

Vintage Times

Newsletter of Vintage Gliders Australia

www.vintageglidersaustralia.org.au

Issue 110

April 2008

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

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

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

Tel 03 94383510 E-mail: patching@westnet.com.au

Flying Director Caleb White, 51 Floriston Grove, Eltham, Vic, 3095

Tel 0414902196 E-mail: c.white@crc-accs.com.au

Treasurer, Editor and Membership David & Jenne Goldsmith, PO Box 577, Gisborne, Vic, 3437

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

Membership \$20 every October

Articles for Vintage Times are welcomed



Photo by Leigh Bunting

THE CONDOR IV FLIES AGAIN!

The Condor IV, D 8306 that is now in Australia was owned by Jochen Kruse. It was Schleicher built in 1954. In July, 1989 at a field southwest of Hamburg, it was flown by two friends. While entering the pattern for landing, and turning with more rudder than aileron, it went into a spin from low altitude. The Condor IV hit left wing first and then nose and then upside down. It was extensively damaged, with some parts a virtual write-off. The wreckage was later bought by Mr Honda, no relation to the car manufacturer but a highly respected collector of vintage gliders. The Condor IV was taken to Japan, where it was rebuilt by Mr. Ohno Masami with some helpers.

Owing to problems getting approval for a Japanese Certificate of Airworthiness, it was brought to Australia for the completion of the rebuild, covering and painting. This was undertaken by Mike Burns at Tocumwal, NSW, with assistance from Ingo Renner. Unfortunately, Mr Honda, who was suffering from lung cancer, succumbed before the first flight was to take place. The date for the reborn first flight was set down for 29th April, 2008. With registration VH-YSH and a permit to fly, all was ready by the planned date. A contingent of eight glider pilots and associates of the Honda family made the journey from Japan. Fortunately they were able to spend two days at Vintage Gliders Australia's "Schneider Glider Rally and Kookaburra Konvention", hosted by the Wagga Wagga Gliding Club. They are

Mr. Ohno Masami & his daughter, Ms. Junko Huruaya, Mr. Ryoji Mori & his wife Mrs. Junko Mori, Mr. Minoru Kubota, Mr. Tadashi Tanokura, Mr. Atsushi Sugiyama, and Mr. Kenichi Ueyama

Ken Ueyama owns a Slingsby T21B and an Olympia based at Tocumwal. Arrangements for the trip were made by Mr. Atsushi Sugiyama, the president of AeroVision.



Ingo Renner, Mike Burns and Ken Ueyama

The morning of Tuesday dawned fine and cool after a cold and cloudy Monday. The wind was from the south at about 5 knots. A large contingent of interested persons assembled at the threshold of runway 18. Many members of Vintage Gliders Australia and the Australian Gliding Museum Inc. were present, as well as local and visiting pilots and friends. The press and television news were well represented. The crowd was warmed up by flying activities including the T21B, Leigh Bunting's Grunau Baby, Jenne Goldsmith's Ka6 and the local Bocian and Blanik. Also impressive was Mike Burns' other project, a Caproni sailplane with a jet engine installed behind the cockpit, taking lucky pilots for an introduction to the future under Ingo's instruction.

Approaching 2 pm, the beautiful Condor in its original scheme of white with blue trim was readied for launch, with Mr Honda's photograph gracing the rear cockpit bulkhead. Ingo carefully took his place in the front seat, as the crowd moved back to clear the takeoff path. The canopy was lowered, and pilot Eddie Madden lined up in the Maule towplane.

Full power and the Condor was away! The lightly loaded two-seater balanced on wheel and noseskid for a brief second or two, the nose was lifted and the aircraft returned to its element in barely thirty metres. Beautifully stable behind the towplane, she climbed into the sky without a tremble, her 18 metre gull wings revelling in their element. Up to release height, circling above the crowd, her translucent wings and tailsurfaces revealing the intricate pattern of ribs and structure. On release nosing her way towards the scattered cu, almost silent and losing little height, her appearance taking us back fifty four years to the days of stately sailplanes of wood and fabric. A thermal, majestically soared by the master pilot, flying the precision machine of days gone by. Some slow flight, a stall, and up to her fastest, she is under control. And then, a textbook circuit and landing, greeted with the delighted clapping and cheering of the enthusiastic onlookers. There was nothing more beautiful....



PHOTO LEIGH BUNTING

Next Mr Ohno joined Ingo in the cockpit, and one can only wonder at the pleasure he enjoyed as he sampled the results of his workmanship. As the afternoon progressed, the gossamer sailplane thrilled more sky riders, until finally the sun dipped below the horizon and she was gently returned to her hangar. The spirit of Mr. Honda will continue to fly and his vision will delight many in future times. The festivities lasted long into the night as food, wine and saki were enjoyed by those who shared this wonderful day!

by David Goldsmith and Bob Gaines, with special thanks to all participants.

CONDOR IV (1)

Hi Dave,

From Ken Caldwell

Your email brought back memories of a business trip to Argentina 35 years ago. While there I visited the Gliding field at Merlo a suburb of Buenos Aires. I was able to get to the field by taking a suburban electric train to Merlo station and the rest of the way by foot.

I have refreshed my memory by consulting my logbook and find that I had a sixty minute soaring flight with a member of the Albatros gliding club on Sunday 25th. Feb. 1973 in an all metal two seater of Czechoslovakian origin :-). We took an aerotow to 2000' and reached 3000'. The view from the air was amazing. On one side it was all built up all the way back to the River Plate. On the other it was flat grazing land to the horizon. You could look down on the Moron airbase (maybe their equivalent of RAAF Richmond) some 5 or 6km away and easily see Ezezia International airport about 15km away.

I only have four photographs taken that day, The clubhouse which had a dining room serving hot meals, two photos of a Condor 4 belonging to the other club (I can't remember its name) and one of the locally designed and built "Super Albatross"



A pilot I spoke to told me he had flown the Condor to Gold height over Buenos Aires itself drifting well out over the river as he climbed. He considered a down wind dash to Uruguay across the river (from memory about 18 km wide at that point) but in the end landed back at Merlo. I asked about airspace restrictions but was led to believe that there were none! (maybe they got lost in the translation!)

cheers,

Ken Caldwell

CONDOR IV (2)

Dear Dave, From John Anselmi
Thanks for the report. The Condor got very good TV coverage the other night on WIN.

The Condor raises again one of the disagreements with the current glider designers. I would expect that they knew what they were doing, so I must be wrong, but I look at bird flight and I do not see glider wings.

The current batch of gliders have the wing outer panels bent upwards, but most soaring birds have them bent downwards. I exclude birds such as eagles where the feathers flex upwards because it would be difficult for the bird to prevent the feathers flexing.

Many years ago I read a report in Technical Soaring where the outer part of the wing was angled downwards gave a reduction in wingtip vortex. Certainly it may be more difficult to fly a glider with anhedral in the outer wings because it would be so unstable. Would be difficult to land and take off too. However, with the gull wing shape the Condor goes some of the way to reducing wing tip vortex while maintaining directional stability. A very nice glider.

But who is right – the birds or the glider designers?

John Anselmi

Oldtimers Meet Oldtimers



By Leigh Bunting

It finally happened. After some 40 years Grunau Baby 2B VH-GDN and K2b VH-GHO returned to Camden airfield to be re-united with the men who built them.

Since tracking down the surviving members of the Illawarra Soaring Club, I have been keen to organise a return visit as these men were seriously getting on in years.

I finally pinned John Ashford down to a date and the 26th April was realized. The weather was perfect. The builders, Ken Brierley, Kel Gore and Ray Wood and various members of their families attended. The aircraft were rigged and the builders were running around like young kids. One member of the team, 'Jack' Davidson went to the big airfield in the sky some time ago and one of the team that built the K2, Bob Williams, was unable to be traced.

Despite some issues with the mainwheel of the K2, both aircraft were flown. Many megabytes of pics were taken – except Ray Ash who seemed to be using a former photographic technology.

The builders enjoyed themselves immensely. Local gliding members also showed much interest in learning about their gliding heritage. The quote of the weekend goes to a 3 year old girl who was with a visiting family and after being told about the Grunau Baby said, 'Will it get much bigger when it grows up?'

SCHNEIDER GLIDER RALLY AND KOOKABURRA KONVENTION

25th – 27th April, 2007

The visit to Lockhart, home of the Wagga Wagga Gliding Club, was again a wonderful experience for those able to attend. Unfortunately the dismal weather forecast, particularly for the last day, deterred many owners of open trailers, and in fact steady rain on that day did call the meeting to a premature close (one up for the forecasters!) Also this event clashed with the visit to Camden of Leigh Bunting's Grunau Baby and John Ashford's Ka2b. However Friday and Saturday brought light winds, cumulus clouds and delightful soaring conditions. Many long flights were made on both days, but sometimes the first thermal to get away was hard to find. Caleb in the Boomerang had long flights on both days.

Unfortunately the organizer of last year's Konvention, Ian Patching, was suffering from severe back pain and unable to come. Best wishes, Patch, for a speedy recovery from all of us!



George Vasiliadis and Peter Champness fly the Kookaburra while Graham Garlick assists

Gliders attending were Theo Van Alkemade's Boomerang VH-GTR, brought by Caleb White and Tegan, Slingsby Dart 17R VH-GZO, with John King, the ES52 -2VM modified Kookaburra VH-GLK with Graham Garlick, George Vasiliadis and Lillian, Ken and Jan Caldwell's Cherokee II VH-GLU, the Super Arrow VH-GXS (which arrived welded into its trailer – oops!) with Peter Champness, Dave and Jenne Goldsmith's Ka6 VH-GNB and the Wagga Wagga Gliding Club's Blanik. Keith and Edna Nolan brought the Sapphire, which retained it's propeller and performed admirably, even flying out to Tocumwal on Monday for the Condor IV first flight.

The local club members, with some assistance from the visitors, worked tirelessly to be great hosts. Wayne Hadkins, Grant and Nathan Johnson, Tom Day, Mick O'dea and Peter Skinner were on the field, while Gabriel Hadkins, Jan Caldwell and Edna Nolan did a great job to ensure no-one went hungry.



Ka6, Cherokee II, Dart 17R & Blanik line-up

Other VGA members and friends attending included the eight Japanese visitors in Australia to attend the Condor IV first flight. They were: Mr. Ohno Masami, Ms. Junko Huruya, Mr. Ryoji & Mrs. Junko Mori, Mr. Minoru Kubota, Mr. Tadashi Tanokura, Mr. Atsushi Sugiyama and Mr. Ken Ueyama.

VGA members and friends attending included: David Pickles, Ian Bogaard, Alan Patching, Baylee Roberts, Geoff Hearne, Pete Boreham, John King, Garry Sharp, Stu Smith, Neil Halsall, Geoff & Gail Beutl, Jonathan McAlicee and Natalie.



Overseas visitors receive their Aussie gliding hats
Photo David Pickles

At the dinner on Saturday night, Alan Patching gave an entertaining run-down of the history and activities of the Australian Gliding Museum Inc. Next, encouragement awards, (framed gliding photographs donated by Stu Smith), were awarded to Jonathon McAlicee and Ian Bogaard. Jonathon has bought a share in John King's yellow Dart VH-GLT, and Ian has recently

commenced restoration of Australia's only Jaskolka. Kookaburra Kookies were awarded for John King's pristine Dart 17R, and Peter Champness's new arrival, the Super Arrow. Kookies were also presented to Wayne and Gabriel Hadkins, Grant and Nathan Johnson, and Peter Skinner, in appreciation of their hard work in running the rally. Keith Nolan was awarded Kookies for his dedication in making weather flights each morning. Ken Ueyama received Kookies and Aussie Caps for the Japanese visitors as recognition for the long distance they traveled to the Rally. Mr Ryoji Mori kindly made a presentation of a DVD which featured the Minimoa flying in Japan, for the use of Vintage Gliders Australia and the Australian Gliding Museum. The evening finished up with some fines being levied for various memorable moments that were observed during the rally, the generous supporters donating a total of \$45 to the Australian Gliding Museum Inc.



Vintage Gliders Japan comes to Lockhart!

The Rally was greatly enjoyed by all those who attended. The friendly atmosphere encouraged by the local members ensured a good time all round. The visitors particularly appreciated the hard work put in to maintain a rapid turnaround at the launch point, and also provide the catering, entertainment and accommodation facilities. The Wagga Wagga club-members expressed the view that they would be very keen to see Vintage Gliders Australia return and do it all again next year. That sounds like a very good idea!



Ian Bogaard is restoring the Jaskolka SZD-8

OLD MATES WEEK

Benalla, 10th to 14th March, 2008

BY JIM BARTON

The annual gathering, very routine these days, was celebrated in the usual fashion with the collection of mature gliding types, ex clubmembers and friends visiting for their annual fix of a flight or two. High temperatures persisted throughout the week and many were introduced, or reintroduced, to open cockpit aviation. The Australian Gliding Museum T31B was available for us to use for the occasion, many pilots experiencing open cockpit flying for the first time. With the high temperatures it proved a very pleasant experience compared to an enclosed canopy. The Gliding Club of Victoria operated a T31B in the early 1950's, having built it from a kit.



The T31B at Benalla Geoff Newlands Photo

Wednesday night's dinner was again a full house, it being a great social event and a very well established feature of the week. (ED:- The presentation of life membership of the Gliding Club of Victoria to our scribe, Jim Barton, by club President John Switala, for celebrating 60 continuous years of active club membership, was a highlight of the evening!). The mystery bus trip this year with a new luxury bus proved to be a winner when the chief tour director, John King, found Echuca - and a magnificent winery in the scrub on the banks of the Murray River. Then his passengers tried out a new method of transport, a paddle steamer. John's problem this year was the lack of a gear lever to graunch!

Numerous members from the gliding club were again in evidence, making the week a great social event. My thanks to Graham Garlick, Ken Boland, Alan Patching, John King, and Gerry Hogan who assisted throughout the week. Also Kaylene for producing approximately 100 two course dinners on Wednesday evening, and Rhonda who maintained her sanity whilst controlling the office in her usual efficient manner, plus all the attendees who helped make this year's event such a magnificent gathering.

Guess we will have to do it all again next year!

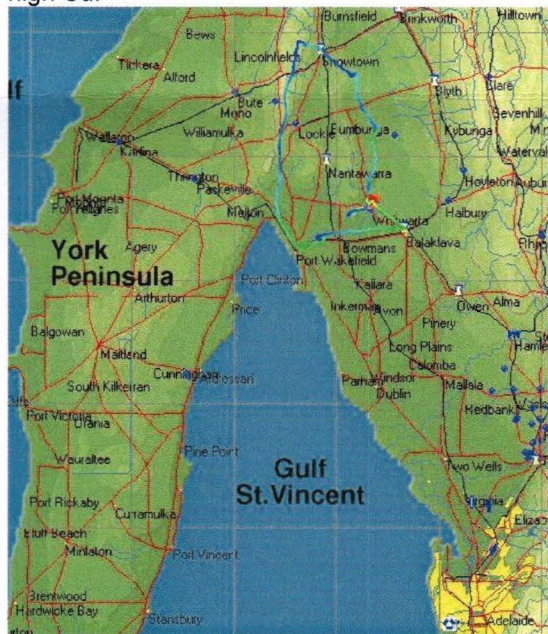
ONE DAY IN FEBRUARY

FROM LEIGH BUNTING

With the weather forecast totally wrong, we were unprepared for the excellent day.

Wind changes on the ground made winch operations challenging with both changes in direction and strength which was changing from nothing to 15kts in minutes.

An E-W band of cirrus overhead the airfield markedly affected thermal conditions with dust devils booming one minute and no lift the next depending on the precise amount of shade incurred from the cirrus. Yet 20km N or S were high Cu.



On the second attempt I got away in initially weakish lift but the core developed into a smooth 11 knotter to 11000'. The Cu was rather patchy with some lines (not really streets) and large blue areas. I avoided anything blue and meandered along the Cu north. I turned at Snowtown (infamous in South Australia for a bank vault found to be full of barrels of human body parts) to follow a line of Cu south. Reached 11500' near Snowtown. This line eventually finished at Port Wakefield after a leg of 45km and only one turn. Not bad for a flying termite mound! There was a branch off this line that headed down York Peninsula and was tempted to follow, but was unsure how the cirrus overhead was going to affect conditions. 100km to the west on Eyre peninsula, anvils from thunderheads were forming a long line.

Down to 6000 at Port Wakefield and lift was definitely weaker and blue to the east back under the dense cirrus. Observed the remains of the 1950's Australian Grand Prix track at Port

Wakefield where Jack Brabham had once raced. As a nipper, I remember being at a car race there in the heat and the dust. Eventually getting back to 11000' I poked inland to Balaklava and found mostly sink. Reaching Balaklava at 5000', I turned NW back to the airfield with conditions subdued and with a slight tailwind got home comfortably.

A 114km trip or 342km on handicap in 2hrs36. A pleasant flight on a day of odd conditions. The logger analysis showed an average L/D of 21.8 which shows that flying in green air markedly improves things.

Bordertown 2008.

BY IAN PATCHING

Dianne and I arrived with the Olympia GLY on the Wednesday before the rally was due to start. Brilliant planning ensured we timed our arrival to miss the working bee the BKGC members were having. Arriving early we hoped to be able to do some flying before Diane was required to return to work on the Monday. We tried that last year as well and spent 4 days at the pool as the winds were quite wrong.

On the Thursday we rigged and spent some time waiting for the weather to heat up. We both launched at about 2:00 and the conditions were a bit tricky but the thermals were reasonable. Di had over an hour from 2 launches and I renewed my acquaintance with the Boomerang GTR with a local flight of over 3 hours.

The Friday was set to be better but the day was very slow to start. At about 1:30 we decided that it would be much better to pay our membership at the pool as it was around 40 C. As we arrived there were small cu's trying to do something, but were dissipating as fast as they were forming. We cooled off and lay around reading, and the sky was getting very interesting. At about 3:30 we looked at each other and said it was time to go.

We were in the air at around 4:30 and I got a very good climb to about 9000'. Diane was staying local so I pushed off north towards the scrub. Staying high was no problem and I crossed the desert and tracked to Pinaroo. I then turned south and headed towards Keith. I had a "low spot" of 6500' in the middle of the desert, and that was pretty amazing, but was soon back up to 10,000' and turned Keith at 8500'. I then followed the highway back to Bordertown and arrived with 4500' and landed at 7:15. Total distance approx 250 km. Diane completed her longest and highest flight in the Olympia staying up for over two hours and reaching 9500'. All the work we put into GLY was starting to pay us back.

MISSING KA6BR VH-GLN FROM KEITH WILLIS

Back in 1974 I had 94 hours in the above glider. Whilst crewing at the World Comps, at Waikerie, Dave Johnson came over from the Pilbara, W.A., and purchased the Ka6, and took it to the North-West of Australia. I was looking forward to another 6 hours in it, to pass the 100 hours, but it was not to be.

Back in 1997, I noticed a PW-5 at Temora with the same registration VH-GLN, so I presumed the ka6BR did not exist any more.

However, talking to John Welsh, from Perth, in 2006, he told me that the Ka6 is still flying at Cunderdin, under a new registration, VH-JMC. The registration was changed in memory of the late John M Christianson.

So it looks like I will have to travel to Cunderdin for a 6 hour flight to pass the 100 hour mark. After waiting 34 years, it would be great to fly the Ka6BR again.

ED.. The Ka6BR is in the Gliding Club of Western Australia club fleet. They obviously understand that "wood is good!"

For a picture see:-

http://www.glidingwa.com.au/GCWA_Fleet.htm

Ken Ueyama's immaculate T21 has a well-earned rest after taking many passengers for flights at Tocumwal



Photo Baylee Roberts

GET WELL SOON

Lorna Patching has been suffering from a badly infected leg and is spending much time in bed. We all wish her a speedy recovery.

Ian Patching had 12 days in hospital and a slow recovery at home from severe back pain. He is now up and about but limited to light lifting – so, helpers – please don't stand back when there is a Kooka wing to be lifted!

May Ashford has her right hand heavily bandaged and is being well cared for her by son John. We wish May a speedy recovery.

From Ian Patching

Mike Renahan from Millicent test flew his new Boomerang, GTL, that he purchased from Balaklava. By the end of the weekend he had 4 flights totaling over 6 hours and he loves it. The glider is very nice with only a few small items that need attention, overall it is very good.

FOR SALE *ADVERTISE FOR FREE*

K7 TWO SEAT SAILPLANE. It has sat in its trailer at Richmond for the last 5 years and it's time I passed it on to someone who has the time and interest to get it flying again. Glider condition is excellent, trailer fair but it needs a 40 yearly inspection before it could be flying again.

Any interest please mail me at
jimrennie@optushome.com.au Jim Rennie

CHEROKEE

HELLO FOLK,

MY BROTHER LLOYD HAS ASKED ME TO BRING TO YOUR ATTENTION HIS CHEROKEE 2 .. MAINLY DUE TO ILL HEALTH HE IS LOOKING FOR A GOOD HOME FOR IT. I WILL FORWARD PHOTOS AND YOU CAN E- MAIL OR RING ON 0427502319 FOR MORE INFORMATION.
HEDLEY STEWART hedphil@gmail.com

CHEROKEE IN GOOD CONDITION, PLEASE CONTACT KEN WILLIAMS, (03) 54369100
e-mail kenelray@active8.net.au

FOKA 5R in good condition
Contact Mark White 0400071950

ASK13 VH-GPY



Offers are invited for K13 VH-GPY.
For details please contact Les Webster,
Tel (03)57985260 or 0414188181

The E A Pascoe Collection

By Emilis Preлгаuskas

Located in portion of the Monarto Sailplaners Museum in South Australia is a condensation of materials provided by the family & friends of the late Ted Pascoe.

The photos show the work in progress, with other sailplane items (controls from other EP projects) yet to be added (fin/rudder/tailplane possibly from a hybrid EP-1 to EP-2). These are still being cleaned and prepared.



The EP-3

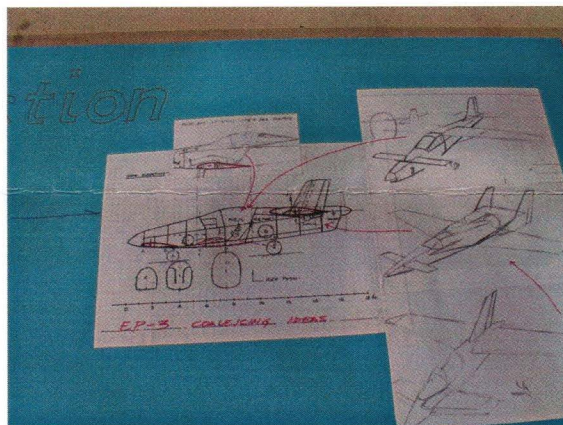
The work on the collection to date has been to trawl the material and set aside -

- items reflecting Ted's life including the qualification paperwork and gongs amongst his material
- one box is devoted to the EP-1 Spruce Goose, including original brown paper 1:1 airframe mark ups
- 3 boxes devoted to EP-2 Super Goose design calculations, 11 year correspondence leading to the Limited Type Approval, and airframe construction drawings, operating manuals, etc.
- box for each the engineering and aerofoil base documents used
- a box for the design studies, options, calculations and 1:1 mark up drawings for the EP-3.

Inevitably the material which exists is lacking in cross referencing (Ted obviously knew what he was contemplating), and thus some speculation is

involved (because we don't). As a result there is still later work yet to be done once the collection of extant material is finalized, such as measure up of the part airframe in existence as well as components such as the dual retract u/c. The latter deserves to be reverse engineered to suggest what Ted may have seen as interesting or advantageous to have evolved to the ultimate layout he decided on.

Early references suggest that the EP-3 initially began as studies for an (FRP?) (15m?) (all flying T tail?) evolution of the EP-2 as there is an FRP tailplane in the materials to hand.



Design studies show his interest in canard layout, as varied as swept rear wing, central wing with tail and foreplane, and double wing with canard. The part airframe suggests that the eventual layout might be as shown in the collage. There are wing aerofoil coordinate calculations and 1:1 drawing at rib stations, but the part airframe gives no indication where these might fit. There are design studies for tractor and pusher self launch configurations, and the latter seems intended for the prototype build.

Overall, a fascinating partial view into a fertile mind. We are grateful to Ted's family & friends for giving the opportunity to gather up, preserve, and review. I note in particular my thanks to Chris Dearden for his continuing friendship with the Pascoe family long after Ted's direct involvement with gliding ended, and the oral insights he gained from Ted that have helped in getting some order into the a assembly of the collection.

The Spruce Goose

From Noel Matthews

I came across this in the July 1969 copy of the Whitwarta Whisper when I was looking through a few old issues recently. As Ted Pascoe passed away recently I thought it was topical, and the Spruce Goose is still around somewhere. (ED:- It is owned by David Howse at Bacchus Marsh)

(When I first met Ted, he was working in the Aerodynamics Div of Weapons Research Establishment at Salisbury, in the Wind Tunnel group. Previously he had been with the Met Bureau. Noel Matthews)

GOOSE AT MT. GAMBIER

by Ted Pascoe

When I was due for a transfer from Parafield Aerodrome, two possibilities were offered me. I declined the first - Forrest in W.A. - and accepted the second, a shift to Mt. Gambier.

Mt. Gambier was and probably still is an ideal situation for operating a sailplane. With 6,000ft paved runways plus over runs and the remainder grassed it was superlative for auto towing or winch launching. The average launch height was 2,200ft and with the excellent thermal conditions that prevailed, especially with an unstable SW stream there was little difficulty in remaining airborne. A hangar was available, placed alongside large paved areas and taxiways, and on most occasions a sailplane could be landed outside the hangar.

At the time of my transfer the Goose structure was about 50% complete and I was fortunate to receive permission to set up building jigs in the spacious hangar and with enthusiasm slowly completed the aircraft.

Many Mt. Gambier people knew of my activity and had followed the construction with interest, but most were sceptical about the project and when I moved the Goose to the runway for her first flight, I was surprised to see dozens of spectators, no doubt there to witness a tragedy. What they saw was more of a comedy.

At the signal the tow car moved off, extending the cable and leaving the sailplane stationary on its skid, since the tow rope consisted of a length of fence wire and hemp rope. Suddenly the action commenced with the Goose taking a giant bound, suddenly stopping, then bounding forward again, the frequency increasing as the car increased speed. The sailplane never left the ground and after one more attempt, I gave up. With knowing nods to each other the spectators dispersed.

My next attempt, mid week, with a suitable cable and a few helpers was successful, and after a few low runs, I did a number of full launches.

In the years that followed, I had a situation that I felt could not be bettered. Needing only two to operate, I could be launched by my wife, who would knit and read while I soared above. After landing for lunch, I would be off again for a few more hours' soaring. On occasions after ceasing duty in the morning, I would get a companion to launch me, there being many volunteers to legally have a 'burn' down the runway. These helpers would leave me soaring

and when the time came, I would land outside the hangar, open the doors, push in the Goose, and motor home. In this way I was able to spend many wonderful days soaring, meeting in the air on many occasions, a pair of Wedge-tailed Eagles that repeatedly soared into cloud and flocks of Ibis, a superb soaring bird, that had left off feeding in the marshy country to enjoy a session of soaring.

Being small and having a low A.U.W. it is necessary to brief winch drivers on the launching technique to be used. Once, during an air pageant at Mt. Gambier, I had a winch launch that left the wing-tip holder playing charades open mouthed while in the cockpit I frantically released as the speedo needle surged past 100 mph!!

Several modifications improved its performance and serviceability. The angular fabricated canopy was replaced with a blown one, a wheel was mounted behind the skid and the tailplane mounted on the fin instead of on the fuselage. The inclusion of the wheel improved ground handling, while the higher tailplane position reduced the incidence of damage during outlandings.

I flew the Goose in the first Australian nationals in 1958. My crew at Tocumwal provided a sprinkling of humour by driving my own and other cars into large holes no less than four times. On the opening day my car was driven into a service channel so when the time came for the opening parade, three of us hoisted the Goose onto our shoulders and trotted out of the hangar to the line-up - a fitting entry for a small sailplane!

We had a fortnight of flying and fun during which Tony Goodhart, flying the LO150 won the crown. The Goose finished in fourth place having gained a first, second and a third, with zero points for one day on which I with others were not able to start.

Reluctantly, I sold the Goose when I left Mt. Gambier, but at times I remember those days of enjoyable flying, when we met the eagles and ibis in the damp air between the marshes and the cumulus.

As a footnote from Noel:- In mid 1961 a group of us in the then Clare Soaring Club looked around for a syndicate glider. One of our group had been to Mt. Gambier in a Cessna. Talking with Kevin Sedgman one day he said "What was that pretty little glider in the hangar there?" "Oh" said Kevin, "that's the Spruce Goose and I think it's for sale."

A couple of weeks later three of us drove to the Mount with a long trailer borrowed from Kevin, bought the Goose and took it to Kevin for a C of A. Then it went to our old airfield at Everard, and on 23 July 1961 I had its first flights there. It stayed with the club for many years, with the syndicate changing. Finally Merv Gill flew it for some years, competing very successfully with it, until he opted for a Mini Nimbus and the Goose left us.

ODE TO A LARK.

Dave Frost

Thanks to Alan Patching and Andrew Benton

On a bright and sunny day to Rotoiti Station,
Two glider pilots they had come, with much
anticipation.
For one of them was learning to teach others how
to fly,
So he got into a Rhonlerche along with a C.F.I.

They towed aloft, flew round and round, the pupil
did his best
and hoped that the instructor would say he'd
passed his test.
They flew round and round some more and soon
it came to pass,
That it was time to land the Rhonlerche gently on
the grass.

The pupil looked around a bit and said "Oh me Oh
my,
I don't think I will land just yet; I'm just a tad too
high."
He did another circle and though we don't know
how,
when he was just about to land, he hit a bloody
cow.

The wing strut bent, the fabric tore – Oh what a
thing to happen!
But worst of all was the dreadful sound of all that
woodwork snappin'.
When word got 'round that somebody had really
dropped a clanger,
there were those who said, "thank God it's
pranged, lets shove it in the hangar.

But those who knew the old girl well, had flown
her from day one,
said "No you won't, she'll fly again, be sure we'll
get it done.
"Well take it down to old Dave Frost, believe us
we're not lyin',
he fixed a K6 wing up once and still the darned
thing's flyin'."

We'll buy him spruce and plywood and a great big
pot of glue,
And when he gets it finished it will be as good as
new.
And when we took the wing to him he looked at it
in awe,
Said he, "It looks quite badly bent, I've not seen it
before".

So down the path we lugged it, the blokes looked
with amazement.

They said to him "Just how the hell will we get it
in your basement"?

"It's very easy," he replied, and gave a little
laugh,

"'cos every time a wing comes here, they're
always broke in half".

So in his workshop now it rests, for sawing
glueing and sanding.
For this old girl will fly again, despite that un-
planned landing.

COMING EVENTS for your diary

Raywood - Melbourne Cup Weekend.

1st to 8th November, 2008 This year the
Vintage Regatta runs for the whole week to
take advantage of the great weather that has
traditionally appeared to frustrate us as we
pack up and leave! Dust off those winter
cobwebs! Contact Dave Goldsmith

Bordertown 2009 It's on at Bordertown
again! Vintage Gliders Australia Annual Rally,
from 3rd to 11th January, 2009
Contact Ian Patching.

Peter Raphael in the Woodstock at Donald



PHOTO BY CRAIG DILKS

Hermann Beiker's Grunau Baby 3 at Nitra



PHOTO BY HERB ROBBINS

The Minimoa in Japan



During the Schneider Glider Rally at Lockhart, Mr. Minoru Kubota kindly presented a DVD to Vintage Gliders Australia and the Australian Gliding Museum Inc. of the Minimoa flying at Menuma, Japan. The photos were taken by Mr. Yasuhiro Yama.

Condor IV Summary

By Martin Simons

The earlier Condor 4s, were designed by Heini Dittmar. Two were built by him, they were flown at the Madrid World Championships in 1952. Five more, the Condor 4/2 were built by Schmetz. All these seven had the wing mounted high on a narrow neck. It was one of them, BGA 2292, that I flew at Terlet with Mike Birch in 1992, at the VGC Rally. It was quite heavy. Another 4/2 surviving, German registration D - 5000 was also at Terlet that year.

Schleicher built seven of the Condor 4/3 during the years 1953 - 56. The fuselage was quite different, with the wing mounted lower. The Argentinian Condor 4s were built there under licence from Schleicher, I don't know how many. One experimental version was produced there with a 19 metre wing.



HOMEBUILT SAILPLANE CORNER

WITH PETER CHAMPNESS

The Minimoa Challenge

By Mal Bennett

I had heard of Fernando Salazar several years ago. He wanted to or had started to build a MINIMOA. Through a mutual friend we eventually spoke to one another and he asked if I could build a pair of wings spars for him. After looking at the plans I said yes - can't resist a challenge in construction. I have been a builder of a lot of different things for 50 years. Buildings, boats, racing sidecars, gliders etc.



The problem with the Minimoa spars are they bend in two directions at the gull wing point. I determined that if I built a bent table with the bend equal to the sweepback of the spar, and offset the inner section of the spar off the centerline equal to the gull angle, I could then construct the spar caps in place on the front plywood webb of the spar, with the ply on the table top allowing me to clamp the laminates into place including the bends required.

The table consists of the outer section just wide enough for this part of the spar. The table for the root end is tapered to approx. 1.6 M wide to allow for the gull wing section deflecting left for the right wing and right for left wing (see photo).

The limiting factor in the construction is the time taken to clamp up the laminates with glue in place and the number of clamps you own. I constructed a steam box to bend the double bend section and to remove the problem of springback.

After steaming the laminates, 20X10 in size and transferring the steamed items to the table and clamping I allowed them to cool and a day later when dry, unclamped and low and behold the strips sprang off the table -not straight, but definitely not the required double bend.

The problem was because the timbers are 20X10 and oregon does not steam bend real well. I decided to try again by splitting the timber on the saw to 10X10.

Now on steaming, removing only two strips at a time from the steamer I could get the bends into the strips within no more than 10 seconds clamped into the shape required. After a group equal to half the cap size was in position and clamped, I allowed them to cool completely. Opening the pack the next morning the strips retained the required shape. I left the strips open stacked till the next day to dry. Checked the moisture content with my meter, 10 to 12% which is quite alright for gluing.

To laminate half the required cap size at the bend in spar requires 16 strips. It takes an hour and a half to spread the glue on these strips and get and get them clamped in place against the table and an aluminium angle used to define the edges of the spar. The double bend section of the caps was approximately 2 meters long requiring 50 clamps. This gluing was carried out first thing in the morning when the temperature was 15-18C allowing enough time open to clamp up laminates before it started to gell off.



The spar, resting on it's leading edge, takes shape. To make a complete cap from butt to tip in one operation would require possibly 4 people and 300 clamps plus a cool day in the workshop to slow the glue down enough to be able to assemble and clamp the laminates in time. All the laminates would also have to be pre-spliced. The cap, because it is tapered in two directions as well as bent would be very difficult to machine the tapers if in one piece.

The splices between the built up sections have to be planned carefully and no splice goes through more than 3 layers of laminates as I have constructed the caps.

The webb ply is 45 degree grain, this required the square grain ply to be cut diagonally across the sheet and be spliced together to obtain the long strips required.

The glue used is Epiglu, a two part epoxy approved for this type construction. Quantities of part A and B are measured using 30 ml. syringes with the end cut off. Mixing is in disposable plastic pots. All gluing requires both faces to be spread in each joint. A minimum cure temperature of 10C allows reasonable clamp times to be used when the day time temperature has been any thing up to 38C.

My first spar is just about ready to be closed. Only requiring 10 compression struts between the caps of inner section of the spar and epoxy sealing of all internal wood and ply before gluing on the back webb. This ply has already been spliced up ready to install.

Compression struts have venting holes between chambers and small drain holes through the webs. infill blocking is installed to take the bellcrank bolts for aileron drives which will be pushrods not cables as original. As the ailerons are so large they require two drive horns as per the cable operated original system. Using pushrods will over come the problem of cable tension changes from summer to winter moisture variations.

The second spar should go together in less time as I have sorted out all the problems. It will be interesting to see the finished product.

Cherokees in Australia

FROM GEOFF HEARN

At Bordertown this year I noticed Ken Caldwell undertaking some research on the Stan Hall designed Cherokee glider. This no doubt stems from Ken's interest in the type, having previously owned VH-GQV, and currently owning VH-GLU.

The following listing has been compiled by Ken Caldwell and covers the ten airframes built in Australia.

REGISTRATION	SERIAL NO.	LAST REGISTERED	OWNER
VH-FQU	MK II	HB 87	P Malone
VH-GLU	MK II	HB 39	K Caldwell
VH-GNR	MK II	HB 50	T Burke
VH-GQV		HB 56	K Caldwell
VH-GUR		HB 71	T Dorus Van Ooster
VH-GPR		HB 59	L Stewart
VH-GVM		HB 80	R Smith
VH-GVO		HB 82	B Levelton
VH-GQE		HB 54	B Bowerman
VH-GLV		HB 40	G Morgan

Note that the information regarding the last owner is not necessarily the current state of ownership and is included for general interest only. VH-GLV is currently owned by Ken Williams, who, sadly, is now medically unfit to fly it. Ken's phone number is (03) 5436 9100.

SAPPHIRE PROPELLER LOSS IN FLIGHT

BY KEITH NOLAN

The aircraft was out of service, and stored at Mangalore for about 2 ¼ years and after a major inspection it flew successfully again at Sunbury in April/May 2007.

The next flying occurred at Raywood Glider Field, Victoria, in November during a very wet week, after a long spell of drought. The prop bolts had overtightened to 18 ft/lbs. when they had been set to 7 ft/lbs in May. They were reset to 7 ft/lbs and subsequently rechecked OK.

The next flying day was at Bordertown S.A. It was extremely hot and dry and the Sapphire was flown each morning to 4000/4500 feet for temperature tracing and some local flying by myself and an English visitor, RAAus Member Ged Terry, and flights were also made each evening. On the 4th evening on the last flight the propeller departed the aircraft at the time Ged closed the throttle on the downwind leg, and he did a normal landing. We always treat the Sapphire as a glider in the circuit. The prop was later recovered from the adjacent paddock.

It showed extensive ovality of the four bolt holes. This, of course, shows that it had been loose all the time. My fault, the 5/16 Unbreako bolts had 3 Bellville washers and one flat on each. They are 20 T.P.I. and 7 ft lbs at the last setting in NOVEMBER, and it has been HOT and DRY ever since. How could I have been so stupid and neglectful?

I have warned many about the dangers of wood and metal structures regarding temperature and humidity changes, after working on gliders and light aircraft since 1962.

I had another finer pitch prop, which has six bolts and is a softer wood, which we set to 5 ft/lbs and checked BEFORE and AFTER each day's flight. It DID require re-setting during the subsequent days of above 40 degrees C, so it is well worth notifying others of the problem.

We were extremely lucky, and I thank God for that, as the outcome could have been vastly more serious.

The bolts appeared to have broken one at a time as the prop holes are not evenly ovalled. Some photos were taken of the prop, prop boss, etc., and if required I could pass them on when developed.

The same problem applies to many parts of wooden gliders as well, particularly when they have been tightened in hot dry conditions and forgotten in the long wet winter.

THE FLYING PLANK

FROM MARTIN SIMONS

On going through a heap of old papers I was reminded of the article in VT Issue 108, October 2007, about the Flying Plank. I intended to write to you about this but it was forgotten till now.

I was present at Waikerie when an attempt was made to fly the Plank. A gang of us rescued it from a shed somewhere in the mid north of South Australia. I regret I do not remember where this place was nor exactly when, but that year we had a mouse plague and the whole region was swarming with the little critters. I guess it was in the late sixties or early seventies. A Waikerie club member, Peter Butler, was prepared to fly the plank with an auto towed launch and the glider was taken out to the eastern end of the main E - W strip. On giving the 'all-out', the Plank moved forward but almost immediately dropped a wing and slewed round, so Peter released.

This happened several times and the end was a fairly severe ground loop. Further efforts were obviously fraught with danger. My impression was that there was no lateral control whatever at the start of the launch; no way of keeping straight once the yaw started, which it did every time. The attempt to fly was abandoned and, I think, the Plank was taken off the field and put up in the roof of the old hangar. Someone with better memory may correct me but I think this was well before the big hangar was put up for the 1974 World Championships. Whether the attempt to fly had any official sanction from the Club I do not know, but there were sweeping changes at Waikerie before 1974 and things became a good deal stricter. I have not heard anything of Peter Butler for more years than I can count, but he may still be around somewhere.

It has often occurred to me since that Fred Hoinville would have been absolutely delighted if he had lived to see the development of hang gliding. Everything he wanted from the small soaring aircraft can be seen in action now, every day. In those days, despite knowing about hang gliders as they had been flown in the early competitions in Germany around 1920 - 21, we were all fixated by the rigid-winged type of glider, what the Germans in 1920 used to call the 'sitzgleiter', and could not see beyond this. The Plank was a failure. The answer is now staring us all in the face.

All the best,

Martin

Well, what a great summer it has been for vintage gliding! 'Til next time, take care,
Dave and Jenne