

Vintage Times

Newsletter of Vintage Gliders Australia

Issue 107 July 2007

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Membership \$20 every October

Articles for Vintage Times are welcomed



Vintage Regatta in Queensland

FROM RON GEAKE

On Sunday 10 June I was soaring my ES60 Boomerang at 4,500 ft just to the south of the Airfield in company with a Grunau Baby 2, a Foka 5 and 2 Ka6s, truly a magic moment, all the dreams of having such an event had been realized and all the effort made worthwhile.

The Vintage Regatta was conducted by the Barambah District Gliding Club, Wondai Airfield, Wondai, Queensland from 9 to 11 June 2007.

The weather immediately prior to the event was drought-breaking with 65mm of rain following by two days of Antarctic winds which, fortunately, abated by Saturday. However this did not dampen the spirit and enthusiasm of the attendees and an absolutely marvelous time was had by all.

Fearing strong cross-winds hampering the Austers ability to launch, arrangements had been made to hire the Reverse Pulley System from the Boonah Gliding Centre Inc.. The Launch Vehicle had to be transported over 300km, anchor points for the Pulley manufactured, holes dug to 2mtrs and the units concreted in place and 2,000 mtrs of 8mm rope laid out all within 3 weeks.

After some initial teething problems we had success and the Grunau Baby 2 was launched to 2,100 ft using 1,800 mtrs of rope with almost perfect speed control within the 38kts to 42kts speed range of the Grunau. This System will now remain under hire at Wondai.

We are deeply grateful for the efforts of all attendees but in particular to Leigh Bunting for coming all the way from South Australia – he was the star attraction with his beautiful GB2.

The Foka 5 GEF was manned by pilots from Boonah, sadly last minute work problems prevented Laurie Simpkins attending and bringing the T31b, Bernard Gonsalves brought his K6 CR GSR and Nigel Arnot brought his Ka6 GNO.

The Auster MSP gave excellent launches flown by Carl Mengersen and myself but we had problems coping with the speed range of the GB2 so the Pulley System was a godsend.

The weather problems curtailed any organized tasks but every body had some enjoyable soaring flights.

Special thanks go the Joyce Sefton, Secretary of the local Aero Club for catering for us, a tidy sum was raised for the Royal Flying Doctor Service due to her efforts to help commemorate their 78th anniversary.

The BDGC is a small group of very experienced pilots who gave me full support to enable me to fulfil my dream – to my friends Carl Mengersen, Simon Rammelt, Ib Braes, Neville Badior and Geoff Wendland my gratitude for your help and support.

Finally thank you to Boonah Soaring Centre Inc. for making the Reverse Pulley System available and in particular to Phil Slocombe for his tremendous efforts to get us operational.

A small but highly successful Inaugural Vintage Regatta which will be repeated next year with Vintage Fly-Ins planned quarterly in the meantime. Time and weather hindered our hope of Vintage Aircraft and cars but will be on next year – we saw a number of owners of vintage gliders who now plan to proceed with their restoration – most attendees are not currently VGA members so this is being followed up.

VINTAGE GLIDING QUEENSLAND QUARTERLY FLY-IN

FROM RON GEAKE

The first Quarterly Fly-In will be hosted by the Barambah District Gliding Club Inc. at the Wondai Airfield from **Thursday 27 September until Sunday 30 September 2007.**

Launching will be carried out by Aerotow and the Reverse Pulley System.

On field camping will be available and catering will be arranged as required with the proceeds again going to the Royal Flying Doctor Service.

While we share the same love of Gliding we will not be in conflict with the Cross Country Week and State Gliding Championships being hosted by Darling Downs Soaring Club as we are operating our unique range of Gliders.

However we will be setting tasks suitable to our Gliders for those who wish to achieve personal goals in Vintage Gliders.

Attendees are welcome for 1 to 4 days so come and join in the comradeship we enjoyed at our June Regatta.

Advice of potential attendance would be appreciated – Ph/fax 07 5486 7247. Email rcgeake@tpg.com.au but come anyway.

Further Fly-Ins are planned for Dec/Jan and Mar/Apr.

QUEENSLAND T31 BACK IN THE AIR! FROM LAURIE SIMPKINS



The a/c started with the Royal Australian Navy gliding association in 1954 and went through Tamworth, Namoi and Amberly Gliding clubs before being swapped for an ES57 Kingfisher by my father (Gilbert Simpkins). It's been in our family since and was removed from service in 1975 for an overhaul which lasted until 1983 but never flew until 1991. It did 3 hours in the next 2 years and was mothballed again in 1993.

I decided to return it to service in time for the vintage regatta at Wondai and it was completed just in time to, unfortunately, miss the event due to work problems.

I finally flew the aircraft for the first time in 14 years on Sunday 17th June at Boonah Gliding club and it behaved well. I only stayed up for 15 mins as varios refused to work.

On Monday I converted Phil Slocombe to the aircraft as I had to tow and after sorting out a leaking Cosim Vario he had 2 flights, one of which was 45 mins. Since then 3 more members have enjoyed the experience of low performance (17:1), open cockpit flying and a few more are waiting for a go.



Philip Slocombe flies the T31 VH-GDW on 14th to 15th APRIL 2007

A Tale of Kookaburras....



Rosie & David Howse in their Mk III Kookaburra During the April Lockhart Kookaburra Konvention

Hello David,
We hope to be there next year with GLJ (Mark 3 ES52). The final colour coats are going on the wings now. Cheers, Len Diekman

Hi all,
It looks as if "Vintage Kiwi" will be given a New Zealand Kooka, to restore and that will give us a two seater to operate, after sticking the rear fuselage back on.

Cheers Ian Dunkley

Two Phoenix,



Beaufort Gliding Club Phoenix, built by the club from 1942-1945, about 1949 at Berwick on a winch launch. Pilot Len Travers

Photo by Doug Lyon



The world's oldest operational fibreglass glider, the FS-24 Phonix, was imported into Australia a while back by John Ashford. Built fifty years ago, one was flown by Hans Disma at the VGC Nitra rally in Slovakia. We hope to have a story in an upcoming issue.

And a Ka6



Hello again David
Thought I'd let you know that the owner of the Ka6 (hangared here at Narromine) has agreed to sell us a half share. This includes everything that goes with it - trailer, heaps of new tools, instruments, near-new parachute etc!!! Yahoo!!!

Anne Elliott

EDITOR: Thanks, Anne! We hope you can make it to Bordertown!

Happy 30th Birthday



Vintage Gliders Australia
15TH OCTOBER, 2007

LETTERS

From: [ueyama kenichi](#)

To: [patching alan](#)

Sent: Monday, August 06, 2007 8:20 PM

Subject: Condor is on the way to Australia

Dear Alan

The Condor's container left shop in Yokohama last Saturday for Tocumwal. It will arrive at Mike's shop some time around 1st week of September. We are hoping he will complete it before the next VGM at Bordertown!

I need to know exact schedule of the next years VGM because about ten people want to go with me! My guess is 7th thru 13th of January but not sure. We all want to visit your museum shop too.
Ken Ueyama

Coming events:

VINTAGE GLIDING QUEENSLAND QUARTERLY FLY-IN

The first Quarterly Fly-In will be hosted by the Barambah District Gliding Club Inc. at the Wondai Airfield from **Thursday 27 September until Sunday 30 September 2007**. See details Page 2.



STOP PRESS! A little bird has told me that the Australian Gliding Museum Inc is hoping to arrange the roll-out ceremony and first (official) flight of it's refurbished T31 at 11.00 am on 27th October at Bacchus Marsh. The Museum's Barbeque and Annual General Meeting will follow. (To be confirmed!!!)

VINTAGE KIWI MINI RALLY 20-22 OCTOBER 07

Piako Gliding Club's 50th Anniversary, see the Vintage Kiwi website for more details.

3RD MELBOURNE CUP VGA REGATTA

BENDIGO GLIDING CLUB, RAYWOOD 3rd to 6th NOVEMBER, 2007

It's on again, and this time bigger than ever! Bendigo Gliding Club has had a major upgrade, doubling the size of the clubhouse. On field camping, showers, toilets, kitchen, and meals are available at reasonable cost. Local pub meals and accommodation are nearby, and all the tourist attractions of Bendigo are just 32 km away. Winch, aerotow, autotow and reverse pulley launches, and some limited hangarage, should be available.

Come and enjoy fun and friendship while you dust off the winter cobwebs and experience gliding in the wide open spaces! Contact Dave Goldsmith or just turn up, and you can visit www.bendigogliding.org.au

VGA ANNUAL RALLY at BORDERTOWN 5TH TO 13TH JANUARY, 2008



We will have more details about the Annual Rally in the October Issue of VINTAGE TIMES, however note the dates in your diary and make sure you are ready to enjoy this major event! Twenty five Vintage Gliders were present in 2007, and some interesting participants are expected in 2008 - maybe even the magnificent Condor from Japan!

Old Mates Week, Benalla

March or April 2008
Details to be advised

Kookaburra Konvention, Wagga

March or April, 2008
Details to be advised

VGC ANNUAL RALLY JULY-AUG 2008

Wels, Austria

VGC ANNUAL RALLY JULY-AUG 2009

Achmer, Germany

K4 Progress

From IAN PATCHING

Some people were disappointed when the VGA K4 didn't attend the annual rally at Bordertown earlier this year. There was a very good reason for this as Dave Howse had detected some rib damage during the Form 2 inspection and time just didn't allow for a repair before the rally.



PHOTO BY GEOFF NEWLANDS

Just to remind people, the K4 was gifted to the VGA in 1999 from the North Queensland Gliding Club, and since then it has been based at Bacchus Marsh. Dave has been the person in charge of the glider and has done a great job looking after it on behalf of all of the members.

The damage he found was 2 broken ribs in the D-nose of the port wing, just outboard of the strut fitting. There were no inspection holes in the vicinity of the damage so a detailed inspection couldn't take place without some major work. It was decided to cover the loss of the glider at the rally with the provision of a number of other 2 seaters so members wouldn't be disadvantaged. Thankyou to Dave and Caleb with GRZ, Gary with GNZ and Pete with GLF.

Repair was scheduled for the Queens birthday weekend and we met and discussed what we would do and decided that the best option was to cut a hole in the D-nose between the ribs to allow access. What we found was in fact 6 broken ribs and numerous breaks in the webs that strengthen the ribs. We still haven't figured out just how the damage happened and when, but it is consistant with something being dropped on the upper surface of the wing at some time. The skin is 2 mm thick and without the internal inspection it was impossible to detect.

Another hole had to be cut to allow access and the repairs were carried out. Alan (Patching) spent a day manufacturing new cross pieces and web and these were largely installed at the end of the day. The remaining pieces were done next morning. Keeping the temperature right was fun but it looks as though everything has gone to plan. On the following Tuesday and Wednesday Dave continued the repair by closing the holes that were cut.

With that work completed the glider will continue with its Form 2 inspection over the next weekend and be ready for the next rally. The process for this repair has taken approx. 20 hours and on behalf of all members of the VGA, I wish to thank the team responsible for their time and effort.

EDITOR'S COMMENT

DAVE GOLDSMITH

I received a very nice email from Ron Geake who was concerned that the upcoming quarterly regatta in Queensland would not be publicized early enough due to my email advice of a delay with this issue of VT. Ron kindly pointed out that he enjoyed receiving Vintage Times, but on this occasion felt it a good idea to quickly pass his story on to Soaring Australia as well. Thanks for your note, Ron, and we agree!

Until quite recently, vintage news was amply handled by Vintage Times once every three months. But even vintage news must keep up with the times. We now have the website, with up to the minute news available most of the year and referred to world-wide. As well we have access to our Soaring Australia articles each month, in Vintage Corner, and distributed to most Australian glider pilots. These two mediums involve some extra work by your VGA editors and also Anne Elliott, GFA Sub-Editor. However, we feel that they are well worthwhile, and that spreading the word of Vintage gliding justifies the extra effort.

Much of the information provided will be duplicated. This is especially the case with Vintage Times every three months, because it IS a quarterly newsletter. However, many of our members are not on the internet, and some do not receive Soaring Australia. As well, we do our best to ensure that Vintage Times continues to record the history of our good times, and we will continue to publicise coming events as we have always done. For all three mediums, we ask that our faithful members – all 125 of us! – continue to send the interesting contributions that have made our newsletter great! We will also use them, where appropriate, on the website and/or in Vintage Corner. If you have a preference, you can advise me of that when you send your article or photograph.

In the meantime, we will continue to spread the word of vintage gliding where-ever it falls on fertile ground, for the nicest bunch of people on this earth! Oh, and thanks again, Ron, for your consideration. Good luck with the Queensland Regattas!



A DOG'S LIFE!

VINTAGE GLIDER CLUB RALLY

NITRA, SLOVAKIA, 26TH JULY to 15TH AUG

BY DAVE GOLDSMITH



THE Go-1 WOLF

MARTIN SIMONS PHOTO

The cowbell rang to open the 35th International VGC Rally in Slovakia and four Vintage Gliders Australia members made the trip. They were Herb Robbins, Martin Simons, Dave Goldsmith and Ian Dunkley with wife Pat. They were certainly not disappointed, in that they were greeted by perfect weather, pleasant location, over three hundred friendly colleagues and over 100 vintage sailplanes of every description.



NITRA AERODROME (BOTTOM LEFT) NEAR THE CITY

The airfield was a large all-over grass field capable of accommodating three rows of winch launches, a landing space for gliders, two rows of aerotow launches and a landing strip for tugs and powered planes. There was no limit on the number of entries to the rally, and most were hangared.



LASZLO REVY'S HUNGARIAN CIMBORA TWO SEATER

A variety of towplanes and winches operated efficiently side by side to keep the flight line moving. Generally launches continued throughout the day as many pilots of the open cockpit aircraft and primaries returned to thaw out, and different pilots sampled the wide variety of low, medium and higher performance aircraft present. Operations were overseen by the Chief Instructor of the Nitra Aero and Gliding Club, and only a few instances of minor damage, mostly to gliders on open trailers, occurred.



SZD-8 JASKOLKA LEADS THE GRID

Over one hundred gliders present ranged from the Zlin primary, via ULF-1 and two seater primary, right through the range of intermediate and aerobatic sailplanes, to the higher performance types like the SB-5 V-tail, to the big two seater Kranichs and T21, and on to the Phonix, the fibreglass trailblazer. Motor gliders included the K14, and Tandem two-seat Motor Falke brought by David and Margaret Shrimpton.



THE SLINGSBY TUTOR, "PINK PANTHER"

Some wonderful paint schemes were noted, with every colour of the rainbow and a deal of "courageous" colour selection! Finishes were generally of a high standard, some exceedingly so. Struts and bracing wires were imaginatively decorated with flags and appropriate (imitation!) furry animals! One couldn't help but notice the difference in the grid line-up with that of current gliding championships! It seems that sometimes, all around the world, glider pilots just want to have fun!



THE HARBICHT PUT ON A SPARKLING AEROBATIC DISPLAY

Aerobatic displays were presented on some late afternoons by the Harbicht, Lunak and Blanik, all with smoke canisters attached to their wingtips. The Lunak and Harbicht developed some co-ordinated displays that were quite spectacular, with appropriate music over the PA's, and including dual aerotows by the Wilga.



MY ADRENALIN PUMPED IN THIS 1950 2G PRIMARY!

I had very enjoyable flights of 195 minutes in a K8, 1 hour in the T21b and 1 hour in the Go 1 Wolf, plus a memorable circuit in the 2G two-seater primary from Denmark. Martin and Herb also had long flights. Thermals were normally in plentiful supply and well marked by cu, going to heights of up to 7,000 feet. There was a control zone based at 8,000 ft over the field, and pilots avoided the restricted area around the nuclear power station 22 km to the east!



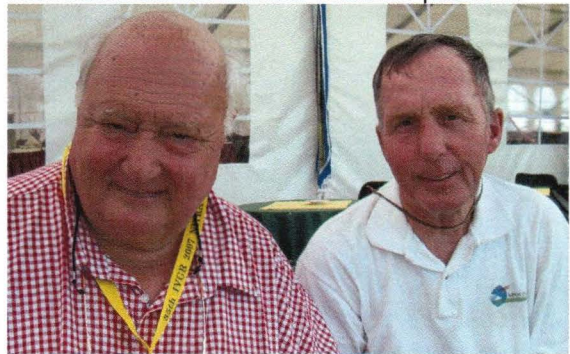
THE RECENTLY REFURBISHED FRENCH FAUVETTE

The facilities at Nitra airfield, including the large hangar, would have been struggling to handle us all, if it wasn't for the huge white plasticized tent and wooden flooring hired for the event. This had been used with great success at the Polish Rally at Gliwice, and so was brought to Nitra especially for the rally. All briefings, ceremonies and parties were held in this tent, as well as breakfast, lunch and dinner daily. Side areas included a kitchen and a coffee shop, and no doubt this arrangement contributed materially to the great success of the whole rally.

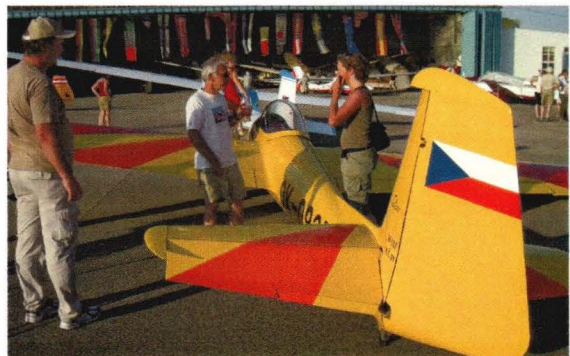


THE VGA T-SHIRTS SOLD OUT ON THE FIRST MORNING

The Australian team ran a table in the flea market to sell Vintage Gliders Australia monogrammed T-Shirts, which sold well. Note for next time:- we also could have sold quite a few furry kangaroos!! We also used this opportunity to pass out some copies of Soaring Australia to those interested, as well as encouraging visits "down under" with information about Australia wherever possible!



VGC PRESIDENT CHRIS WILLS WITH HERB ROBBINS



GRAHAM SAW'S LUNAK ATTRACTED ADMIRING GLANCES



THE EAST GERMAN "LEHRMEISTER" TWO SEATER



THE ZLIN 23 PRIMARY



KRANICH II LANDING



THIS KRANICH III WAS FINISHED IN METALLIC SILVER



MUCHA ARTWORK



MARTIN SETTING UP FOR THE INTERNATIONAL NIGHT

The International Night was held on the first Sunday night of the Rally. The variety of tasty treats and various beverages from almost every country in Europe, coupled with colourful table presentations and national flags, promoted a festive atmosphere. Add in the brass band, later in the night to be relieved by disco music and flashing colourful strobe lights, and some wonderful company, and the stage was set for a fabulous party. For the Australian presentation, we had brought our Vegemite with us, and were able to secure some nice Aussie wine in the local Tesco supermarket!



A VARIATION ON AN AUSTRALIAN THEME

On the Wednesday the Slovak evening party took place, complete with traditional foods and delightfully presented by locals dressed in their national costumes. This party was so well attended that the buffet was almost swamped by the crowd, however the multitude all finished up well fed as the music of the evening went long into the night.

At the VGC Council meeting, some recent problems relating to the lack of a dedicated English vintage club, and a possible breakaway group, were addressed. Australia, as a member of the Council, supported the International Vintage Glider Club concept as it has always been. The International VGC will support an independent English club if the formation of such a club occurs, just as it supports clubs in other countries.



A VERY NICE DUTCH Ka6e WITH A BLUE NOSE.

At the wind-up party, among the VGC prizes awarded we won the greatest distance traveled to participate. Overall the rally had been incredibly successful with plenty of flying, good thermals, great socializing and a huge variety of sailplanes.



KLAUS SCHICKLING'S IMMACULATE T21

Following a speech in four languages by VGC President Chris Will, the cowbell was reluctantly rung to signify the end of the rally, and was handed to the Austrian representative to be rung at the opening of the 36th Annual Rally at Wels, Austria, next year.



THE CHEESY END!

BORDERTOWN DELIGHTS

By "Duffy"

Have you ever been to Bordertown?
That's where the gliders fly,
You say you've never been there?
Well come along – give it a try

There's Leigh with his Grunau Baby,
No doubt his pride and joy
And Ian with his Kookaburra
Oh, those men do love their toy

There's Emilis with his Boomerang
John and Stan are with their Dart
Sad they left their Trophy,
But bushfires made them depart

Then there's Keith there with his Sapphire
To fly it makes his day,
But a bit of cosmetic surgery
Wouldn't go astray

Of course Bordertown wouldn't be complete,
Without our soulmate Ged,
Who would fly from sun up to sunset,
So long as he was fed

David with his Super Cub
No, that's not a baby lion
That's to launch them in the air
Just so they can go a fly-in

Caleb with his Kooka, and Dad there with his Foka
Windy days and heat – phew –let's have a game
of poker
The ladies sewing circle, knitting and a'talking
We don't fly of course but we do our share of
walking

It's a lovely friendly atmosphere, with lots of cups
of tea
And Xmas cake to go with it of course, Oh woe is
me
I can't go without a word of our wonderful hosts,
They're a great bunch of fellas, to whom I raise a
toast!!!

The meals we had each evening were a pleasure
and delight,
I wasn't the only one whose slacks were far too
tight
They made us all feel welcome, and nothing was
too much trouble
So no-one, I mean no-one try and burst the bubble

We look forward to returning in 2008 gee,
As a place to call our permanent home,
With a reputation of renown,
Just pack your bags and head up north to
Bordertown!



HOMEBUILT SAILPLANE CORNER

WITH PETER CHAMPNESS

NOT BAND SAW BLUES BUT HAND SAW SHARPS!

BY MAL BENNETT

Inspect the teeth for even shape and size. If uneven, breast the saw with a flat mill file until the tops of all the teeth are touched.

Now set the saw in the saw clamp to support the blade and file the teeth even size square across the blade with a slim taper saw file.



Cross cut saw



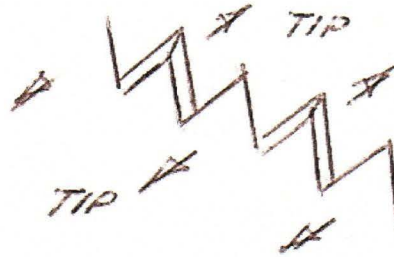
Rip saw.



Now set the teeth with a Saw Set, alternate teeth each side, setting only the top section of tooth. This depends on what the saw is to cut. Dry timber across the grain, only the tips. Wet timber along the grain, use a bigger set so the blade does not jamb in the saw kerf.

Sharpen the saw. If it's a rip saw sharpen across the saw square, filing every alternate tooth, then turn the blade around in the saw clamp and do the other side. Work facing the light.

If it's a cross cut saw the file needs to be at 15-20 degrees across the saw and 15 degrees handle down as you file. Finish with a sharp point to the tooth at the outside of the kerf when cutting.



If you want to make the saw cut smooth just lightly run the flat file along each side of the teeth so that all the teeth are the same width.

Band saw blades are not worth the work required to re-sharpen them as they are only \$12-15 each for a small saw and it can take hours because of the number of teeth involved.

Cherokee II at Raywood, Bendigo



The Cherokee now belongs to Ken Williams, a Bendigo Gliding Club member, who keeps it on his property at Kamarooka. It has not flown in recent years and is now awaiting Ken's availability to arrange a survey.

This aircraft was purchased from Gary Morgan in NSW who had spent some time restoring it. It was originally built by Reg Barrington of Renmark, South Australia and had it's first flight in January, 1960.



CHEROKEE II VH-GLV

Best wishes until next time, Dave & Jenne G.