast.

Me and my lad, with the GB in tow were at the allotted gate before the allotted time of 8am. Expecting to have to go through all sorts of security activities, I wondered whether I had enough on me to prove who I was.

When my turn came to enter Airside, I was told to follow the guide vehicle and waved through. No signing in, no security scans and no one even looked in the trailer to see if it was chockers with C4 explosive.

So around on to the apron at Gate 23 and I was left to my own devices. Soon after some Adelaide Uni Gliding Club people turned up, but with no trailer, and said there was some problem with the aircraft they were meant to bring.

Shortly thereafter the heavens opened and the wind really picked up. We contacted the organiser, who came out to sort out our location. When asked if we could set up under the shelter of the terminal, we got a negative reply.

Well, the way the weather had set in, there was no way, I would be rigging the GB and it was highly unlikely that the Stemme was going to fly in. So I was the gliding display.

We opened the back door of the GB trailer and set up the AUGC display boards and held them down with concrete blocks that had been delivered. I left the trailer hitched to the car because if I didn't it was going to blow away.

While it stopped raining and the sun came out, the temperature and the wind remained at Antarctic levels. It just had to be the worst weather in months/years. The wind remained at 25kts gusting 35 all day.



There was supposed to be some aerial activities during the day, but only the Orion flypast eventuated.

There was a good crowd of people and a constant parade going past, however being at the up-wind end of the display, people found it a challenge going to the up-wind displays.

It's interesting seeing the sorts of people who come to these free outings. One senior-citizen lady wasn't really interested in the gliding but she wanted me to fix her camera, because she couldn't load a new film. Mission accomplished.



During the latter half of the afternoon, the weather turned for the worse and another rain band was coming, so I made an executive decision that I had had enough and we packed up and dashed for the gate to the taxiway while the throngs of people dashed for cover of the terminal.

We joined a convoy of vehicles also making for the exit gate and so endeth what could have been a promising display to promote gliding had the weather co-operated.

Maybe not a total waste of time, but, at least I can say that I had my aircraft parked on the apron 6 months before the airlines got to do it.

## The Origin of the Dickson Primary

### **From Ray Ash**

The origin of the Dickson Primary glider I finished restoring a number of years ago has been a mystery up until recently.

In the 1980s the NSW Gliding Assn was made aware of a derelict glider in a shed on a property in the Richmond area near Sydney.

Werner Geisler and some helpers retrieved it on the back of a truck but unfortunately never made any enquiries from the owners as to it's history. Werner and others started restoration on what turned out to be a Dickson Primary in Werner's cabinetmaking workshop in a boatshed on the foreshores of Sydney Harbour. They restored the fuselage, tailplane and rudder, and the ailerons to the stage of covering them with fabric and giving them an undercoat of red dope. At this stage enthusiasm waned and it was then that I received a phone call from Werner asking me if I knew anyone who may be interested in finishing it. My reaction was to say that I was certainly interested in it as I had contemplated several times of building a primary again.

With the help of a couple of friends I collected the bits and pieces and started on rebuilding the wings. These were in "basket case" condition but luckily Werner had started making a new set of ribs, and these together with what could be saved from the original, made the job a lot easier. The two main spars were sound, but one of the rear spars had to be replaced owing to some dubious repairs to it. Having finished it and flying it for a number of years now the mystery of it's origin still haunted me. There have been one or two Dicksons around in the late 40s and early 50s but their fate had become lost with time. However a few weeks ago I was surprised to receive a phone call from Kelvin Gore, who I hadn't seen for over 50 years. Kel had been a member of the old Illawarra Gliding Club when we were all teaching ourselves to fly primary gliders at Fleurs airstrip before the move to Camden. They had built a Dickson around

1945 but I had eliminated this particular one as I knew it had a strut braced wing and certainly did not have a wheel. In talking to Kelvin, however, it appears that while they had indeed fitted struts to theirs they had maintained the superstructure above the wings and the accompanying landing wires. Added to this he said that after a crash that badly damaged the fuselage they had installed a wheel on the main skid. They had also rounded off the top of the rudder and the ends of the elevators, which are shown as square in the drawings, but are certainly rounded off in the glider I have. It is quite apparent now that what I had was the original Illawarra club Dickson. During the restoration some of the control hinges were found to be missing and as these were rather unusual, it was only after discovering some in a box at a friend's place, that I became aware that they were Tiger Moth hinges. When I asked Kel what hinges they had used on the Dickson he said they were Tiger Moth hinges as he had been working at De Havillands at the time and they were "readily available".

That certainly clinched the matter for me so I think I can say with some certainty now that it is the Dickson built by the Illawarra club around 1945.

It is interesting to note that of the three gliders built by this group, namely the Dickson, the Grunau Baby owned by Leigh Bunting, and the K2b owned by John Ashford, all are still airworthy and currently flying.

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## *David Howse buys a Super Cub*



THE SUPER CUB ARRIVES AT BACCHUS

VGA member **David Howse** has acquired this cute Super Cub from the Navy Club at Nowra. He has restored it to flying condition and just might bring it to Bordertown 2007!

**Wally Stott** has sold his Ka6 VH-GNO to Nigel Arnott of Brisbane. GNO won the VGA Concours D'Elegance trophy at Bordertown 2006.

## K or Ka ?

FROM GED TERRY

Do you say K6 or Ka6, K7 or Ka7?  
Which, if any, is correct, and why?

As most gliding enthusiasts will know, Schleicher's prolific designer, Rudolf Kaiser, had an abbreviation of his surname in the designations of his designs. Initially, Ka was used.

Back in 1933, the technical department of the Reichluftfahrtministerium (pew!), the German Air Ministry, had standardised the designations for German aircraft, military and civil. Each aircraft type was allocated a number, prefixed by two letters from the name of the manufacturing company or its Chief Designer. For example, Dornier had the Do17, Junkers, the Ju88, Heinkel, the He111 and so on.

Perhaps you have now guessed that Ka was allocated - long before Kaiser's gliders appeared.

With the end of World War Two, this designation system from the Third Reich was no longer strictly adhered to. Nevertheless, once the duplication was realised, to avoid any possibility of confusion, Kaiser's abbreviation became just K. The changeover came with the K7.

So, who was the original Ka? It was Albert Kalkert, coincidentally also a glider designer. He was responsible for the Kalkert Ka430 transport glider of 1944. The records say a dozen or so were built.

So, perhaps K should be used retrospectively for all Kaiser designs. In Britain, glider pilots have done so for as long as I can remember, just lazily saying K2, K4, K6, K8, K13, K21 etc, etc, oblivious to the historical nuances.

Ged

THANKS TO IAN DUNKLEY FOR THE FOLLOWING PHOTO:



**Captions requested..!**



## HOMEBUILT SAILPLANE CORNER

Peter Champness

The latest news from the homebuilders is that Malcolm Bennett's Super Woodstock is very near completion. The photograph shows the new aircraft in a very smart paint scheme rigged at Malcolm Bennett's home in Moorabin, Victoria. The Super Woodstock has an increased wingspan of 13.5 metres and a strengthened spar. The wing has been proof loaded to 5.3 G. Malcolm has mentioned the possibility of adding a Konig 3 cylinder radial engine at some time in the future, maybe even retractable. We are looking forward to the first flight of this super new glider.



MALCOLM BENNETT'S SUPER WOODSTOCK

Peter Raphael (the Erudite) has sent us an article about the tailplane modification to James Garay's Woodstock, nicknamed WoodyRoo. The WoodyRoo has had a nose

heavy tendency since new. An initial fix was to add a more powerful spring trim system to trim it, but this was only partially successful. The permanent solution was to change the incidence of the whole tailplane, as Peter explains in the following article.

For those who like pottering about in the workshop try making a sanding stick using sand paper glue.

### Errata

In the last newsletter I mentioned the Terry Whitford Monerai which was damaged when a gum tree fell on its trailer. Malcolm Bennett has the Monerai and is planning to repair it after the Super Woodstock is finished. Malcolm informs me that the cockpit weight is 90 kg, not 70 kg that I printed. So it is a very practical and high performance homebuilt for ordinary sized people. More on the Monerai in future newsletters.

### Duster for Sale

Peter Raphael has been doing some research on Homebuilts on the CASA register and has found a partly completed Duster in Queensland. The owner is John Aitken 07 5476 0621. John bought a DSK kit and has completed most of the fuselage, rib blanks etc. He also has all the plywood for covering the wings and a set of instruments. Resorcinol glue has been used. The project has not been worked on for 10 years but it has apparently been stored under the house. John is apparently ready to sell the project which could suit someone who wants a homebuilt project.

### ***More on The Woody Trim***

**By Peter Raphael**

A short while back we went down the path of fitting a spring trim to the Woody Roo. This was instigated by the fact that the glider was not trim neutral in flight and the aircraft lacked an effective trim to counter this. The pitch control on the Woodstock is naturally very light and therefore it is easy to ignore an out of trim situation like this and compensate on the stick. However, letting go of the stick soon revealed the condition.

Subsequent test flights indicated that there was still a nose down tendency even with some spring bias requiring the elevator being held slightly up to hold trim speed. As weight and balance was within spec. the indications were that there was a rigging problem. Comparisons done with the drawing and measurements obtained from HNW revealed that by comparison there was excessive positive incidence in the stabilizer, the leading edge being too high. Jim's glider was built with a removable tailplane and therefore the fix was relatively simple.

The tailplane is retained by two brackets attached to the rear stabiliser spar and two removable bolts fix these to the fuselage sides. Another single bolt vertically through the stabiliser at the leading edge provides the third attachment to the fuselage. It is this bolt that is the key to the adjustment. A guide bush set into the fuselage and below the stabilizer limits the degree by which the leading edge is lowered, therefore it is simply a matter of reducing the height of this bush and checking the results. A little work on the lathe and some sanding of the fuselage fairing saw things come together., and some measurements against the fuselage longeron established that incidence was now in the ballpark. While little effort is required to maintain speed control in the Woody it is far more efficient to have the control surfaces working in harmony. Now let's go and fly it and enjoy our efforts!



Post Script. Subsequent flights proved that this was the appropriate solution and the glider then became noticeably more pleasant to fly.

## Sand Paper Glue

Peter Champness

What is sand paper glue? Sounds exotic but in reality it is just glue used to attach sand paper to a board or sanding stick.

Sand paper held in the hand is OK for some smoothing jobs but for accurate work it is much easier and more precise if the sand paper is attached to a suitable sanding stick. I have a variety of these ranging from paddle pop sticks and tongue depressors (ie a large paddle pop stick) up to boards about 4 ft long. It is very easy to make a sanding stick for a particular purpose, sometimes easier than finding the old one which has been put away somewhere.

The problem comes after a few minutes sanding when the sand paper is all worn away and needs to be replaced. Getting the old sand paper off can take quite a while. I was using contact cement to attach the sand paper but this had a number of disadvantages. It takes up to ten minutes to dry before the sandpaper can be attached which slows up the work and it is far too difficult to remove.

Every other sort of glue which I had to hand had similar problems, i.e. they all stick far too well. I set off to the hardware to find something more suitable and the hardware man thought I might need "disc cement". This apparently was a type of glue used to attach sandpaper to large rotating sanding discs. I remember the shearers using them to sharpen their shears in my grandfather's woolshed.

The only problem was that the hardware shop didn't have any disc cement. Advice was sought from another hardware man on the other side of the store. "Tom, we got any disc cement?" "What?" "You know DISC CEMENT." "Nah, I haven't seen any of that for years. They all use Velcro now". Well it might be all right for tradesmen to peel of the Velcro backed sanding sheets at \$4 a go a whack a new piece on. Time is money to them and the client has to pay anyway! But there is no way that I am going to pay that sort of money if I can find an alternative.

Various other glues were suggested, all similar to those I had tried. I was thinking about the glue used for Post it Notes. It is strong enough to hold two pieces of paper together but has very low peel strength. Apparently it was invented by someone trying to develop a better type of superglue. The

glue didn't work. However someone came up with the idea of the Post it Note and the rest, as they say is history.

I was starting to explain that I really wanted a really crap glue, something that hardly worked at all when a little light bulb went off in my head, a really good idea. The worst glue I know of is the semi solid paper glue that comes as glue stick, sort of like a lipstick tube. Very convenient but it usually falls off by itself after a while particularly if you buy the cheaper brands. I thanked the hardware men for their advice and ducked around to the News agent, purchasing a glue stick for less than \$2.

This glue works really well as sand paper glue. I wish I had thought of it before. It is very quick to apply and even quicker to remove, it just peels off. The sheer force on the sandpaper is very low because of the large surface area, so the sandpaper is held quite firmly while you are working. Try it if you haven't already thought of it before I did.

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NICE GRAPHICS!



Independence Day Regatta, July 1-4,  
Wurtsboro Airport, New York State

**And Finally** Thanks to our contributors, and keep those stories rolling in! 'Til next time, stay safe, keep warm and get busy with preparations for the coming VGA summer rallies – and sending in your news, photos and captions!

Dave and Jenne