

Vintage Times

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Newsletter of Vintage Gliders Australia

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Articles for Vintage Times are welcomed

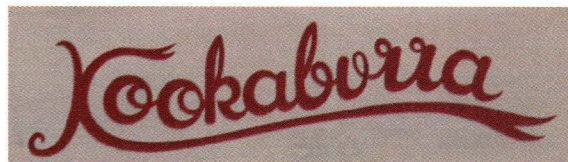


Harry and Margaret Schneider visit the Kookaburra Konvention

KYLIE GOLDSMITH PHOTO



EIGHT KOOKABURRAS FLYING TOGETHER AT THE KOOKABURRA KONVENTION



Konvention

WAGGA WAGGA GLIDING CLUB

14th to 15th APRIL 2007

STORY IAN PATCHING MOST PHOTOS LYLE WHITFIELD

I have been struggling with the start of this story. Just how can I give you, the reader, the whole enjoyment of the weekend in words and pictures. For once I can truly say that you had to be there to understand.

The foundation of the Kookaburra Konvention goes back some years. Over 50, in fact, as it was then that Edmund Schneider designed and built the first Kookaburra. This glider put Australian gliding on its feet. Make no bones about that. He designed a glider that was perfect for training, was simple to operate and maintain and delivered performance as good as most single seaters that were available. Schneiders went on to produce 35 Short Wings and 5 Long wings. One was exported to New Zealand and 2 kits to Brazil where at least one was completed. One was built in Europe with a steel tube fuselage and later fitted with an engine.

When Vintage Gliders Australia was seeking sites for future annual rallies the Wagga Wagga Gliding Club at Lockhart was approached. Initial conversations were guarded as the club had really no idea who and what we were. They were also committed to Joey Glide at Leeton where the

bulk of the members were organizing the event. In 2006, when we were collecting David Howse's \$25,000 wing rib, we overnighted at Wagga Wagga and met with members of the committee, mainly just to introduce ourselves and discuss the concept of a rally.

The size of a Vintage Rally was a major concern so we decided to hold a smaller introductory rally so members could meet with us and see who and what we did. It was then the idea of holding a smaller rally started to formulate. We agreed to go away and come up with a proposal that they could accommodate and spent the rest of the night solving all the problems of the gliding community.

The concept continued to grow and discussions between vintage glider members and the group of pilots who operated Kookaburras put up their hands and agreed to commit to a rally in April of 2007. In truth I don't think that I have ever seen so much enthusiasm towards an event for a long time. It wasn't easy, there were details to finalise and the club had plenty to do, including dealing with a tragic accident at their site, but planning proceeded purposefully.

Investigations by Geoff Hearn showed us where the remaining Kookaburras were and invitations were sent. The new Vintage Gliders Australia Web Site also had the details of the rally posted.

In weeks leading up to the event trailers were being restored after many years of neglect and gliders cleaned up and all those little jobs being seen to. In one case, the glider needed to have its rebuild finished and this was completed 3 days before the rally, when it was test flown for the first time in 17 years.



Of the 11 airworthy Kookaburras remaining we received confirmation from up to 9 owners that they would be attending which was a very pleasing response. We also sent an invitation to Harry and Margaret Schneider and were absolutely thrilled when they did attend. The smiles on their faces summed it all up perfectly.



Ian Patching (organizer), Harry Schneider (builder) and Alan Patching (VGA President)

SEVEN SHORTWINGS & ONE LONGWING

Those attending were:-

VH-GRN ES52B Longwing Built in 1961 Serial Number (S/N) 48 brought to the Kookaburra Konvention by Ian Patching

VH-GRX ES52 Mark IV Built 1962 S/N 56 brought by Geoff Hearn and Ian Patching

VH-GRZ ES52 Mark IV Built 1960 S/N 47 (Rear of fuselage from VH-GRK) brought by Caleb White

VH-GFK ES52 Mark II VM (Vanstan Modified) Built in 1955 S/N 12 brought by Graham Garlick, George Vasiliadis, Dave and Jenne Goldsmith

VH-GHN ES52 Mark II built 1955 S/N 10 brought by Emilis Prelgauskas and Rachel Westcott

VH-GLF ES52 Mark II built 1958 S/N 29 brought by Pete Boreham

VH-GHH ES52 Mark III (ex VH-GLE) built in 1958 S/N 30 brought by David, Rosie Howse and family

VH-GNZ ES52 Mark IV built in 1964 S/N 72 brought by Gary Crowley

VH-GLU Cherokee II built in 1959 S/N GFA-HB-39 brought by Lyle Whitfield and Kenny Caldwell, no doubt wishing it too was a Kookaburra!

Most arrived on the Friday afternoon and we were met by WWGC President Bruce Harper and Wayne Hadkins who both made us feel welcome. Their enthusiasm combined with other WWGC members Gabby Hadkins, Nathan and

Grant Johnson, Mick O'Dea, Peter Henderson & Peter Skinner and others was a highlight of the weekend. These guys had busted a gut to prepare for the event and it was so appreciated.

All decided to leave rigging for the Saturday morning and settled into a meal at the 50's style Blue Bird Café in town and then some very well earned liquid refreshments back at the airfield.



Wayne & Gabriel Hadkins, members of the host club, collect their Kookaburra Kookies

A very well oiled machine started the exercise of rigging and in short time all of the gliders were together and final preparations completed. The shortwings definitely have an advantage over the longwing in putting them together so naturally we started with the latter. 21 safety pins compared to 8 takes time but are very simple really.



Ken Caldwell and Lyle Whitfield collect their Kookaburra Kookies for bringing the only non-Kookaburra to the Konvention!

The weekend overall was a great success. We didn't break any records, we achieved what we wanted to do and that was to have fun. We also gave the WWGC a chance to meet with us and see we are reasonably normal people and give them an injection of enthusiasm. Hopefully, same again next year.



LONG TRIP

(the farthest attendees award)
by Emilis Prelgauskas



What it's all about – VH-GHN at Lockhart
Photo by Lyle Whitfield

Rachel & I took VH-GHN from Monarto (South Australia) to the Kookaburra Konvention at Lockhart (New South Wales). Direct trip (according to the GPS) of 695km. Actual road distance 805km each way. All along the same latitude in general. Pinnaroo, Ouyen, Moulamein, Deniliquin, Jerilderie, Lockhart. Chris, Mary & Wraith joined in with their campervan.

We all chose to do the road trip in a single day; Friday over, Monday back; to give the Konvention its full weekend.

But it all began with the decision that 'maybe' we would go. If the weather for the whole period proved benign. I am not a fan of open trailer towing in rain or strong wind.

So all preparation proceeded against 'maybe' it would all be called off at the end.

This Kookaburra had gone into the Monarto museum after being flown down from the last Stonefield vintage meet. It took 7 of us to derig it inside and move bits to hangars and workshop. 3 weeks later we had an airframe suitable for flight. And the trailer needed resurrecting, notably wing support slides and light electrics. And the station wagon which is usually our paddock rust bucket made fit for the road.

The Thursday saw us loading (4 people putting the wing over the top of the fuselage already in place). Hmmm. Friday an early start, meeting at the Monarto freeway ramp. The campervan was held up at roadworks, and we got separated for the trip beyond Ouyen. After a conservative start we got confidence in how the rig tows even at speed, and were able to ramp up the travel rate. The Kookaburra arrived at the meet near dark, the campervan shortly after.

The enthusiastic welcome at Lockhart airfield by prior early arrivals, hangarage for the trailer by the host club, dinner in town; were much

appreciated after 11 hours on the road. I was whacked.

Also appreciated throughout were the camaraderie, thoughtfulness and unreserved mutual help by everyone over the weekend.

Sunday night the rig was parked at the motel ready for an early start. Monday we left at piccinniny dawn to arrive home before dark, delayed only to buy a trailer spare tyre in Deniliquin after replacing one on the roadside. By Wednesday evening the Kookaburra was back rigged in the hangar at home. Same 4 sets of hands.

The whole trip saw the trailer and car behave (unusual for such a combination), with the aircraft getting minor scrapes. A reality of the open trailer.

My tradition is to try to achieve as much flying hours as travel hours. An achievable goal when going to ridge or wave camp.

The Konvention was not about that, and we were happy with the 6 modest flights we did. As the rest of the time was spent in company, particularly seeing the Schneiders enveloped by the atmosphere. In effect 48 hours of good stuff for the 23 driving hours.



Wayne Hadkins Photo
Harry Schneider renews acquaintance with the oldest Kookaburra present, VH-GHN belonging to VGA member Emilis Prelgauskas

Media Coverage

FROM PETE BOREHAM

We were featured on Prime News on Monday evening - it was a good spot. They showed footage of the gliders being dusted, towed out, launched, flying and landing. They also played some of the interview with Ken Caldwell as he sat in the Cherokee II waiting for a launch. Patch featured too - they showed the Long Wing launching, flying and landing - with a good close-up of Patch on his landing roll. This featured in the after-news credits as well. All in all a very positive ad for gliding - and vintage gliding in particular. Wayne has arranged to get a copy of all the footage shot by Prime - not just that which went to air. There was also a column in the Wagga Leader newspaper on 18/4/2007

Kookaburra Konvention

A Gliding Club of Victoria perspective by Graham Garlick

Eight 'Kookaburras' arrived in Lockhart, the home of the Wagga Wagga Gliding Club, for the first 'Kookaburra Konvention'.

The initial assembly of pilots and friends on Friday evening was at the Blue Gum Café, unchanged since the late 40s and early 50s. This was in keeping with the naissance of the Kookaburra in 1952.

On Saturday morning, rigging and briefing was completed at leisure, after which the meet started in earnest with the city slickers capitalising on the \$10 launches to 1500-1800 feet. Lengths of flights varied with a best height of 8,300 feet by Ian Patching.



PHOTO BY LYLE WHITFIELD

GCV was represented at the 'konvention', flying the Vanstan modified Kookaburra, by Goldsmiths, George, and Garlick, with John King and Peter and Peg Presnell in support.

Harry and Margaret Schneider, the builder of the Kookaburra arrived from Gawler. Harry gave an illuminating but modest speech on their life as sailplane builders. Before the war Edmund Schneider, Harry's father was known as the builder of the Grunau sailplane. At the cessation of hostilities Harry's status was that of a POW. On release he and his father were unable to resume sailplane build owing to the allied prohibition. As a result of this the business turned towards boat building.

The Schneider's interest in Australia was aroused on reading an article in a magazine of the exploits of a GCV member Keith Chamberlin, who flew to 13,000' in a Grunau Baby from a launch at Benalla. The flight was part of a project under Dr Raddock, meteorologist and until his death a GCV honorary president. Alan Patching of VMFG recalls that when the barograph was reviewed at ARL it revealed some of the highest down drafts ever recorded to that date.

Edmund and Harry Schneider were encouraged by the fledgling GFA to immigrate to Australia, initially to Melbourne, where GCV were at the time laboriously building a Grunau sailplane. It was agreed that the Schneiders would complete the project.

The Schneiders later moved to Adelaide on the offer of suitable premises at Gawler, and commenced design and manufacture of a series of sailplanes suited to Australia. Many of these

sailplanes remain in service, and indeed the original GCV Grunau on which Harry and his father worked is now held by the Australian Gliding Museum as a flying exhibit.

Of the ES 52 Kookaburras, 36 short-wing and 5 long-wing were built. One was exported to New Zealand. Brazil ordered two, however anecdotal reports indicate that an export permit was refused. Undaunted the Brazilians built 2 from plans supplied by Schneiders. 11 remain in flying condition, which attests to the popularity and ruggedness of the design.

The ex GCV Kookaburra VH-GRZ is a splice of two. The GCV portion, then a complete aircraft, was sold to The Gliding Club of Western Australia.

The ES refers to Edmund Schneider and 52 the year of design. Sadly Australia's commercial sailplane building ceased with the ES65 Platypus, owing to lack of encouragement by government.

Harry Schneider has left a rich legacy to Australia, much of which is now being maintained by the Australia Gliding Museum with a team of active voluntary supporters. You can also be part of this legacy by joining in, and or supporting our gliding heritage by calling Jim Barton on 03 9309 4412.



INTERNATIONAL VINTAGE GLIDER
RALLY 2007 www.NitraVGR2007.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 or see VINTAGE TIMES 105 for more info.

GET WELL SOON

Kevin Sedgman had a car accident on his way home from a gliding weekend at Blanchetown. He suffered damage to his right leg and ankle fractures, and spent some time in hospital. Now recuperating at home, Kevin laments his loss of mobility and being reliant on other people to get around. He is also missing his weekend trips to the gliding club. Kevin, all your fellow members of Vintage Gliders Australia wish you a speedy recovery, and trust that you are soon on your feet and mobile again.



VGA PRESIDENT WINS LILIENTHAL MEDAL

Alan Patching has won the prestigious Federation Aeronautique Internationale award "The Lilienthal Medal". The FAI is the world air sports federation, founded in 1905. It is a non-governmental and non-profit making international organisation with the basic aim of furthering aeronautical and astronautical activities worldwide. FAI medals and diplomas aim at giving public recognition to those who have made outstanding contribution to aeronautics and astronautics, especially in the field of sporting aviation. They are awarded each year at the Opening Ceremony of the annual FAI general Conference. Many of the recipients honoured have had their name closely associated with the history and developments of aeronautics and astronautics.

FAI Award: The Lilienthal Gliding Medal.

To reward a particularly remarkable performance in gliding, or eminent services to the sport of gliding over a long period of time, the FAI created this medal in 1938. It may be awarded annually to a glider pilot who has : - established an international record during the past year ; or made a pioneer flight (defined as a flight which has opened new possibilities for gliding and/or gliding techniques) ; or rendered eminent service to the sport of gliding over a significant period of time, and is still an active glider pilot.

The GFA Recommendation:-

FAI LILIENTHAL AWARD

The Gliding Federation of Australia respectfully submits the following recommendation for consideration by the International Gliding Commission.

In recognition of his extensive and substantial contribution to glider airworthiness and sailplane fatigue life in particular, the Gliding Federation of

Australia (GFA) recommends Alan Patching (OAM) as a very deserving candidate for the FAI LILIENTHAL AWARD.

Achievements

Alan Patching has been active in gliding for over sixty years and was involved in glider construction and airworthiness matters from the very beginning. Official positions held by Alan include:

- 1964 – 1969 GFA Chief Technical Officer –
Airworthiness
- 1965 – 1996 Australian representative to OSTIV
- 1974 Technical Services Team, World Gliding
Competitions, Waikere
- 1976 - 1996 Member of OSTIV Sailplane
Development Panel (SDP)
- 1985 - 1999 Board member of OSTIV
- 1987 Technical Services Director,
World Gliding Competitions,
Benalla
- 1985– 1992 Program Manager, Janus fatigue
testing at Royal Melbourne
Institute of Technology
(RMIT).

Alan Patching has authored (and co-authored) some fourteen papers on gliding, with an emphasis on fatigue matters. A listing of these papers is attached including details of the forums where Alan has presented them.

Alan was awarded the Order of Australia (AM) in 1992 in recognition of his services to gliding in Australia.

Outcomes for the Gliding Community.
Alan Patching has maintained an intensive study of, and interest in, glider airworthiness over sixty years and made a significant contribution to the knowledge of glider structures. Particular highlights and outcomes from this research include:

- *Lecturer in the GFA National Gliding School. Director for 16 years.*
- *Early recognition of the potential for fatigue failure in Blanik gliders*
- *Extended fatigue testing of a Janus glider wing at Royal Melbourne Institute of Technology which required significant technical expertise and provided an important contribution to the extension of the operational life of GRP gliders. This work has been of lasting value to the gliding community throughout the world.*
- *Development of fatigue design requirements as part of OSTIV standards*
- *Chairman of Crashworthiness sub-committee, OSTIV SDP*

Since 1992 Alan has been involved in the formation of the Australian Gliding Museum and supervising the restoration of a number of

airframes to either static or flying condition, including :

- Seminars on the fatigue of structures and timber repairs,
- Providing an advisory role to the GFA in regard to the airworthiness of the older fleet of aircraft.

Referees

We refer you to the letters of support for Alan from Gerhard Waibel and Richard H Johnson (attached).

At the age of 82 years Alan recently completed his 9,000th flight in a glider and continues to be an active glider instructor and is authorized to train and endorse tug pilots.

The GFA recommends Alan Patching as a most worthy recipient of the FAI Lilienthal Award

Yours sincerely, Ian Grant,
President, Victorian Soaring Association
Board Member, Gliding Federation of Australia

VT EDITOR'S COMMENT

All members of Vintage Gliders Australia congratulate Alan for this wonderful and well-deserved achievement. We are all aware of the tireless efforts made by our President to ensure that the pleasure of safe and enjoyable soaring is shared by many, and the lessons learned of the past are not forgotten. Alan, as your age has increased, so has your passion – and in your own words – “gliding keeps me young!” You are an inspiration for us all – and shall remain so for many years to come.

Alan's award coming hot on the heels of Martin Simons' award of the “PIRAT GEHRIGER DIPLOMA 2005”. How fortunate we are to have the benefit of Alan and Martin's great expertise and experience, freely shared. To both, congratulations, and we say a sincere “thank you” for your wonderful contribution to the Vintage Gliding world!

COMPETITION HOTS UP!



SCOTT PENROSE COMPETES FOR THE GEOFF GIFFORD TROPHY! 380 KM IN HIS COBRA

OLD MATE'S WEEK,

26 TO 30TH March, 2007
By Jim Barton



Alan Patching and Jim Barton with the Avalon Airshow award presented to the Australian Gliding Museum Inc for the best glider presentation, won by the Grunau Baby III

This year Old Mate's Week was planned to be a bit more low-key than normal. Several of our regular participants were missing due to all sorts of reason – holidays, illness, prior commitments and the like. The Gliding Club of Victoria fleet was supplemented by the Slingsby Dart 17R belonging to John King, and the ES 52 II VM (the Vanstan modified Kookaburra) was also put into service carrying visitors.

Wednesday night's dinner, catered by the North Eastern Restaurant, with almost a full house of 90 attending, was a great success again, everyone having a wonderful time and the whole evening running with minimum effort. The Avalon Air Show trophy for the best glider presentation, won by the Australian Gliding Museum's Grunau Baby III, was passed with acclamation to the Museum President Alan Patching by the Avalon Airshow Gliding Co-ordinator, Ian Patching. The Thursday bus tour conducted by John King and navigated by Barry Hatton, was rated an outstanding success and is to be included in next year's program.

The inner man was well nourished by Louise Preiss, who provided lunch and dinner throughout the week, and set the scene for pleasant evenings after flying. Thank you Louise!

Passenger flights were the order of the day for the first three days with the lovely (dry) autumn weather, and the field reminisced of days past. Thursday was also a good soaring day for those not on the bus tour, while Friday was rather overcast and little flying was done.

Several clubs were represented at the gathering and it was great to see people like Bill Simpson, Chas Lambeth, Rob and Leo Dowling, Alan Patching, Pat McKeogh, and many others involved in gliding stretching from the 1940s at the gathering.

Next year I expect that a couple of Australian Gliding Museum aircraft may be available for demonstration for the modern glider pilot who hasn't experienced the pleasures of being subjected to genuine slipstream effect. See you in late March, 2008!

VALE ARTHUR HARDINGE 1920-14/3/2007
KEITH NOLAN



KEITH AND ARTHUR WITH THE YELLOW WITCH, 1985
PHOTO PROVIDED BY JR MARSHALL

Arthur Hardinge and Ken Davies, both well known in early gliding in Victoria, started building the "Yellow Witch" Olympia in 1946.

It was a huge undertaking, done largely in a "lean to" shed in Coburg, Melbourne, from plans. Part way through, Ken and Iris's infant son contracted leukemia, forcing Ken to withdraw, so as to help with his son, who passed away later. Arthur continued working, largely on his own, long, long hours and at times with the help of his sister Mavis. Completed in 1948, when post wartime materials of all kinds were hard to come by, it was named on it's first flying day at Berwick. By today's comparison it would be likened to building a high performance standard class sailplane.

After test flying, and learning to use the "new and then, fearsome dive brakes", he took the Oly and his cousin Kitty, who was a great support, on a barnstorming tour of New Zealand. He flew airshows on both islands, and it was so successful that New Zealand gliding went ahead like wild fire as people from all over came to see what was at the time the ultimate in glider performance. Clubs were formed, and others ordered new sailplanes. This resulted in New Zealand suddenly having a much more modern fleet than we had in Australia, and we really did not catch up until the World comps at Waikerie in 1974, when a lot of overseas gliders were sold to clubs and pilots here.

On returning to Australia from N.Z., Arthur was almost broke and sold the Oly to the Waikerie Gliding Club, who sold it to Keith Nolan in 1967, as their new Libelle was coming.

The Oly was the best overall glider I ever owned or flew. My two sons, Kevin and Ross, both gained most of their badges in her, and she was loved and flown by all the clubs I have joined and visited. When it was necessary to recover and carry out repairs, the thoroughness and accuracy of Arthur's work was revealed. Externally beautiful,

but internally it was like the internals of a grand piano. Such was his attainment of perfection.

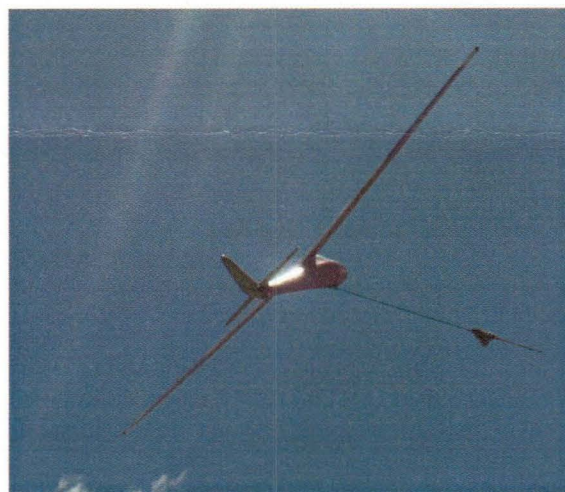
Arthur moved to Canada after selling the Oly. We corresponded often and he allowed me to be "custodian" rather than the owner, which I considered a privilege. In June 1985 he wrote saying he would be coming to see the Oly flying on July 13th. Luckily, although I had started on a forty yearly, no "chain saw" work had started. Quick patch up, and we're in business. Had to practice barrel rolls, loops, stall turns etc. etc., as Arthur did aerobatics at his airshows. Anyhow he was pleased and always kept in touch with all the happenings. He visited again in 1989 when we were competing at Ararat. He actually liked the title "Mother Hen" which I gave to a reporter roving the airfield, and Arthur read it in the paper. Once again, he was happy to come and visit us, staying a while and doing some touring.

In Canada he did not resume flying, but was a member of an Aeronautical Society, and had letters after his name. He did work in aviation for some time. I last spoke to him about seven weeks ago, and he said he was in good health. He knew that after 37 years I had sold the Oly to JR Marshall of Millicent, SA, and JR loves it also. Arthur was happy to have JR as a worthy "custodian". When sold to JR it had done over 4000 hours, countless 300 kilometers, and been loved by over 400 pilots - including JR's father, about 39 years ago at Waikerie. So, Arthur, you can rest in peace your handiwork will still be in good hands and bringing a wonderful aerial armchair for many privileged pilots along the way.

THE YELLOW WITCH STORY CONTINUES....

PUT OUT MY HAND, AND TOUCHED THE HAND OF GOD

JR MARSHALL



The "Yellow Witch" at Bordertown 2007

I didn't think Mr. J. G. Magee Jr. would mind, so I rewrote his poem:-

Oh I have ridden the silver wire to slip the
bonds of earth,
And danced the skies on the prettiest of
wings.
Sunward I've climbed and seen a better part
of our world,
Amid sun split clouds, I've done a hundred
things you have not dreamed of.
Wheeled and soared and spun, with the most
majestic of brethren,
And revelled in the playground of angels.
Regards, JR Marshall

AVALON AIRSHOW 2007



Australian Gliding Museum Inc. Grunau Baby III
The Avalon Airshows were presented on 23rd,
24th and 25th March this year. A stall was set up with
information about Vintage Gliders Australia, the
Australian Gliding Museum Inc., the Victorian Soaring
Association and the Gliding Federation of Australia. Ian
Patching managed the gliding section of the airshow,
and volunteers supported activities with handouts and
information. Geoff Hearn was on almost full time duty as
the contact person at our stall, and others assisted at
the glider display. Three sailplanes were on display, a
fibreglass two seater and a single seater, and the
Australian Gliding Museum Inc's Grunau Baby III. The
Grunau won the award for the best presented sailplane,
which was passed to Alan Patching, President of the
AGM, at Old Mates Week Annual Dinner by Ian
Patching on behalf of the Airshow.



Geoff Hearn mans the Avalon Airshow stall

LETTERS

Hello to ALL - Vintage Gliders Australia members.

How / where do I start?

I bought the BG12B VH-GYG from Mike Burns about a year ago, expecting to quickly have the trailer fully operational, and have the BG12B rigged and ready to fly; well, it was a thought. I was aiming to take it and fly it at the 2007 Vintage Glider rally at Bordertown. So planning for that trip started in April?? Hangaring proved more difficult than anticipated; so I intended to have my first fly in it at Bordertown (2007). I would help out at the Grand Prix at Gawler, then head out to Bordertown.

My wife was unwell at Christmas; went into hospital about the 3rd of January; nothing serious?? Since I had planned for several months before, she said to "GO!" (to Bordertown). At Bordertown the aircraft was rigged; all checked and ready to fly. The next day used, to get the lie of the land. The following morning I received a phone call from my daughter to, "Come home quick, mum needs an operation; it's serious". (This was before the specialist saw the CAT scan.) I was on my way back home within half an hour; the Ford Coultier moved faster that it had ever done before; Bordertown to Gawler in under three hours; hills and all.

Three weeks in hospitals. (Yes cancer; and then dehydration.) The day I brought her home from the hospital I received a phone call to say Kevin Sedgman went to sleep at the wheel, and landed in Angaston hospital.

Many many thanks to all the 'fellas' who helped to derig the glider and camping gear and to bring it back to Gawler for me. Thanks to Ian P for organizing that exercise; and to Keith Willis for bringing it back.

I trust everyone had a good time at the Vintage rally. By the look of the Vintage Times, it was a success.

It was 'great' to catch up with the Vintage crowd; but not long enough....

Maybe next year??

Thanks again, fellas.

Kindest regards,

John Ingram.

(ED.) John, thanks for your letter, and we hope and trust that your dear wife makes a speedy recovery.

Hi David and Jenne,

I had potentially organised Leigh Bunting to take the Bordertown G.C. Trophy over to one of your activities, but now his wife is ill and he has had to pull out. I then tried Kevin Sedgman, but he won't be going until Jan 07. Next time you do a VGA magazine can you ask whether there is anyone going from SA who could take it to Victoria for us please, essentially a car job, not by air - it is too heavy and bulky. Regards, Fred Foord

Vintage Kiwi 2007 - Combined Rally Report FROM IAN DUNKLEY



Vintage Kiwi pilots line up to fly the EoN Baby

With a rally spread over two Islands, two sites, and two sets of pilots and a wide range of gliders it should not be unexpected that this is a different annual event that needs some explanation. The purpose of the rally is primarily fun for as many family members as possible, and this dictates the rally venues. Secondly, it is intended to demonstrate that there is a place for vintage and classic gliding in "modern" gliding. Thirdly, to develop a role that can play a part in halting the current decline in our sport, and finally to recruit new members. In honesty this last item is the most important as without members nothing will be achieved, so take note, international members are welcome.



Five Ka6's head for the hills at Nelson Lakes.

The two rally "halves" are quite different for in the North, the Taupo event, where we are guests of Taupo Gliding Club, is primarily supported by "vintage and classic" gliders and is more similar events overseas. In the South, hosted by the Nelson Lakes GC, and is entirely different. In effect we have hijacked, or more tactfully, have become a "cuckoo in the nest", of an event that includes the hosts clubs annual flying week, the annual expedition of the Canterbury GC, and this year a Nelson GC cross country course.



Derry Belcher's BG12

This is entirely appropriate for it shows, how vintage flying can integrate with general gliding, at a club that sees the benefits of using in

their training fleet the Ka4 Rhonlercher, or "Lark", if you prefer, they purchased new over forty years ago. Further the club includes a Ka6cr in its fleet and has more VK members than any other single club in the South. Many of these members also own Ka6's on this fantastic mountain site that can, and does, attract ASH25's, Duo Discus's and all the other latest gizmos, with and without engines. Of course, these disappear as soon as conditions are right and return in late in the day, sometimes on a trailer.



Vintage Glider line-up at Taupo

WEBSITE <http://www.gliding.co.nz/vintagekiwi/>
Come on guys – get that NZ Kookaburra flying!

Wanted: Schneider ES 60 Boomerang or Super Arrow fuselage, especially the Wing attachment region. Any condition, preferably damaged.

I am trying to construct a mock up of this fuselage area to assist with planning an engine conversion. I have some portions of a fuselage but incomplete. Any assistance is appreciated.

Peter Champness, 66 Waterdale Rd

IVANHOE VIC 3079

Ph 03 9497 2048

email: plchampness@telstra.com

VINTAGE GLIDERS AUSTRALIA WEBSITE

Well, we have finally got the VGA website up and running. The address is

www.vintageglidersaustralia.org.au

ALL THANKS TO ANNE ELLIOTT, who among her many tasks and talents is GFA sub-editor for Soaring Australia and proud owner of a K7. **IMPORTANT** - I am Anne's contact with VGA as she doesn't want to receive and have to reply to 120 complaints and comments from our members. Please send all communications via me, and I will ensure that we keep Anne's workload within reason! Likewise, any compliments will be appreciated and I will ensure that they are passed directly on to Anne.

The website will be easily updated and amended by our webmaster so we hope to keep it pretty well up to the minute! Please send me any appropriate news and items of interest as soon as you can.

For those running a website please add our link, and if there are links appropriate to Vintage Gliding, not listed, please let me know. Please enjoy..... Dave Goldsmith

A Flight That was Never Repeated Ralph "Feathers" Crompton



The following flight occurred in late January, 1986. I was watching the weather forecast on the A.B.C. TV Friday night and became very interested in what they were promising for the next day, so decided that it looked good enough to have a crack at my first 500 k.

Turning up at my club, the Barossa Valley Gliding Club's airfield at Stonefield, I gave my Skylark 4 a complete check-over including map, barley sugar and plenty of liquid.

I declared my first turnpoint at Melrose. I was launched at 11.30 am along with Richard Beale in the club's Astir 77, who also declared 500k. I released at 1300 feet and found very stable conditions, Richard had to have two more launches to stay airborne.

It was mid-day when I left the airfield for Eudunda, half way I was still at 1,500 ft and was on the point of returning, when over the radio the Gawler boys were getting 6,000 ft over the hills. I pressed on, and reaching Eudunda, I, too, started to get better conditions and was soon at 5,000 ft. Two hours after takeoff Burra passed by 6,000 ft below me and with conditions improving I felt confident that this was going to be my day, all the cu's looked magnificent, so I started to increase my speed.

Approaching Jamestown I noticed one cu a little different, being bigger than the rest and much higher, it was a little off course but temptation took over and I went to explore, it was then that I noticed that it had the looks of the beginnings of a cu-nim.

The thought excited me, as I got underneath, and all of a sudden a mighty "womp!" and the instruments went crazy. I noticed I was at 7,000 ft., one vario was already on the stop at 10 knots, the other was a 3000 ft Winter and was at 1200 ft per minute, the altimeter was already at 8,000 ft and going around so fast that I thought the needle might fly off!

I looked around for other aircraft then back to the panel showing 9,500 ft, the vario was now 1,400 fpm and increasing, finally at 1,600 fpm.

These were conditions that most pilots would drool over, I contacted "Stonefield" and told them the story. After another outside check, we were passing 11,500 ft, we were still reading 1400 fpm, and the lift wasn't as rough as I thought it would be.

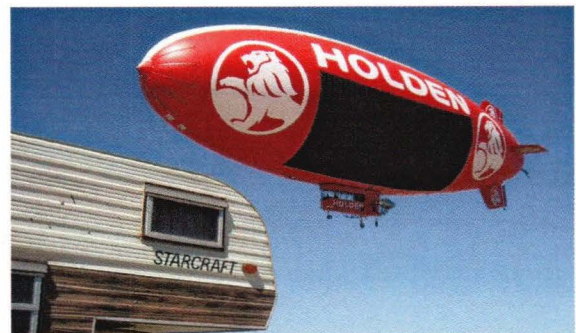
The lift dropped backed further to 1,200 fpm for some reason which I could not understand, I can remember looking up at it's bottom at about 13,500 ft and noticing it was still a long way off. At 14,000 ft and still showing 1,000 fpm, I started thinking just how much higher should I go. I again contacted Stonefield, told them the story and inquired if they could notice any difference in voice transmitting, they replied "yes, there was some difference and seeing I was already going past 14,750 ft I reluctantly aborted the climb and cleared the area with 15,250 on the clock. After another check outside, particularly for powered aircraft, I sat back on course for Melrose and to enjoy the view.

On my left I saw the Bight with a ship far out to sea, ahead was Melrose, Quorn and Hawker, a little to the right was the Flinders Ranges, just unbelievable.

After a long glide and a couple of thermals, Melrose was turned and once more I was heading for home. There were still cu's everywhere and with 10,000 ft below me, I felt confident of my 500 k. being in the bag. On the way to Georgetown and Jamestown, I again looked out for any signs of the cu-nims but unfortunately there was no sign of them, however there was no trouble maintaining 10,000 to 12,000 ft.

With 125 km to go, Gawler radio said the sea breeze had arrived and thought it would only be a matter of time before it hit me, so I elected to slow a little and stay as high as possible. When it hit me at 11,000 ft, and with approximately 110 km to go I still felt confident, however it was not the case and I had to land near Point Pass with 50 km from home. Distance covered was 465 kms, time taken 7 hours, highest height 15,250 feet, and strongest lift 1,600 feet per minute.

In conclusion, Richard Beale in the Astir 77 also failed to do his 500 km, and outlanded.



Til next time – take care – and keep a good lookout!



Vintage Gliders Australia

VGA



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ABOUT US

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Welcome to the Website of Vintage Gliders Australia

The **Vintage Glider Association of Australia** was formed in October, 1977, after four glider pilots in South Australia realized that a rapid improvement in sailplane technology would leave behind the wood and fabric aircraft of over 50 years. These four were joined by many others. Much pleasure was still to be gained from the outdated aircraft, and a great deal of historical significance was worth preserving.

A rally was organised by Kevin Sedgman, Cleve Gandy, Leo Boin and Martin Simons at Blanchetown, South Australia over the weekend of October 15 and 16, 1977, and the proposal had popular support. Thirteen older gliders attended, and visitors came, not just from South Australia, but Western Australia, Victoria and New South Wales as well. The meeting of those present on the Saturday evening, October 15, formed the new group, to be called the **Vintage Glider Association of Australia**.

Since that time, vintage gliding has come a long way. The Vintage Glider Association of Australia has become **Vintage Gliders Australia**, and our rallies now attract many visitors from Australia and overseas. Up to 25 vintage sailplanes attend, and annual rallies have been held in South Australia, Victoria or New South Wales every year. In addition, vintage regattas are organised locally, and members with vintage gliders regularly attend such get-togethers as Old Mates Week at Benalla and significant club anniversaries.

Vintage Gliders Australia is an important part of the world-wide interest in preservation of the fun and history of old gliders. Members sometimes attend the European annual rally of the International Vintage Glider Club, where up to 110 vintage gliders and 350 enthusiasts re-invent the past. We even managed to present the Golden Eagle, to the International Vintage Sailplane Meet at Elmira, New York State in 2000. The Golden Eagle, a beautiful gull winged sailplane designed and built by Geoff Richardson, first flew in September, 1937, and flies at Australian rallies to this very day.

Vintage Gliders Australia publishes a comprehensive club newsletter in colour, **Vintage Times** [here](#) every three months.



date 19 March 2007

