

Vintage Times

Issue 105 January 2007

Newsletter of Vintage Gliders Australia

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

Tel 03 98175362 E-Mail: calbpatc@netspace.net.au

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

Tel 03 94383510 E-mail: 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

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

Tel: 03 54283358 E-mail: hutter17@bigpond.com

Membership \$15 every October

Articles for Vintage Times are welcomed



BORDERTOWN 2007 – The Characters!

PETER BROOKMAN PHOTO



LYLE WHITFIELD PHOTO

Ken Ueyama made a wonderful effort to bring his T21, even though he had to leave after only a few days. He was assisted by Mal Bennett, who worked feverishly to finish the fittings for the trailer. In this picture a skeleton crew assemble to aircraft! Unfortunately the wind was too strong to fly, but the large aircraft was much admired by the VGA members lucky enough to be present. Ian Patching raised more than a few eyebrows when he nonchalantly walked past with a Kingfisher (ES-57) wing tucked under one arm – it looked more like one of Ken's ailerons!

BORDERTOWN 2007 SETS RECORD

A record 25 Vintage Gliders attended Bordertown 2007, held from 6th to 13th January. Some turned up days early, although this year the wind made itself a prominent feature of the rally and flying was restricted on some days.

Gliders present were:-

ES52 Mk II Kookaburra GLF with Pete Boreham
ES52 Mk IV Kookaburra GRZ with Caleb White
ES52 Mk IV Kookaburra GNZ with Gary Crowley
ES57 Kingfisher GKN with Ian Patching
GB IIb Grunau Baby GDN with Leigh Bunting
GB IV GHK with David & Rosie Howse
ES60 Boomerang GTK with Lyle Whitfield
ES60 Boomerang GTR with Ian Patching
ES60 Boomerang GQO with Mike Williams and David Howse
ES60B Super Arrow GTJ with Emilis Prelgauskas
ES60B Super Arrow GGP with John Viney
Slingsby Dart 17R IZO with John King and Stan Henderson
Slingsby T21 GUC with Ken Ueyama
Foka 5R GQN with Mark White
Foka 5 GZD with Peter Champness
Olympia GLY with Dianne Davey and Phil Prapulenis
Olympia "Yellow Witch" GFW with JR Marshall
BG12B GYG with John Ingram
ES Ka6 GNB with Dave & Jenne Goldsmith
Ka6e GGV with Erik Sherwin
SZD30 Pirat GXL with John Ashford & Hans Prem
Woodstock HNW with Peter Raphael
Super Woodstock GFJ with Mal Bennett
EP2 Super Goose IZZ with Caleb White
Golden Eagle GFC with Alan Patching

OTHER AIRCRAFT to attend were the Howse family Super Cub which was used for some towing, Keith and Edna Nolan's Sapphire ultralight, a pretty blue Piper Pacer with Dianne Davey and Phil Prapulenis, and Paul and Lynne Johnson's two-seat powered parachute.

Once again the modellers were present in force, and provided those on "the hill" with some great entertainment as they defied gravity and explored the limits of aerodynamics in the evenings after dinner.

It was nice to see some overseas members with Ken Ueyama (Japan), Ged Terry (U.K.) and Herb Robbins (U.S.A.) with his cousin Richard Robbins from Rosebud, Vic., having a great time.

Other members and friends to attend included Dennis and Marion Hipperson, Alan and Margaret De Laine, Rachael, Ross Birch, Kevin Sedgman, Martin Simons, Keith Willis, Ralph Crompton, Neil Hardiman, John Ilett, Geoff Hearn, Ray and Norma Woods, Allan Bradley, Colin Collyer, Harold Elliott, Leo Dowling, Eddie and Graeme Self and Kevin Parkinson

It's also nice to having some of the Bordertown-Keith Gliding Club members joining VGA, and vice versa! These guys work so hard to make the rally what it is, and have set such a high standard that, after consultation and by popular choice, **Bordertown has been chosen as next year's rally venue!** Thanks are due to Marcus Trnovsky, Greg Draper, Brian Gerhardy, Andrew Dinning, Steve Steer, Bruce Gaskell, Truckie Walters, Brentyn Koch, Matty Duell, Terry (Nuggett) Ryan and Peter Brookman.

. Those who think Bordertown is too far away could start organizing their own local "Vintage Regatta" - and come to Bordertown 2008 as well!

The Rally – Day by Day

While Saturday 6th January was the first official day of the Annual Rally, some flying was done earlier, although hampered by the wind. Six short flights were made on Friday, and one only on Saturday.

Sunday 7th saw three vintage flights and some club flights on a windy day. Ian Patching managed 1 hour 47 minutes in the Boomerang.



PETER RAPHAEL & WOODY OVER BORDERTOWN

Monday 8th produced 32 flights, the longest of 4 hours 28 minutes by Peter Champness in the Foka 5. Next was 4 hours and 7 minutes to 5,800 feet by Leigh in the Grunau Baby. Ged Terry had 3 hours 42 in the Olympia "Yellow Witch", while Peter Raphael had 3 hours 9 in the Woodstock. Four more flights were over 2 hours and one over an hour. 33 hours 48 minutes was logged on the day. Best heights were around the 5 – 6,000 feet mark, while 950 km of crosscountry was achieved.



COLIN COLLYER SHOWS HIS K14 MODEL TO DENNIS HIPPERSON

Tuesday was also good with 38 flights made. Leigh and the Grunau Baby had the longest with 4 hours 4 minutes. Peter Raphael had 3 hours 38 in the Woody, while Erik Sherwin had 3 hours 33 in his sleek Ka6e, and Emilis had 3 hours 02 in his Super Arrow. Five other flights were over two hours and four more over the hour. Peter Champness and Jenne Goldsmith found a sink-hole and were retrieved by trailers. Forty hours & 4 minutes were logged.



RELIVING THE "OLDEN DAYS", RAY AND NORMA WOODS SHARE PHOTOGRAPHS WITH LEIGH BUNTING. RAY WAS ONE OF THE THREE BUILDERS OF LEIGH'S GRUNAU BABY.

Wednesday was a bit of a write-off with 38 degrees, a strong wind and a lethargic camp! Rosie and Caleb managed two flights in the Kooka, while Dennis had two training flights in the club's Twin Astir. The day deteriorated into waterfights with super-soakers, and the airconditioned clubrooms were well utilized for photo album research and lots of yarn-spinning!



HANS PREM HOPS INTO THE PIRAT WITH JENNE GOLDSMITH READY TO ASSIST.

Thursday 11th after the VGA AGM saw 34 flights, a bit of a mixed bag as Eric Sherwin in his Ka6e logged 3 hours 22, Leigh had 2 hours 47 in the Baby, Emilis had 2 hours 26, Mal had 2 hours 24 in the Super Woodstock, Ross Birch had 1 hour 36 in the Woody, and Hans Prem did 1 hour 7 in the Pirat. Ged Terry had a 1 hour evaluation flight in the Boomerang GQO. Total time for the day was 20 hours 39 minutes.

Friday saw more of the South-easterly bluster and only three short flights were logged, two by Caleb and Rosie and one other in Kookaburra GRZ.

Saturday showed more promise and 38 flights were achieved before many derigged for the trip home. Leigh Bunting excelled with 4 hours 8 mins in the Grunau, Erik Sherwin made 3 hours 51 in the Ka6e, Peter Raphael 2 hours 41 in the Woody, JR Marshall in the Yellow Witch did 2 hours 33, Peter Champness 2 hours 12 in the Foka 5 and John Viney did 2 hours and 2 minutes in his Super Arrow. Emilis had 1 hour 52 in his Super Arrow, Mal Bennett 1 hour 50 in the Super Woody, David Howse 1 hour 47 in the Grunau IV while Caleb and Rosie had 1 hour 19 in the Kooka GRZ and Ged had 1 hour 6 minutes in the Super Woodstock. The day's total was 32 hours and 38 minutes.

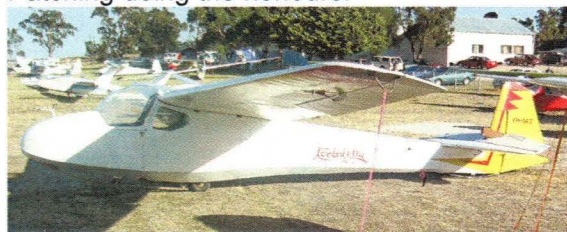


DIANNE AND PHIL WITH THEIR DELIGHTFUL OLYMPIA

A few flights were made on Sunday as those remaining de-rigged, broke camp and reluctantly departed. We were consoled by the memories of a great time, with the anticipation of an even better annual rally next year!

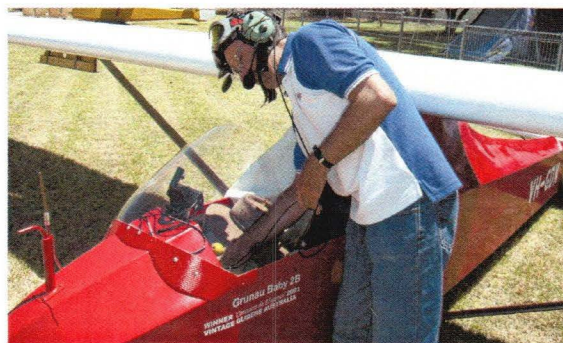
ANNUAL DINNER & AWARDS

The Annual Dinner was held on the final Saturday evening 13th January. The Bordertown-Keith boys again excelled themselves with succulent lamb on a spit and a wide variety of delicious veggies to cater to a large attendance. Prizegiving took place between mains and desserts with Ian Patching doing the honours.



KOOKABURRA GRZ FROM WESTERN AUSTRALIA

Special awards were made to Mark White for the work he did on his Foka during the rally, to Caleb White and David Howse for getting the Kookaburra from WA storage to flying at the rally in only three months, to Ged Terry who attended his first VGA rally 25 years ago, and to Herb Robbins who traveled the longest distance to participate.



The Geoff Gifford Trophy for the best flight between annual rallies was awarded to Leigh Bunting for 150 km in the Grunau Baby.

The best Schneider Sailplane Trophy was awarded to John Viney for his Super Arrow.



The Best Single Seater Trophy was awarded to Mal Bennett for his Super Woodstock.

The Best Two Seater Trophy winner was Ken Ueyama for the T21.

The Feathers Encouragement Award was presented by the man himself, Ralph Crompton, to Pete Boreham.



The Concours d' Elegance Trophy was awarded to John King's Dart 17R. His other Dart won best single seater last year!

The Flying Award, while not a competition, is awarded for distances flown within two hours over the days of the rally.

Winner of the League I flying award was Emilis Prelgauskas flying his Super Arrow.

Winner of the League II flying award was Leigh Bunting flying his Grunau Baby.

CONGRATULATIONS TO ALL!

VINTAGE GLIDERS AUSTRALIA 30TH ANNUAL GENERAL MEETING

The AGM was held after briefing on Thursday morning, with a large number of members in attendance. It was noted that three overseas nations were represented. Vintage sailplane numbers are increasing and there are more regattas each year, but the number applying for GFA airworthiness fee concessions is reducing as the aircraft fly more each year.

All members of the Executive were re-elected.

The President's Report was circulated by Alan, and it reflected on a strong and growing VGA. Airworthiness courses were run during the year by the Australian Gliding Museum and by Keith Nolan for VGA. Glue deterioration will have to be watched in the future. The Australian Homebuilt Sailplane newsletter is now incorporated with Vintage Times, and work has commenced on a Vintage Gliders Australia website. During the year we had the Rally at Bordertown 2006, a Regatta at Raywood, and were represented at GCV Old-timers Week and the 30th birthday of Mt Beauty Gliding Club. The establishment of a National Aviation Museum at Point Cook has taken a positive turn with AVM John Blackburn, a glider pilot, intending to pursue the matter. Alan concludes: "The VGA although not an incorporated body is now a significant group of glider pilots who, thanks to the efforts of our volunteers, is promoting both the sport of gliding and the preservation of our gliding heritage."

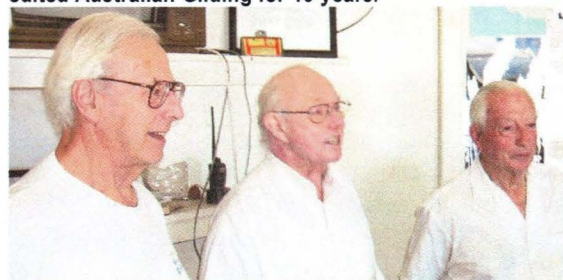
The Secretary/Treasurer's report was presented by Ian Patching, who said there was little correspondence this year. There was \$3,960 in the VGA bank account, however a bill for the year's production of Vintage Times was recently submitted. Ian recommended that the membership fee be raised to \$20 for the year 2007/08 to assist Vintage Times & member's visits to overseas rallies. This was adopted by the meeting.

The Membership Secretary Dave Goldsmith reported that membership now had reached 120 with more members expected.

The Vintage Times Editor's Report, also done by Dave, reported that Vintage Times was currently printing 80 copies of each issue for posting. He thanked members for sending in great articles for an interesting and informative newsletter, and also thanked those able to use their own printer for requesting their issues by email.



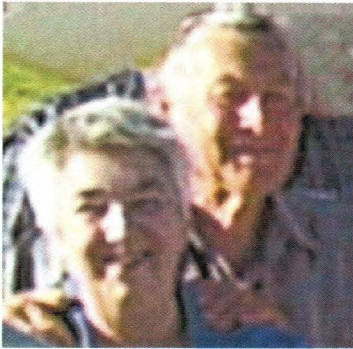
President Alan was delighted to ask Martin Simons to display to the meeting his framed Pirat Gehriger Diploma, issued with the following testimonial: **Martin Simons has contributed immensely to international gliding as a leading world authority on gliders, and vintage gliders in particular. He contributed numerous technical articles and books, including the histories of Slingsby sailplanes, Schweizer sailplanes and world sailplanes from 1908 to 1945. His recent publication of three volumes is the most definitive and comprehensive coverage of the world's sailplanes for the period 1920 to 2000. He assisted the formation of the Vintage Glider Club of Europe and Vintage Gliders Australia, has flown over 100 different glider types, was an accomplished competition pilot and edited Australian Gliding for 10 years.**



Last year life membership was awarded to Kevin Sedgman and Martin Simons. They were awarded with their certificates at today's meeting.



President Alan was then pleased to announce the appointment of life membership of Vintage Gliders Australia to Ralph Crompton.



Bordertown 2007

BY MARGARET DE LAINE

What does the name Bordertown mean to you? Is it just a town on the main road from Melbourne to Adelaide? Perhaps like me it has taken on much more meaning in the last three years. As a NON flying wife of a man very interested in gliding we have attended the Vintage Gliding Rally at Bordertown each year. We drive for four hours down down from Winki to Loxton and Pinnaroo through mallee scrub after the irrigation ends and miles of the national park.

This year, while having lunch under the trees at Pinnaroo a micro-burst hit with great force. The trees were thrashing around and Alan said we should move away from the area. Moving from the van to the Rodeo we both were wet through from the heavy downpour.

A large gum tree had fallen and blocked the main Pinnaroo road and a Police Car was using his flashing lights to warn the oncoming traffic. An easy detour was available through a secondary road. Many branches of trees were down on the road for the next several miles.

Arriving at the drome we were given the usual warm greetings plus questions on why we were so late. After explaining that family visiting was our excuse, Alan received plenty of help to back our van into position. The electric supply was studied and yet another double adapter was used and we were set for the rally.

Saturday's weather was appalling – very strong winds, some dust, no rain, hot and humid. The evening meal was a taste of good things to come, which they have been throughout our stay. Congratulations to all who are involved in the preparations, cooking and serving. Teamwork is well to the forefront in your efforts.

I find many ways to fill in my non-flying days. If I feel like company I pick up my chair

and cross-stitch and find a group watching the launchings. Usually an all male group who give an opinion on the take off and landings as they happen or fill in the time with flying stories, some very funny.

Geoff and I spent a happy hour talking on our traveling stories.

Many serious discussions take place, usually in small groups standing or sitting around the drome and just as often gales of hearty laughter ring out. A very warm feeling fills the air as our big happy family of flyers enjoy their socializing.

Thank you to all who helped to make up an enjoyable week and high praise to the Bordertown club for the excellent meals and well tended grounds. I look forward to the next Rally.

Best wishes to all, Margaret De Laine.

RAFFLE PRIZEWINNERS

First Prize of Martin Simons' book SAILPLANES 1920-1945 was drawn by Margaret De Laine and the winner was...(drum roll!).... **Geoff Strickland! Geoff and Di have generously responded with a substantial donation to Vintage Gliders Australia! Di says that Geoff was so pleased to receive, and is enjoying very much, the reading of "Sailplanes 1920-1945", so beautifully presented by Martin Simons.**

Second prize, a Christmas Cake donated by Leo Dowling, was won by Alan De Laine

Third prize, a bottle of Red Wine, was won by Brian Gerhardy

The raffle was drawn at the Annual Dinner. A big thankyou to all those who participated!

**Future Aviation Pty Ltd.,
10 Antigua Grove,
West Lakes, S.A. 5021**

Tel/Fax 08 8449 2871

e-mail eckey@internode.on.net

www.futureaviation.on.net

Current price for each book in the

"Sailplanes" series is \$108.90

incl GST + \$10 Postage & Handling.

As Future Aviation Pty Ltd has shared with us the cost of providing this wonderful prize, please mention **Vintage Times!**

Letters

Its great to see GRZ back in the air as its been sitting in the back of that hanger for an eternity. Regards Alf Williams

Hi Jenne and David, From Keith Willis
I have just returned from Narromine and Raywood. I had just over 61 hours flying, best height for me, was 13350 ft agl, and longest distance was 460 klm, and I also had 3 flights of over 7 hours, longest was 7.32.

I stopped with Ingo, enroute. They can not make it to Bordertown, but I am 99% sure they will go to Leeton, the following year.

Is it possible, to print in the next Vintage Times, an item, for me? - I am trying to put together a complete set of AG;s. Of the 629 editions printed from Dec, 1951, to Dec 2006, I only need 19 more for all. I need ANY from Dec 1951(Number one). To Dec 1955.- 1951 and 1952 were not magazines, only sheets, (I have copies of them), but would like to get hold of original copies, and from about Jan 1953, I believe, it then became a magazine.--- I have spent about 10 days at Emilis place, over the last 3 or 4 years, and we have sorted out, and filed over 15,000 copies of AG;s- there are about 7 or 8 sets, or about 400 copies, there, for any Clubs or Members, who may require them. (Maybe you could mention that in the next V-Times), Thanking You, from Keith Willis, ps may see you at Raywood, late Dec .

FROM EMILIS PRELGAUSKAS
Bordertown - national Vintage Gliders
Australia (VGA) base?

A proposal arose during the 2007 rally, and was examined by people participating in the rally, and in the town administration and media.

This idea reflects on how well the host club (Bordertown-Keith Gliding Club) have supported the 3 rallies held there so far, and their willingness to do so again. This year as well the town began to see and support how much activity VGA brings, and the positive image for the town to have such activity there as a base.

These are my thoughts below, prompted by comments made by others.

Such a base for a once a year rally is fine, while the host club, the town and VGA all see positives.

In particular, it might help coalesce the town Council and businesses to help the host club improve their already good facilities. For the comfort of the host club during the year, and the peak load the rally brings.

The rally brings income to the host club, and improvements may help the host club raise other incomes during the year.

Things noted are -

- *the possibility of more external camping power points
- * UPS for the bore water to the site
- * maintenance to keep the hot water,
- * wastewater coping with the rally peak load
- * wider maintenance to keep up the grass, the clubroom, the accommodation, the ablutions so used by the rally and during the year
- * perhaps re-roofing, painting, etc.

All these things are in line with the rally bringing benefit to the host club, and to the rally base and activity there. For as long as the will is there.

As several people have pointed out, events and hosts run out of puff, as evidenced in the Mangalore airshow history. At which point putting the event in cotton wool if the host club, the town or VGA feel under pressure, is a desirable exit strategy.

And that is why the proposal should not be contemplated as a National Vintage Gliders Headquarters.

That is quite a different thing. Bringing visuals of a Centre, hangars, workshop, other things, perhaps reception desk with staff and T-shirts on sale.

- Reasons this is not the proposal are -
- * the centre of vintage flying is in other places as well
 - * there isn't year round vintage activity at Bordertown
 - * there isn't the money in VGA or other parties to enable capital development of that sort and
 - * there isn't the room on the aerodrome.

Any such ambitions would need to bring with them land adjacent to the aerodrome to fit such things.

The current rally already presses the aerodrome.

The aircraft tie-down is 2 rows deep. Where the trailers go would be used for further tie-down, but where can trailers go - there is no spare room on the access track verge, or the parking area, or runway verge. Existing runways are already encroached at the margins by existing hangar sheds; where there already is limited undercover space spare (remnant corners gratefully used by the

smaller span gliders). [The above taken from a survey using Google Earth aerial mapping].

All this deserves some masterplanning beyond what is noted above. If only to be realistic about what can and can't be realised.

So as to minimise wasted effort on pipe dreams. And to hone in on what is useful, practicable, and worth advocating in favour for.

FROM Don Wyllie

Please let me know if anyone is interested in Hutter 17 HDQ. (no longer on the register). Please contact Dave Goldsmith or Ian Patching who will pass the contact on.

FROM Laurie Simpkins

Hi! I have just updated my website that I have started on vintage and homebuilt gliders in Queensland. A bit basic but it is a start. You can visit it at:

<http://www.freewebs.com/vintageglidersqld/>

Please have a look and comment
Cheers Laurie Simpkins

FROM your editor

Well done those eagle-eyed members who correctly pointed out that the first flight of the Golden Eagle was 26th September, 1937 and not 26th December 1937 as stated in VT 103. We insert these little tests occasionally just to see if you are awake (even if we're not!). Thanks also to Arthur Hardinge for his letter and article about the Yellow Witch.

FOR SALE

FROM Ian Patching

I currently have enquiries from the owners of two Ka6 sailplanes, GRV and GRS, seeking expressions of interest. Please contact me for full details and to assist with negotiating a great deal for these priceless aircraft. I also have some gliding instruments and an A-12 oxygen system for sale. Please call me on (03) 9438 3510.

Hi David and Jenne FROM Pete Boreham

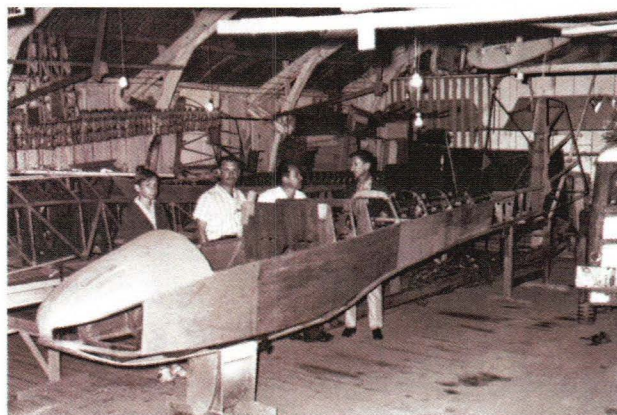
Here is an interesting picture - it shows a Kookaburra under construction in Brazil in 1967. I found it at

<http://rides.webshots.com/photo/1066649764027783439kxRbwK> . My Kooka

("GliderMouse"?) is now at Lockhart. It is rigged, form 2ed and ready for the Kooka Konvention in March/April. I hope you can make it with yours - I am looking forward very much to seeing the Super Kooka!

Cheers

Pete B



THE Kookaburra under construction in Brazil. I forwarded Pete's email to Caleb, asking if he thought it might be for sale. His reply follows:-

Dave, Dave, Dave...

Everything is for sale. It all just depends on the price. Would need a very high tow to get it back.

By the way, Steve Curtis and I spent Sunday with Tom Hinton at Euroa. As a result we're now the proud owners of XK – the second EP-2 Super Goose!

Thanks for the photo. Cheers, Caleb



Australian Gliding Museum Inc

Secretary Graeme Barton, 03 98021098

Editor Geoff Hearn, 03 9729 3889



Australian Gliding Museum Slingsby T31

Joe Luciano sprayed the T31 at Horsham. With Joe in this picture is Horsham club stalwart Max Hedt. The Australian Gliding Museum will return the T31 to flying condition. It is Museum policy to return as many gliders to flying status as possible.



INTERNATIONAL VINTAGE GLIDER
RALLY 2007 www.NitraIVGR2007.sk
www.vintagegliderclub.org

VGA members are invited to make up a team to visit the Vintage Glider Club's 35th Annual Rally, this year to be held at Nitra, Slovakia. The Rally runs from 26th July until 5th August. Nitra is situated in a lovely area of Europe - visit the website above for more info.

The program consists of 9.30 briefing, 10-30 to 19-00 flying each day. At 19.00 on 27th July is the Opening Ceremony (with, no doubt, the ringing of the famous cowbell!). The International Evening -not to be missed! - is at 19.00 on Saturday 28th July. The Slovak evening party is on Wednesday 1st August. The closing ceremony - marked again by the cowbell - of the 35th IVGR takes place at 19.00 on Saturday 4th August.

On field accommodation is available and there are lots of hotels and pensions (Bed and Breakfasts) close by. Nitra is a city of 90,000 people with two universities, and a history going back 1,500 years.

For those interested, the Rendezvous Rally is always held the week before the International rally. This year it is to be held at Louny in the Czech Republic from 15th to 25th July - details are on the VGC website.

Please contact Dave Goldsmith if interested in joining a VGA team to Nitra - it could be the trip of a lifetime! VGA funds do not allow a subsidy at this time, however the team will be officially sanctioned by VGA, and GFA support is being requested. Aussie visitors have been made very welcome at previous international rallies.

So far Dave Goldsmith and Herb Robbins have indicated an intention to attend, and Martin Simons hopes to come. Access to Vienna, about 150 kms from Nitra, can be made from Australia via Dubai with Emirates. Travel and accommodation arrangements are to be made individually so as to suit each VGA member's preferences, and should be made as soon as possible.



A large gathering of friends and relatives came to Bacchus Marsh to celebrate the life of Geoff Richardson and offer support to his wife Bettye, and family, on 2nd December, 2006. The photo shows some of those present gathered around the Golden Eagle

OLD MATES WEEK 2007



VGA's K4 at Old Mates Week, Benalla, 2006
PHOTO BY GEOFF NEWLANDS

Old Mates Week is to be held at Benalla from 26th to 30th March. The format will follow the successful pattern established over the years. The very popular Dinner will be held on Wednesday 28th, and John King's Mystery Tour by coach will be on Thursday. As usual both events have limited places, so get in early!

All pilots of all clubs and friends are welcome. Age of gliders and pilots is no barrier. This year a Jabiru engined Motor Falke will also be present. Ring Rhonda for all reservations on 03 5762 1058, and Jim Barton for flying enquiries on 03 9309 4412.

Hosted by the Gliding Club of Victoria, email gliding@benalla.net.au and website at www.gliding-benalla.org



Dunnunder in a Kookaburra

HERB ROBBINS



I found my self at the 2007 Vintage Glider Australia rally at Bordertown, South Australia after an 8000 mile ride from SFO. I was hosted by my cousin, who I shared the adventure with .

The Bordertown-Keith Glider Club hosted the affair with camping, bunkhouse, and culinary facilities. One of their members is from a family of chefs and his fellow kitchen help provided buffet dinners that were Fantastic.

The prime launch method was a two spool truck mounted winch with 4000 feet of wire which produced 175 non accident or cablebreak launches in 5 or so days of soarable weather. Generally, the launches were to 1200 ft. A VGA member owned Super Cub provided a few aerotows, which was involved with one attempted launch where a Dust Devil, a willie willie, caught the tow plane, then a Boomerang on tow. The glider, still on the ground, released. No damage from the ground loop, but the pilot probably had to change his pants.

Weather: Generally soarable over the large very dry paddocks to 5 to 7000 ft. Wind varied in direction and strength during our 8 days. High winds one day grounded the fleet as did north winds off the central Outback, which ran the temps up to 41 C. A wet towel was magic for comfort. The Australian salute (Fly swatting) was not much in evidence at any time.

The fleet numbered 25 aircraft, the oldest being the 1937 Golden Eagle and the newest a Super Woodstock by Mal Bennett. The big performance show off was Leigh Bunting with his Grunau Baby II, a beautiful ship, that he has been flying since 1970 as a 16 year old. He did relight once, when he was an early sniffer. He did fly 16+ hours in 5 days. The builder, Ray Wood, was in attendance with his wife as a special guest.

Alan and Ian Patching along with Dave Goldsmith, Vintage Times editor, were responsible for the National rally. Caleb White was director of flying and check rides in one of three ES 52 Kookaburra vintage trainers. The local club did training in a Twin Astir.



MARION AND DENNIS HIPPERSON ASSIST JENNE AFTER HER OUTLANDING.

Jennie Goldsmith in their ES Ka 6 was 22km west, when the air died, as did Peter Champness in the same area a bit earlier. They got home in time for dinner, and were the only landouts for the week

Ian Patching had the longest distance with 143 km in 1 hour and 48 minutes in his ES 60 Boomerang.

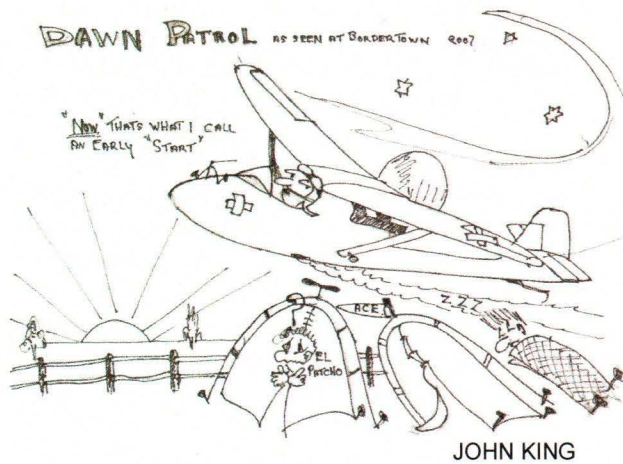
Fellowship during the evenings among the 50 or so participants was warm and lubricated by the bar.

My Grunau Baby restoration project received a bonus push from the sights and sounds of the vintage gang, a tape measure, provided by Mark White, and a lot of photographs.

Australian gliding apparently gained a big boost when Edmund Schneider from Grunau, Germany in the 1950s opened shop in the Adelaide area with his son Harry. Their story is vastly more complicated. From 1955 for 20 years they produced 36 Kookaburra ES 52 trainers and a total of 115+ gliders which may or may not include 12 ES Ka 6s built under license and a number of kits for others, all of wood and fabric construction. My flights in the Kookaburra were a delightful treat and productive.

My experience was well worth the time, effort, and money and I would recommend to those who might be inclined for such an adventure, 4-5 hours west of Melbourne, the VGA rally in the second week of January 2008.

Herb Robbins LGHERB7@aol.com



KOOKABURRA VINTAGE REGATTA

Lockhart, Wagga Wagga Gliding Club

14th and 15th April, 2007

Plans are proceeding for the Regatta and a good turnout is expected. Most visitors are expected to travel on Friday, with flying to take place on Saturday and Sunday. Although mainly for Kookaburras, it is hoped that other vintage types will come.

Ian Patching has advised that power and water are now available at the airstrip, and all amenities are provided in the town 2 km away. A local hotel has been arranged to provide evening meals.

Contacts for the Regatta are Pete Boreham on 0401928387 or you can email pete.boreham01@optusnet.com.au or contact Ian Patching on (03) 9438 3510.

Visit www.waggaglidng.com

G'Day All, FROM JR Marshall
Today I took the "Yellow Witch" my Oly, to the school where my kids attend. My daughter's class had to bring 3 things to school that they like doing, and as gliding was one of the things she likes doing, she asked me if I could bring a glider to school, so now there is about 30 kids who now know that the Chilton Olympia is the greatest sailplane ever built, more importantly, they know the history behind the aircraft, and how it came into being. There were lots of really good questions, what happens when the wind stops? and how do you stop the glider, no not on the ground, in the air? Well I can only hope that now they are more confused than ever before, but at least 5 of the kids want to go for a flight, so no doubt I will have some irate parents to contend with, but do I look worried. Catch you all later. Regards JR

VINTAGE RALLY IN QUEENSLAND

FROM RON GEAKE

A Vintage Rally is planned for the Queens Birthday Weekend, June 9 – 11th, 2007 at the Wondai Airfield which is situated 30kms north of Kingaroy in Queensland.

The recently affiliated Barambah District Gliding Club will be the host with flying available throughout the following week with launching by Auster and hopefully winch. It is possible that the weekend will also include Vintage Aircraft and Vintage Cars.

The Airfield is very spacious and picturesque and camping and meals will be available on-site with excellent accommodation also available in Wondai. A full kit of information is being compiled for dispatch to any interested Member by contacting me by phone/fax 07 5486 7247, Email rcgeake@tpg.com.au, or at 2 Yellow Gully Road, Wolvi Qld. 4570



A NEAT IDEA

During IVSM 2005 many pilots handed out small baseball cards to anyone showing interest in their sailplane. Shown here approximately actual size, a picture is on one side while details of the aircraft with the owner's name and address are on the other side. Thanks to Jan Scott for a nice flight! Visit website www.jimbouton.co/cards.html

A BIT OVER THE TOP

At Bordertown 2006 with **GARY CROWLEY**



GARY WITH CALEB IN KOOKABURRA GRX

It's day two at Bordertown of the annual VGA Rally and a real hot one at 38 degrees, much warmer still out on the airfield. By 1.30 pm those aircraft with a glide ratio over 20:1 have managed to climb away and get going, some already disappearing over the horizon. For short wing Kookaburra GNZ and it's low time pilot, however, it's not that simple.

By mid afternoon I've already launched a couple of times and only managed "sled slides", both flights being under 5 minutes and only a minor sniff of lift was encountered. Well so be it, I've traveled a good distance to be here and the winch is available – have another go.

This time, almost as a last minute impulse, the decision is taken to include a water bottle and some gloves, you never know, might get a 20 or 30 minute flight and they will be useful to have. The launch is a good one, eleven hundred feet, and just after release the Kooka meanders into a one and a half meters per second thermal; OK, lets see if we can do something with it! After about ten minutes I've managed to reach 1800 feet although for quite a while I had to orbit virtually above the winch and launching stopped until I "mooched" off out of the way.

Two thousand feet? Can you imagine that? Let's see what's around, you've got a little altitude to play with, head over to the highway and see what happens. Well nothing happens and the vario says half a meter down, still I've managed around 20 minutes and, a drink upon landing won't go astray. Twelve hundred feet and still in moderate sink, but I'm nice and close to the strip and can afford another four hundred feet before joining to land.

Whack!! What's this?!! The Kooka slams into a wall of energy and seems to be shaking itself like a wet dog after a swim. The vario shows 3 to 4 meters per second – Yes Please!! The initial turn is to the left – WRONG – straight out of the lift! OK go the full circle and try to get back in – there it is again, now turn right and it's all lift! Fantastic, the vario consistently reads over 3 meters per second and at 42 knots the Kooka does all the work. Just occasionally she needs to be re-centred in the lift and before long 8,200 feet comes up. It's not all plain sailing (soaring?) though. Kookas aren't known for their comfortable seating and my nether regions are objecting loudly as we pass the hour since launch mark. Before takeoff, too, I hadn't noticed the yaw string wrapped around the ASI and vario probes, so there it sits 60 cm away and totally useless! Did I forget anything else? Yes fool! Get your damn gloves on, the backs of your hands are getting burnt, and get to that water bottle too or you'll dry out.

Even at 8,000 feet it's still seriously hot as perspiration trickles from under my hat band and runs down over my face and neck. The lack of a yaw string is overcome to a good extent by listening to the sound of the air flow over the clear view section of the canopy; skid and it howls at you.

At 8,400 feet the thermal's energy wanes and the Kooka bobs along it's top with a rumbling action rather like a clapped out old Holden ute on an unmade country road. What now? I can certainly stich around for a while even though there is no more climb available, there is no sink either. Bordertown is just below, at this height why not venture off somewhere? OK, done, and I head off roughly east with the Kooka in moderate sink after a few minutes.

The view is excellent as Bordertown slips by off the left wing and both Bass Strait and the Little Desert are clearly visible through the fairly soft haze.

Over 80 minutes has now passed and I'm also about two nautical miles north east of Bordertown, in slight sink and back to 6,500 feet. Almost half of my water is gone, my rump is screaming "torture" and my thoughts go to the guy who recently did 300 plus kilometers in a Shortwing – a fabulous achievement yet it must have been pure pain. Because I am solo I can flex my arms and legs and wiggle around quite a lot, yet some company to "share the moment with" would be great too.

The sink rate picks up just a little as 5000 feet is passed, the airstrip is around four miles away to the south west, better head back, the wind isn't going to help either and there'll be no Brownie Points for an outlanding close to the airfield!

At slightly below 3000 feet I'm comfortably close to the airstrip again and realize that at least 90 minutes will now be logged; great! Thud!! And the Kooka leaps like a pole vaulter, with stick and rudder instantly applied for a steep right hand turn. Up she goes like a lift in a department store as the airflow howls through the clear vision panel despite my best efforts to keep her from skidding.

Forget the sore bottom bones and the sticky hat band, this is serious lifting power and in what seems like a blink the Kooka is back at 8,000 feet. The energy is relentless and it appears that I now hold a ridiculously excessive angle of attack, yet the ASI is mostly around 45 knots, nowhere near a stall and even if I was the Kooka would offer plenty of warning. Best of all the vario is at the stop – better than 5 metres per second and it doesn't even waver.

Soon 9,000 comes and goes but the workload doesn't let up, sure it's great to fly in lift like this but you can't relax.

Eventually the vario needle comes back off the stop just below 9,500 feet and there is soon minimal lift to climb in. Now here's a challenge I hadn't bargained for today, can I get to 10,000 feet? The intensity of the lift dies down and the Kooka does climb through the 10,000 foot level, almost sedately.

Now things start changing, it's noticeably cooler at this height, the sunlight seems a lot brighter (no haze probably) and any height gained has to be really earned, but it's still there to be had. Then 11,000 feet is passed and we're still able to climb.

A smoggy distant blotch to the West is probably Adelaide, Mt Gambier and Nelson, on the coast, are readily picked out as is the eastern edge of St Vincent's Gulf. Must take more water. Level out, trim it off and just cruise straight and level for a while. What's left of my water supply goes and while it's now cool to drink it also tastes "odd". My eyes are slightly sore and there is a mild headache developing. Hypoxia? I've been over 11,000 feet for atleast an hour now, best check for signs. Slipping my gloves off reveals no bluing of the fingernails and once again the Kooka wants to amble along at the top of the lift. OK, 11,300 feet indicated I've done so much

better than anything I might dare to imagine, enjoy the moment and be satisfied.

A new development, I now have some company as the single seat Astir from the Bordertown club joins me and we circle together for a few minutes although he soon climbs away towards 12,000 feet. The Kooka just can't follow – or rather, I can't!



GARY AND CALEB'S KOOKABURRA GNZ
PETER BROOKMAN PHOTO

Six o'clock in the evening passes and lift is now dying off as the Kooka descends gently back below 10,000 feet. The ground shadows are lengthening as the sky seems to be changing to azure blue, although actual last light is still some hours away. A small bank of cloud has developed, in isolation, about two miles away and is a couple of thousand feet below my present height, so for a brief time I'm able to legitimately fly above cloud in a Kookaburra!

Some final lift is encountered below 4,000 feet, but it only prolongs the inevitable for a few minutes and shortly after I'm in the circuit to land. The total time was 1 minute under three and a half hours and while the maximum indicated altitude was 11,300 feet, the atmospheric and temperature conversions to density height revealed at least 11,500 feet was reached, verified by the Astir pilot too.

That was definitely the highlight of my week – amazing! – but there are lessons in it too. Water!! Carry plenty even if you're only expecting a brief flight, I simply didn't have anything like enough. I should definitely have "gone" somewhere instead of staying virtually local. So have maps with you and you can maximize your opportunity safely.

Of course a camera and barograph would have been great, but that kind of flight wasn't even being contemplated in the beginning. A hand held VHF transceiver would not have gone astray, however, as I was later told that the Kooka was lost to view by those on the ground for a large part of the time. And the possibility of being hypoxia effected? Can't be sure, perhaps I was, and if so it was indeed fortunate that I couldn't follow the Astir up beyond 12,000 feet.



HOMEBUILT SAILPLANE CORNER

WITH PETER CHAMPNESS

CONGRATULATIONS to Mal Bennett for winning the Vintage Gliders Australia "BEST SINGLE SEATER TROPHY" for his Super Woodstock!

(VT ED: The following article was omitted from VT 104 due to space constraints. It follows as part of the story and picture in that issue about "saw sets").

Band Saw Blues

Peter Champness

The problem was that my band saw would not make a straight cut. It worked OK when I first bought it but gradually, over time, it began to cut more and more to one side. I was reduced to turning the work at an increasing angle until the blade was twisting through more than 20 degrees just to cut approximately in a line. This was only feasible with thin wood such as plywood. With thicker timber the blade would wander off whatever I did.

I consulted my friend James Garay about this. He sent me first an article about how to set up a band saw and then attended himself to make adjustments to solve the problem. The blade tension was adjusted, followed by setting the angle of the wheels so the blade ran smoothly on the centre of the wheel. Then the blade guides were adjusted. Indeed we set them so tight that the blade jammed in the guides at the joint in the blade. This was fixed by grinding the joint down carefully so that the blade surface was smooth. The guide holder was then adjusted down to just above the surface of the work. Usually I am not especially careful about this but nothing I did made the blade cut any straighter.

I even purchased a new blade which was a bit better initially but the problem recurred.

I put up with this for a fairly long time but used the band saw less and less. There was little I could do since I did not know why it would not cut straight.

Recently however I was trying to cut some curved pieces when I noticed that I could not cut a curve either. Usually I cope with that by cutting a series of tangent cuts then cutting again along the required curve after most of the unwanted material has been removed. A diagram on the side of the saw however suggested that I should be able to cut a much tighter curve than I was achieving with

the blade width that I had installed. This made me think a little further. The cut seemed very narrow. Maybe the cut was steering the blade. If the cut (kerf) was a little wider the blade would have a little more room and might be able to steer more easily around a curve.

I seized a pair of long nosed pliers and tried bending the saw teeth slightly to the left and to the right alternately. After some minutes of this I realised that it would be quicker and somewhat easier if I removed the blade from the saw first. This was done and then after several more minutes it occurred to me that I did not know where on the blade I had started and hence I would not know when I had finished. I marked the blade with a paint pen and started again. One further problem was that it is quite difficult to keep track of which tooth had been set to the right and which to the left so I probably got mixed up a few times.

After about half an hour I was back to the paint mark. The blade did not look any different. Any bending I had achieved was so slight that I wasn't able to tell which teeth had been set to the left and which to the right but I put the blade back on the saw and tried another cut. The effect was quite remarkable. Not only was I now able to cut a tighter and better curve but the tendency to wander off a straight cut had noticeably diminished.

I consulted the internet and found quite a few articles about setting the teeth of a saw, which was what I had been doing. My method using pliers was not recommended, but it seemed that there are special tools by which this might be achieved more quickly and accurately. I was looking at an advertisement for a saw set (that's what they are called) and considering whether I might try to buy one by internet order from an American supplier of wood working tools when I had a vague recollection of perhaps purchasing something similar a few years ago from the discount bench of my local hardware store. I bought it because it was cheap but did not really understand what it was or how to use it.

Actually searching for it in the shed was out of the question because I had not seen it for some years but I thought it might turn up accidentally. Luck was with me because I found it the very next day whilst looking for a screwdriver. Indeed it was identical to the item I looked up on the internet. I reset the band saw blade again using my saw set and the end result was very satisfactory. I can now do both straight and curved cuts, just like a new one.

Apparently the blade should be sharpened after setting the teeth (not before). I have no idea how to do that but if I find out I will let you know in a future article.

Ed. We hope you enjoyed this issue of VINTAGE TIMES and it's two extra pages.

'Til next time – good gliding, and take care.