

# Vintage Times

Newsletter of Vintage Gliders Australia

[www.vintageglidersaustralia.org.au](http://www.vintageglidersaustralia.org.au)

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**Membership \$20 every October**

Articles for Vintage Times are welcomed



## Oh! What a Rally!

The Vintage Gliders Australia 2008 Annual Rally at Bordertown will long be remembered for the wonderful enjoyment of vintage gliding, fun, and good company! Even the wind and weather co-operated, with only one rest day. Twenty five vintage sailplanes showed up, including some not seen here before. And, the local club hospitality just gets better and better!



## The VGA Ka4 forms a backdrop for members and friends on Saturday

Photo Peter Brookman, [www.brookmanonline.com](http://www.brookmanonline.com)

As in prior years, visitors turned up early and had good flying in hot weather. The rally quickly settled into a routine on the first Saturday, and twenty five gliders attended, the same as last year. This year we also had the Howse family Super Cub for launching, Keith brought the familiar Sapphire untralight, and Phil and Dianne arrived by Piper Pacer. Aircraft not seen here before included Alan Bradley's brand new Woodstock VH-GBR, David and Rosie Howse's Kookaburra VH-GHH, Neil Hardimand and Bob Hickman's ES60 Boomerang VH-GQY, Ken Caldwell's Cherokee 2 VH-GLU, Kim Van Wessem's K7 VH-GNU, Scout Gliding Club Motorfalke VH-GUA owned by Colin Turner with copilot Lyn Gray, and MotorFalke VH-GPM owned by the Scout Gliding Club and flown by Syd Wright and copilot Fred Wolf. Sadly, Lyle Whitfield's Boomerang VH-GTK was badly damaged in a ground accident en-route to the rally.



A great job was done by the catering crew, Steve "Bully" Steer, Marcus Trnovsky, Greg Draper, Terry "Nuggett" Ryan and Andrew Dinning

### Gliders attending

**Grunau Baby 2** VH-GDN with Leigh Bunting  
**Grunau Baby 4** VH-GHK with David and Rosie Howse  
**ES52 Mk 3 Kookaburra** VH-GHH also with David and Rosie  
**ES52 Mk 2 Kookaburra** VH-GLF with Pete Boreham  
**Foka 5R** VH-GQN with Mark White  
**ES60 Boomerang** VH-GQY with Bob Hickman and Neil Hardiman  
**ES60 Boomerang** VH-GTR with Ian Patching  
**ES60B Super Arrow** VH-GTJ with Emilis Prelgauskas and Rachel Westcott  
**ES60B Super Arrow** VH-GGP with John Viney  
**Woodstock 13 m SL** VH-GBR with Alan Bradley  
**Woodstock** VH-HNW with Peter Raphael  
**Super Woodstock** VH-GFJ with Mal Bennett  
**Cherokee 2** VH-GLU with Ken Caldwell  
**EP2 Super Goose** VH-IZZ with Caleb White  
**Olympia "Yellow Witch"** VH-GFW with JR Marshall, Nick and Amy  
**Slingsby Dart 17R** VH-IZO with John King  
**Olympia** VH-GLY with Dianne Davey and Phil Prapalenis  
**BG12B** VH-GYG with John Ingram  
**Ka6e** VH-GGV with Erik Sherwin  
**ESKa6** VH-GNB with Jenne and Dave Goldsmith  
**Schleicher Ka4** VH-IKK with Ross Birch, John Ashford and lots of other VGA part owners!  
**Golden Eagle** VH-GFC with Alan Patching  
**K7** VH-GNU with Kim Van Wessem  
**Scheibe MotorFalke** VH-GPM with Syd Wright and Fred Wolf  
**Scheibe MotorFalke** VH-GUA with Colin Turner and Lyn Gray  
**(number 26) Sapphire** with Keith Nolan (qualified as a glider when Ged lost the prop at 2,000!)

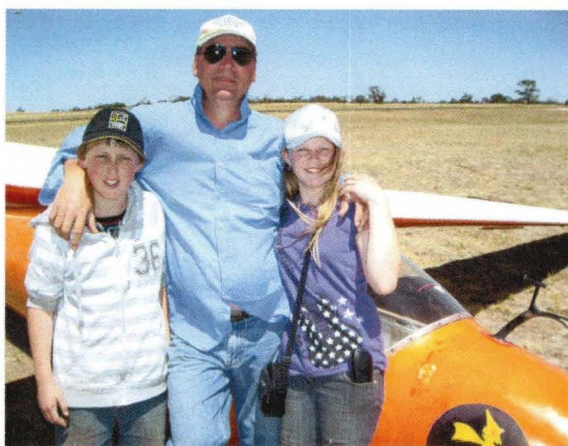
## The Rally – Day by day

By Jenne Goldsmith

### Saturday 5<sup>th</sup> January, 2008

Pete Boreham & Ged Terry in Pete's Mk II Kookaburra GLF had a climb to 12,000' QFE during a flight of 2 hours & 20 mins. Leigh Bunting in his Grunau Baby IIb GDN climbed to the same height as envious groundbound onlookers sweltered in 40 degree heat while watching them play under the thickening cloud over the field.

Though well rugged up in his open cockpit, Leigh rather regretted having left his gloves behind! Leigh flew over 50km out & return in challenging wind conditions for the GBII. The wind strengthened with the sea breeze in the evening enabling Leigh to entertain us with a helicopter like descent over the field before joining a circuit and landing. At 2,500' the wind was 28 knots on the GPS so the Baby had a forward speed of only 1 or 2 knots as Leigh flew upwind to join downwind leg. It looked entirely stationary from the ground, like a hungry raptor hovering there, searching out its dinner!



JR and his helpful crew, Nick and Amy

### Sunday 6<sup>th</sup> January, 2008

The wind from the south was strong and gusty enough to deter most from removing their aircraft from the safety of hangar, trailer or tie-downs, however a few of the heavier craft did make it into the air. The day had been declared a "non-proficiency" day due to the wind but Emilis Prelgauskus in the Super Arrow GTJ and Eric Sherwin in the Ka6E GGV none-the-less proved themselves very proficient by successfully getting away for flights of 2 hours 30 mins and 2 hours 25 respectively. Their flights were determined into wind battles, Emilis making Mundulla a couple of times, Eric almost so. Emilis' best climb was to 4,000', Eric's to 5,000'.

The Ka4 was rigged in the sheltered lee of one of the hangars. Mal Bennett carried out his second aircraft repair since arriving early the previous afternoon, the first being a minor wood repair to the aft fuselage of the Goldsmith's ESKa6 GDN (hangar rash discovered the Sunday before),

the second a fabric repair to the top surface of the wing on the Ka4, the damage caused by tyre failure on the trip to Bordertown. It was a treat to observe the skill and craftsmanship with which the repairs were carried out. Many said that Mal could sew them up anytime!



THE VGA Ka4 DID LOTS OF FLYING

PETER DOWLING PHOTOGRAPH

### Monday 7<sup>th</sup> January, 2008

The wind was from the south again, but with much less strength. Many gliders fronted at the launch point for a busy 45 launches for the day. Conditions, however, did not prove easy with thermals narrow and difficult to work. Taking an aerotow certainly improved the chances of getting away, giving David and his little Super Cub plenty of work.

The VGA owned Ka4 was kept moving (8 winch flights averaging 5 mins) with Ross Birch in the back seat (he fits very well and has mastered the contortionist task of getting in!) to oversee as pilots acquainted themselves with this interesting machine.

The league II proficiency task was won by JR in the Olympia "Yellow Witch" with a flight of 58.5km, League I by Ian Patching in the Boomerang GTR with a flight of 90km.

At the end of the day, when all had been packed away, tied down etc., one of our aircraft was still missing. Eric Sherwin (Ka6E) was phoned to find out where he was. "At 1700' climbing slowly at Wirrega" came the reply. Wirrega was 15km away to the northwest and the sea breeze was strengthening the southerly again. We didn't fancy his chances of making it home and, sure enough, the telephone call came through to the clubhouse as we were tucking into yet another yummy dinner (Italian theme tonight) that he had safely outlanded about 5km north of Wirrega. "I'll give you more details about how to get here after I talk to the farmer" he said. Eric strode across the paddock ("a big one, for my first outlanding in 30 years") towards the farmhouse. Washing on the line, sunlight glinting off a car windscreen, chances of finding someone home looking good thought Eric. But no, washing was on the line alright, but the car turned out to be very derelict, standing on drums and wheelless. Despite the lack of more specific road directions, Emilis and Rachel, in Eric's car with trailer in tow, managed to find him without drama using telephoned GPS co-ordinates. That was when the fun began!

The paddock was wheat stubble with the fragile very sandy loams typical of the area. After the many years of drought we have experienced, there is not much in the way of root structures or organic matter to hold them together. It wasn't long before car and trailer were bogged. An SOS call was made to the clubhouse and a pair of the Bordertown Boys, Marcus and Peter, went into action, taking a suitable vehicle to first tow the trailer out, then the car and lastly the glider across the paddock to firmer standing near the gate. By then it was dark and the decision was made to tie the glider and trailer down and return to derig in the morning. So ended a meritorious flight Bordertown, Mundulla, Keith to north of Wirrega, the furthest away from the field for the day.



PHOTO BY DAVID HOWSE  
**ROSIE SOLOS IN THE FAMILY TWO-SEATER,  
 WINNER OF THE BEST TWO-SEATER AWARD**

### **Tuesday 8<sup>th</sup> January, 2008**

A gentle wind from the South and a solid inversion at 4,500' greeted the many that took to the air. Thermals were broken and unreliable, conditions generally not inspiring confidence in going far from the field. Flights to Lillimur and Kaniva return were made by Emilis and John Viney respectively, both in ES60B's, good efforts and furthest from the field for the day. Others kept themselves within closer range, the Mundulla route being particularly busy.

The League II winner was JR in the Yellow Witch with a flight of 75km, followed up by Alan Patching in the Golden Eagle (48km). League I was won by Eric Sherwin in his Ka6E (91km) followed by Ian Patching in the ES60 GTR (70km).

### **Wednesday 9<sup>th</sup> January, 2008**

The wind was light and variable but again an inversion limited thermal heights. League I winner Eric Sherwin (Ka6E, 97.6km) was rewarded with a climb to 6,000' out to the east at Serviceton, but climbs closer to home were to around 5,000' or less. Good flights also made by David Goldsmith in his ESKa6 (65km) and John Viney in his Super Arrow (60km). League II was won by JR Marshall with a super effort in the Yellow Witch – 85 km! - achieved by whizzing around a local triangle 5 times!

Wirrega took another two prisoners today. Mal Bennett (Super Woodstock) outlanded in a paddock of sand that was so soft that the wheel and nose skid dug in immediately on touch down, causing a bit of involuntary ploughing to be done. Some minor damage was done to a fairing on the wheel. Any thought of getting a car and trailer into the paddock could not be entertained. Fortunately it was found that, relieved of the weight of the pilot and with the expenditure of some sweat, the glider could be manhandled across to the gate which was not far away. John Viney (ES60B) also failed to escape the Wirrega sinkhole, coming down in a paddock that was pleasantly firmer than others had found to date.

Rosie Howse delighted all by going solo in the family Kookaburra GHH. This was Rosie's first solo in wood, following up on her first gliding solo a few months ago in club plastic. GHH (formerly GLE) turns fifty this month, goodness knows how many pilots she has shepherded along in their flying careers.



A patriotic John Viney in his Super Arrow  
**HAPPY 60<sup>TH</sup> BIRTHDAY, JOHN!**

### **Thursday 10<sup>th</sup> of January, 2008**

The forecast was not encouraging, NW wind with an inversion limiting thermal heights to 3,500' at best at the forecast temperature of 35 degrees. The Super Cub was grounded due to engine overheat fears, leaving winch the only launch option (they breed those winch drivers tough in Bordertown!). It appeared that we would suffer energy/strength sapping heat on the ground and in the cockpit, struggling to get away, and without the ability to get cool with height. Many decided that it wasn't worth the effort and opted to make a non-flying day of it. The town pool looked pretty good!

Leigh launched in his trusty Grunau Baby II, the open cockpit an advantage in the hot conditions. The mercury climbed as an audience on the ground watched from the shaded green lawn near the clubhouse. Leigh searched about and eventually turned into a thermal that could be seen from the ground. A few minutes later he reported "Passing through 8,500', 12 knots, don't need the vario – all I've got to do is follow the straw!"

A scramble followed as plans were remade by many. The temperature eventually rose to a stifling 42- 44degrees, (48degrees reported at Nhill), thermals breaking the early inversion and going to almost 13,000' altitude. Ian Patching flew a stunning 370 kilometres in 5hours 27 mins. He described the flight as exhilarating, his track taking him to Horsham then north to Warracknabeal, Lake Hindmarsh and Rainbow to play under the cumulus that were there. Skies were blue SW of that line.

Eric Sherwin flew a fast 184km in 2hours 15 mins to win League I with Patch as runner up. Caleb White covered 245km in his EP2 Super Goose in 3 hours 51mins.

Jenne Goldsmith (ESKa6) recorded a height gain of 11,891' on the logger, enabling her to make a claim for gold height to complete her Gold "C" during a 260 km flight of 5hours 20 mins. League II pilots JR (Olympia "Yellow Witch") flew 93km in 1hour 46 mins & Leigh Bunting in the Grunau Baby II flew 135km in 3hrs 51mins.



**BROTHERS ROB AND LEO DOWLING HAVE SHARED A LIFELONG PASSION FOR GLIDING**

### Friday 11<sup>th</sup> January, 2008

The much looked forward to cool change came through giving very welcome relief from the heat. Not so welcome was the strength of the wind. Though it was not so strong that the heavier gliders could not have flown, everybody was just too exhausted from the previous day to fly in those conditions and enjoyed a day of rest, recuperation and much talk instead.



**SCHEIBE MOTORFALKE VH-GPM ARRIVES**

### Saturday 12<sup>th</sup> January, 2008

Last day of the rally. The weather was pleasantly warm with the southerly stream continuing. Thermals were broken and soaring was not particularly easy. Eric again won the day, while Caleb and Emilis also flew short crosscountries. A highlight of the day was the Ka4, flown by Peter Raphael and Ross Birch who managed to get a thermal right over the gathered crowd (producing plenty of hot air!) and proceeded to climb well for a flight of 46 minutes. Dave Goldsmith and Leigh Bunting swapped gliders and shared a thermal, while Jenne then took the Ka6 up while most gliders were de-rigged. Completing the last flight of the rally, she was called down, with reluctance, at 6 pm, just in time to prepare for the Annual Presentation Dinner!

## VINTAGE GLIDERS AUSTRALIA 31<sup>ST</sup> ANNUAL GENERAL MEETING

**PRESIDENTS REPORT** Alan Patching was pleased to report an increasing membership of 130 and three more gliders airborne – two T31bs and a Boomerang. Rallies participated in by VGA members were held at Bordertown, Wagga Wagga, Benalla, Bendigo, Wondai and Nitra.

He reported that the Australian Gliding Museum was making slow but steady progress towards being part of a National Aviation Museum at Point Cook and the site is now protected by being on the National Heritage List. A large restoration and storage hangar is to be built at Bacchus Marsh.

Alan recorded his great pleasure to receive the FAI Lilienthal Medal for 2006, and acknowledged to contribution made by members to support VGA.

**TREASURER'S REPORT** Dave Goldsmith has been acting Treasurer since 1<sup>st</sup> November, 2007 after Ian Patching took on the VSA RTO/A position. Dave reported a bank balance of \$5935 less accounts of 1,527, leaving \$4,408. Other assets are the Ka4 and trailer.

Two new Westpac accounts have been opened, a fee free cheque account and an investment account. A motion that these accounts can be operated by either Dave as Treasurer or Alan as President was passed by the meeting.

**The new account number for member's deposits is 033624 176101** and the old passbook account will be closed soon.

**EDITOR'S REPORT** Vintage Times is progressing well, and the new website has received 4003 hits since commencing in April, with a large overseas interest. Membership of VGA has increased by 15 since last year, a rise of almost 13 %. Sincere thanks are extended to Anne Elliott for assistance with the website and also making Vintage Corner available in Soaring Australia. Thanks also to the contributors to Vintage Times, Vintage Gliding Corner in Soaring Australia and the VGA website.



**Allan Ash**

**LIFE MEMBERSHIP** was awarded to Allan Ash and Keith Nolan in recognition of the vast contribution both members have made over the years to gliding in Australia. Alan will personally present Allan Ash's Life Membership Certificate.



**Keith is awarded Life Membership by VGA President Alan Patching**

Kevin Sedgman addressed the meeting and complimented the fraternity within vintage gliding. He recognized the contribution that Ged Terry made in traveling to Australia to attend the rally every year. He presented Ged with a bottle of Bundaberg Rum to take back to the UK, where Ged acts as an unofficial ambassador for Vintage Gliders Australia. Kevin also spoke in support of Bordertown as a permanent home for Vintage Gliders Australia.

### VINTAGE TIMES RAFFLE RESULTS

The Raffle was drawn by Chris Bryson at the Annual Dinner, and the winners were:

- \* **Martin Simons "Sailplanes" - Ron Geake**
- \* **Deluxe Vintage Calendar - Colin Collyer**
- \* **Chateau Yalumba Wine- Maurie Nelmes**

**CONGRATULATIONS** to the winners, and a big thank you to all who participated. A special thank you to Martin, who donated first prize, and the Bordertown Keith Gliding Club, who donated third prize.

**NEXT YEAR**, additional prizes will be added for those present on the night. Good luck!

## ANNUAL PRESENTATION DINNER

The Annual Presentation Dinner was held on the final Saturday evening, once again filling the large clubrooms almost to capacity. The spit roast lamb, and roast pork had been done to perfection and a fabulous feast was presented by the enthusiastic Bordertown Keith Gliding Club team.

At the beginning of the Rally, our fearless rally organiser had declared that mention of his least favoured aircraft was off limits, and subject to a 50 cent fine if the word BLANIK was spoken. Spies were appointed and appeals were welcomed – fine doubled! This bit of fun netted \$86 towards the Dinner bar bill, and with other contributions the occasion deteriorated into a wonderful evening! Next year the word will be "thermal!"

After first course, the official part of the evening commenced, with the Annual Prizes and Trophies being awarded.



**Leigh Bunting receives the International Vintage Glider Club Salver for the highly commended restoration of Grunau Baby 2 VH-GDN from VGA President Alan Patching**



**Jenne Goldsmith won the Geoff Gifford trophy for best handicap distance between Rallies. She flew her Ka6 for 328 kilometers**



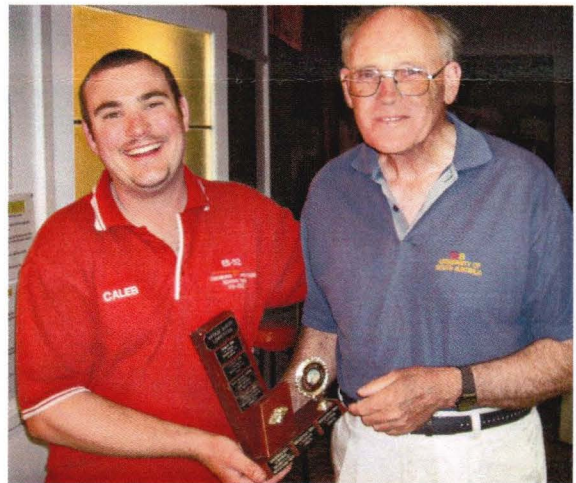
**Ian Patching is awarded the Renmark Trophy by Caleb White for the longest distance on handicap at the Rally. Ian made an exciting flight on a great day to cover 373 kilometers. This trophy was originally for the highest placed wooden glider at sports class nationals, and has recently passed to VGA.**



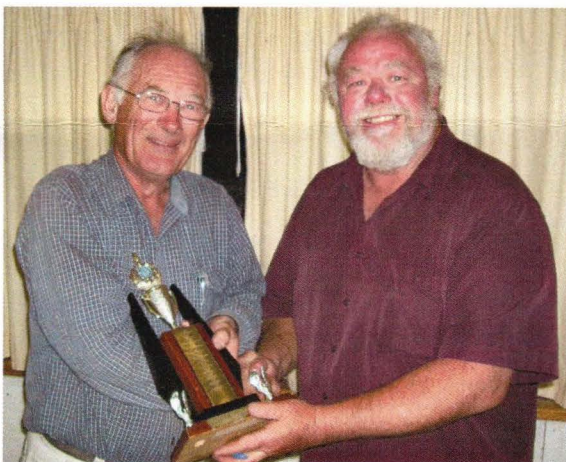
**David Howse won the Best Two Seater trophy for Kookaburra VH- GHH. Rosie did her first solo in their Kookaburra during the Rally.**



**Neil Hardiman and Bob Hickman won the Schneider Trophy for the best Schneider Glider present. They have enthusiastically restored Boomerang VH-GQY to pristine condition**



**Flying Director Caleb White presents Erik Sherwin with the League I trophy for top-scoring in the daily tasks with consistent flying in his beautiful Ka6e.**



**Winner of the best Single Seater was Ken Caldwell's Cherokee 2, VH-GLU. Ken's association with Cherokees goes back more than thirty years.**



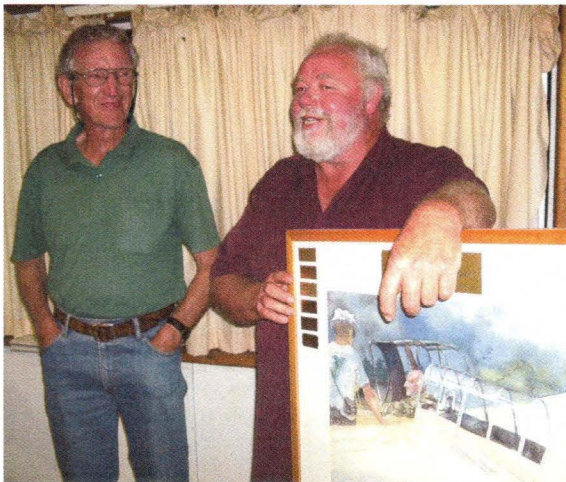
**JR Marshall wins the League 2 Trophy for winning the daily tasks in the Olympia "Yellow Witch".**

**This superb new trophy was made by Leigh Bunting in the shape of the Golden Eagle wing.**



The "Feathers" encouragement award was presented to Mark White by his proud son Caleb.

Ralph Crompton, the originator of this award, was unable to attend the rally due to poor health. We all wish him a speedy recovery.



The "Concours d'Elegance" award was presented to Alan Bradley for his pristine modified Woodstock (below).



MARTIN SIMONS PHOTO

The raffle was drawn by Chris Bryson (see results elsewhere), and because no prizes were won by people present it was agreed that local prizes will be included next year. The change bottle guessing competition was won by Margaret De Laine who guessed closest and took home a very heavy tin of coins worth over \$270..

Ian Patching announced that, following consultation, it has been decided that next year's rally will also be held at Bordertown, from 3<sup>rd</sup> to 11<sup>th</sup> January. Following on from the wonderful spirit and success of Bordertown 2008, it was a sensible decision.

Many VGA members and friends had managed to visit during the rally, including some newer members including Craige and Chris Bryson, Stu Smith and Kim Van Wessem. Some of the others able to attend were Kevin Sedgman, Ted Bowden, Les Bebbington, George and Helen Buzuleac, Duggie Cole, Peter Champness, Colin Collyer, Gary Crowley, Alan and Margaret De Laine, Leo, Rob and Peter Dowling, John Callahan, Geoff Hearn, Dennis Hipperson, Mike Renahan, Gerry and Cilla Rim, Baylee Roberts, Noel Matthews, Martin Simons, Ged Terry, Lyle Whitfield, Keith Willis and Bob Wyatt.

Support from the Bordertown members was fabulous, a supreme effort and much hard work being done by the locals to give the visitors a good time. Brian Gerhardy, Peter Brookman, Bruce Gaskell, Steve "Bully" Steer, Marcus Trnovsky, Greg Draper, Terry "Nuggett" Ryan and Andrew Dinning worked tirelessly in relays to keep us fed and flying – not to mention the occasional drink after flying! Thanks, fellas, we really appreciate your efforts!

Sunday morning dawned cool with some light misty drizzle, and plans were made to leave for the long journey home, and good-byes said. It wasn't all about winning accolades, tasks and trophies, it was also the pleasures of sharing our passion for vintage gliders and flying with wonderful friends who understand, and feel the same way. It became very obvious that, really, no-one wanted the rally to come to an end!

### Coming Events FOR YOUR DIARY

FROM RON GEAKE:-

Dave, Martin Simon's book is magnificent.

**Our next Vintage Fly-in will be over**

**Easter Mar 21 to 24 incl, at Wondai - launching by Auster or winch - camping on-site.**

It will be a friendly get-together while we plan the Annual rally for June/ July.

Contact (07) 5486 7247 [rcgeake@tpg.com.au](mailto:rcgeake@tpg.com.au)

### **OLD MATES WEEK, BENALLA**

**10-14<sup>TH</sup> March, 2008** Not to be missed!

**Dinner Wednesday Evening and a Mystery Bus Tour Thursday - bookings essential.**

Contact (03) 5762 1058 [gliding@benalla.net.au](mailto:gliding@benalla.net.au)

OR Jim Barton on (03) 9309 4412

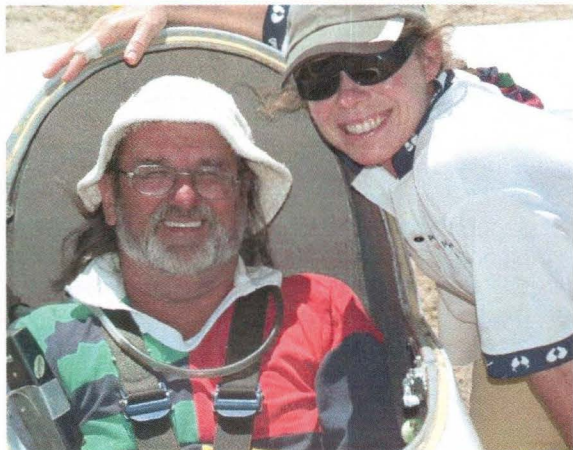
### **SCHNEIDER GLIDER RALLY incorporating the**

**KOOKABURRA KONVENTION - Wagga Wagga Gliding Club, Lockhart on 25<sup>th</sup> to 27<sup>th</sup> April**

Contact Ian Patching (03) 9438 3510

[patching@westnet.com.au](mailto:patching@westnet.com.au)

## **BORDERTOWN 2008** **"The View From the Ground"**



**By RACHEL WESTCOTT**  
**PHOTO BY NOEL MATTHEWS**

This year was my second Bordertown Vintage Glider Rally. Having enjoyed my first experience in 2007, I was looking forward to this year's event, meeting up with many who had attended the previous year, and seeing what aeroplanes had come again, and if there were new ones I had not seen before.

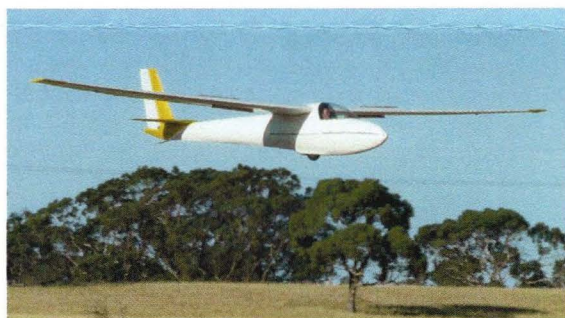
Last year my partner, Emilis Pregauskas, and I, took "TJ", Emilis's 1967 Super Arrow. TJ came with us again this year, and our friend, Erik Sherwin, who hangsars with us, took his lovely Ka6E.

This year I knew what to expect – an exemplary event run by what must be one of the most welcoming, generous and hard working sporting clubs in the country, the Bordertown and Keith Gliding Club. On the drive down I listened to "Australia All Over Summer" with Jeff Richardson, and, with enthusiasm building, rang in to talk about the Rally. Happily, this was heard all over Australia, including vintage glider enthusiasts from several states as we found out during the week.

I am not a pilot, and although an eager passenger, I am primarily ground crew. But on the ground the most striking thing about this Rally is the infectious positive attitudes and enjoyment. There is always laughter to be heard somewhere on the airfield. People enjoy themselves constantly. Even when the weather is less than average, the Bordertown and Keith Gliding Club members will find something to laugh about – whether it's the boys in the kitchen arguing about the marinade for dinner, or having a good natured "go" at a pilot missing a thermal and flying only a circuit instead of getting away.

Its impressive too, how older members of VGA and the local club, even if no longer flying, hop in and contribute, offering helpful advice, or willingly attending to small maintenance tasks around the ground.

There's nothing pretentious about all of this. For all that is achieved during the week, it is basically a bunch of like minded people having a great time doing what they love. Even though airfield procedures are meticulous, the overall pervading atmosphere is one of fun. There are no winners and losers. Everyone applauds excellence and a successful completion of a task, but enjoyment is the name of the game. And the beautiful, colorful, character filled vintage gliders are the stars of the show. Of course their newer counterparts are lovely too, but these sailplanes, from 70 years young, are a delight to watch. Their differences and diversities are fascinating. Even the ones that look alike are just that little bit different. And there is even less similarity amongst the trailers! Being involved in this arm of the sport of gliding is, too, considerably more accessible than flying shiny white carbon fibre.



**Emilis in his Super Arrow**

**PHOTO BY RACHEL WESTCOTT**

It is so important to value, cherish and preserve these treasures of aeroplanes. They are not only a fully functional history of the sport, they are the "salt of the earth" sailplanes who are the ancestors of everything which is revered today by some proponents of the sport who see these as second class aircraft. The time will come when the world cries out for a simpler, kinder, gentler lifestyle. The skills of horse and plough, the corner grocer's shop, of family and community will again prevail. Great classics never die. Long live the Vintage Glider!

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G'day David

FROM Ged Terry

The feature on the T31 was interesting.

I checked up and found that I have exactly 100 flights in a T31 and a total of 5 hours 6 mins - that's how it is flying in England!

See you at Bordertown

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### **Corrections to the membership list**

\* Peter Selinger's phone number in Germany  
**Should be +49-711-4790848**

\* Don Adamson, 31 Kalkarra Crs, Mt Dunred, Vic  
3216 Tel (03) 5264 1411 mobile 0418138840  
[Adamson1951@bigpond.com](mailto:Adamson1951@bigpond.com) was omitted.

## Dear Diary,

BY LEIGH BUNTING

Departed home in Adelaide at 0520 on the Sat 5th, because it was too hot to drag the trailer up through the Adelaide Hills the day before. Arrived 0830. Rigged and ready to go by 1000. The weather was potentially crap but hot. By early afternoon frontal cloud approached and some Cu's popped, so a bunch of us launched. A circuit in all my gear just about killed me. Took another launch and swore that if I flopped down, I'd park it as the heat was getting to me but 18 minutes later I was at 12000 and loving the coolness. Tried to push up the road to Keith but with 15kts on the nose, I wasn't getting far and the sky was clagging in. Joined a Kooka back over the field under a huge black threatening cloud base that must have been 10km across, but it had lift everywhere under it. Bit concerned about potential sparklers but only a few drops of rain occurred. Toured the local turnpoints from 10000. The wind had increased by the time of circuit entry and I had some concerns about landing. Over the field, I established that it was approaching 30kts and entertained the troops on the ground by hovering - well, I had 1kt groundspeed on the GPS but the landing worked out OK. 2hr17 and 72.4km XC.



PHOTO PETER DOWLING

Sunday was blown out.

Mon, Tues, Wed had southerly breezes and inversions. Flying was stay-uppable but difficult. Couldn't go anywhere. Put up 7½hrs.

Thursday was gonna be HOT and the forecast wasn't looking good with only 5-6000 possible. We sat around until after lunch. Ken Brierley and wife, one of the GB builders had come for a look, all the way from Sydney, so felt that I should fly. There had been a couple of huge whirlies earlier, so thought something must be happening. I dragged out and only put a light sweater on. Launched and was bumbling around in shitty lift at 800. Then whammo! Got hit by a biggy with the vario screaming it guts out and I could barely control the GB. The averager was showing >12kts and I rapidly departed the surface, but boy, the turbulence in it was violent! I didn't really need the vario as I just stayed in the cloud of straw. I was expecting hay bales to appear out of

the gloom and maybe a cow or two that were still grazing on the straw. This went on to 9000. Worked other lift to 11300. Needless to say, the forecast was wrong and my rapid departure created a bit of excitement on the ground and the launch queue quickly grew from nothing. 3hr 50 and 135km XC.

Friday was blown out again.

Saturday wasn't going to be very spectacular, so swapped aircraft with David & Jenne Goldsmith's ESKa6. Had to have a second launch to stay up. Thermalled with David in the GB. Gee, it really does look nice right there in a thermal. Now I know how other pilots see it. Had an hour. Landed and we all de-rigged. The end.

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### FROM GEORGE BUZULEAC



We're still recovering from the over excitement of this year's Vintage Glider Regatta. It was great! Here is a picture of my 1:5 scale Zlin Z-24 Krajaneck as requested by you. The model has had a few outings since its maiden flight at Bordertown and is now balanced properly with control throws reduced for much improved handling. It will now fly very slowly and rises in the smallest patches of lift. Looking forward to flying with the Vintage Gliders again next time we meet.

Happy Landings George and Helen Buzuleac

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### Products for pilots (and fishermen!)

Sunglasses with clear reader lens in lower section – various focal lengths. Logon & click on "reader lens" – colours are grey or amber <http://www.barzoptics.com/>

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**Noel Matthews** visited Bordertown and took some photographs to his usual very high standard. These can be viewed at this website

<http://www.aus-soaring.on.net/gallery>

## THOSE MAGNIFICENT MEN.....



By Duffy 2

We went back to Bordertown, the land of the  
red hot sun,  
It's supposed to be so stress free, but then  
again it can be fun,  
You check your glider's bits and pieces, before  
you take to the air,  
A hefty launch, pull in your paunch, and you're  
up without a care,  
Now the Sapphire is a totally different kettle of  
fish,  
With a little touch of paint, it could be quite a  
dish,  
But cosmetic surgery is not on Keith's agenda,  
Sometimes I think he's on a perpetual bender,  
However, he is usually most astute when it  
comes to doing the right thing,  
But somehow he must have had a lapse and I  
heard him start to sing,  
I thought, good heavens what's he done, he's  
lost his concentration,  
Never mind, we're all organized for the flight of  
our life,  
"Ged, would you like to take her up while I look  
after the wife?"  
What an excuse, I must say, but I was about to  
learn the truth,  
As Ged was flying through the air, Keith was  
grinding his tooth,  
The sky was peaceful, the air was cool,  
this is the life, I'm nobody's fool,  
Ged loves his flying, it's really his passion,  
He was quite unaware something was about to  
go crashin'  
The plane kept going tho' the engine had said  
"stop",  
"Good Heaven's" said Ged, "I've lost the  
bleedin' prop",  
He though this is it, I'm going to Heaven,  
The last rites I'll need, that'll make number  
seven,  
It fell in a paddock with a thump on the ground,  
It's sure just as well there was no-one around,  
But Ged carried on – glided down safely to  
land,  
But he wasn't welcomed with a Billy Thorpe  
band,  
No way – it was Keith with his demand,

"What do you thing you're doing way down the  
strip,  
Taxi back up here it'll save us all a trip",  
But without a prop Ged was grounded and all  
the rumours were truly unfounded,  
Back to the hangar a sore and sorry sight,  
I wonder if it will ever have another flight,  
But don't be worried and despair,  
Would you believe it - "I have a spare",  
After some filing and grinding of parts,  
The new prop was mounted, it looks really  
smart,  
So we are ready once again to travel o'er the  
sky,  
But please be careful – in case something  
should fly,  
It will probably be me, off the handle I'd say,  
As retirement can't be very far away,  
Bringing a spare prop was a very good thing,  
But let's hope we don't have to bring a spare  
wing,  
Our motto, of course, is to enjoy every day,  
So up and at 'em, pilots, MAKE MY DAY!



## FROM HERB ROBBINS



Lilly Grundbacher's Elfe S.4A built in 1974. Some details from SAILPLANES 1965-2000 by Martin Simons:- L/D 34.5:1. Upwards of 40 were built in a small factory at Schmerlat, near Schaffhausen, Switzerland. Construction was mostly from a plywood-plastic sandwich. Lilly is a popular VGC member and enthusiastic owner/pilot of this aircraft. She made some excellent flights at the Nitra Rally.

## The view through a modeller's eyes...

To most of the readers here the meaning of "Vintage Sailplane" refers to those colourful things that covered the lawn outside the Bordertown club house. But to another group of readers, the "Vintage sailplane" words are more inclined to mean: "What can I build next", and it's probably going to finish up a 2 to 5mtr span scale model.

To a scale modeller, there is no better 'documentation' than the real thing, and meetings like Bordertown are perfect for discovering the flavour, in detail, of many reasonably rare subjects. Martins books are good, and are often used as the starting point. From them we get the shape (outlines or 3 views), often cross sections. Built up structures, ply covering or fabric (or tin as in the "2 seater from the Czech Republic" and most of the dimensions. But what no book can show, is all the little details that are different from one aircraft to another. I'll give you an example.... take a look at the area around the Boomerang wheel well. They all seem a little different..... as do canopy outlines on Boomerangs and Arrows.

So, what did I see at Bordertown that caught my eye? Well, Leigh Buntings' Grunau Baby. I'd seen it before, but discounted it because it's not original. I've chosen my words carefully there, because, if that's the way it was built, or if it was modified in the correct period {Pre-"55"}, then it IS authentic....just different! More searching required.



COLIN'S PHOTO OF MARK WHITE IN THE FOKA 5R

Also, the Foka 5R.... You don't see too many of them in Martin's books. I took a few shots of it too, as most of the details apply to a normal Foka 5, and I know of 2 being built, and 5r would be quite special

Another to take my eye was the Cherokee, as I have a kit for one (TMRC) from the states. From what I saw of the Vintage Sailplane Regatta, you people should be proud of yourselves. You're friendly, easy to question, easy to take photos of, and have a lovely bunch of Vintage Sailplanes, that hang around the airport to be seen. Great stuff.

Col Collyer,  
and edited by his favourite daughter

Laurina



## FROM CRAIGE BRYSON

Got your news letter thank-you very much and saw my little bit in there too. Thanks for your help!!!

Just to keep you in the loop, I have been right the way around the world now looking for old glider drawings. I have excellent correspondence with about 20 different people from 5 different countries. Gee you guys are connected!!!

I have tracked the Habicht drawing down to a chap in Germany (Dag Peters) who speaks only a little English, but with a free translation site I found on the web I have been able to keep up communication with him. We are currently awaiting a response from Schempp- Hirth for a licence to produce one copy. I am very excited!!!

I found another bloke in Austria (Wolfgang Fetch) who had a few SG-38 fuselages and complete drawings but he wanted Euro 5000 for them + shipping. I mentioned I could buy a great Ka6 + trailer and Grunau 4 + trailer for that and still have change. Now he won't return my emails. Hope I didn't offend him.

Laurie Woodage sent me a wonderful CD on the Slingsby Cadet Series which features every bit of documentation the VGC possesses on the T-7, T-8 and T31s. It has manuals, drawings, pictures and airworthiness notices and all good stuff. Ian Patching has been helping me get T-31 stuff. He knows of a T-31 project that may become available soon, I'm patiently waiting for that lead to blossom.

Ian has also been helping me with the Grunau 4, VH-GLX. Bob and I rigged it a few weeks ago, this will require a lot of work I think. The trailer is also in a bad way and would probably need more work than the GB-4. The longer nose on LX also takes away the lovely lines that HK has which does not do much for me either. I think I would like to focus my attentions on a glider closer to my heart.

I am about to start building another model shortly, a 1/3 scale Slingsby Kirby Kite based on Martin Simons old 1/4 scale plans. I'm currently redrawing them on AutoCAD to suit the larger size and to laser cut all the parts. In the search for details, pictures and drawings for my Kite, I have been in contact with Bob Gaines in USA who owns Ted Hull's old Kite. Bob has been very helpful, feeding me with great photos of the rebuild of his Kite to its current form as N39KK in factory finish. Bob has contacts who have a full set of original Kirby Kite drawings. They are currently making arrangement to have them sent to me for digitalisation for the VSA. Who knows, a full size Kite may be a good project for me down the track.

Chris and I are making arrangement to visit Bordertown on 12-15th Jan, We are looking forward to meet you all in person.

Kindest Regards

Craige

'Til next time, take care, and happy flying,  
Dave and Jenne G