

# 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



## Opening of the Australian Gliding Museum Bruce Brockhoff Annexe - storage and restoration facility

Saturday 15<sup>th</sup> November 2008

Photo above shows Museum President Alan Patching addressing the distinguished guests, members and visitors at the opening. From the left are the storage racks, presently containing 22 fuselages and some wings, the Lessing glider suspended from the roof, the first Taylor Biplane glider wing to be assembled, and the office and archive centre on the right. (Story, Page 11)



PHOTO LANCE COLE

## MELBOURNE CUP VINTAGE RALLY

RAYWOOD, BENDIGO

1<sup>ST</sup> TO 9<sup>TH</sup> NOVEMBER, 2008

The annual Melbourne Cup rally at the Bendigo Gliding Club's Raywood airfield was this year extended to nine days to the following Sunday. The experiment paid off as more interest was shown and the number of visiting gliders was up.

### Gliders attending were:-

**Slingsby Dart 17R VH-GLT** with Johnathan McAliece  
**Foka 5R VH-GQN** with Caleb & Mark White  
**Woodstock VH-HNW** with Peter Raphael,  
**Super Arrow VH-GXS** with Peter Champness  
**Super Arrow VH-GYS** Bendigo Gliding Club  
**Grunau Baby VH-GDN** with Leigh Bunting  
**Ka6cr VH-GNA** with John Mackley  
**ESKa6 VH-GNB** with Dave & Jenne Goldsmith  
**ES52-2VM VH-GFK** with Dave & Jenne Goldsmith and Graham Garlick  
**Monerai VH-HDF** with Mal Bennett  
**IS-29 VH-HNC** with Patrick Roberts

Other members and visitors to the rally included Kylie Goldsmith, Mark Kerr, Mal Bennett, John King, Dennis Hipperson, Terry Whitford, Eddie Self, Stu Smith, Mike Williams, Keith Willis and Lance Cole, an aviation writer from United Kingdom.



PHOTO LANCE COLE

The weather was cool and pleasant, with temperatures in the low 20's for the week, with Monday, Friday and Saturday being non-flying days due to wind or rain. Thermals were available on the other days, with the best heights of the rally to around eight thousand feet.



GOOD FOOD, WINE and COMPANY,



JOHNATHAN PREPARES HIS DART

The Rally was run concurrently with the Victorian Soaring Association cross-country coaching course, the many participants adding to the social atmosphere. The club had worked hard to ensure facilities were in top condition and an additional runway and parking area were borrowed from a neighbouring farmer. Launching was by winch and Callair tug. The enlarged clubhouse allowed comfortable briefing and meeting areas for all participants.



**MAL BENNETT FLIES THE BENDIGO CLUB SUPER ARROW**

All present enjoyed the catering, with meals to a high standard provided by the Bendigo Club, organized by Neil Frizwell and his daughter Shona, with help from Janice van der Hoeven, Ralph Keller and others. Thanks to you all!



**WOODSTOCK SOARING THE FLAT COUNTRY**

On Saturday 1<sup>st</sup> November, arrival and rigging was accomplished, with three flights taking place of over an hour's duration. Peter Champness won the Handicap Distance with 94km., and Duration, 1 hour 52 minutes, award in his Super Arrow, with Peter Raphael gaining the greatest altitude of the day with 7,700 ft. under scattered cumulus.



**LEIGH PRESENTS PETER THE DISTANCE AWARD**

Sunday's blue sky made thermals hard to find, and Caleb White scooped the pool in the Foka 5 with 6,900 feet, 40 km and 1 hour.

On Monday, a strong southerly wind induced the vintage enthusiasts to leave their gliders in the hangars and watch the twelve fiberglass aspirants battle the conditions.

Tuesday was much better, and the ante for the competition was upped when Leigh wheeled out his Grunau 2 for the first time. However, Jenne was to prevail in her Ka6 with a height of 5,170 ft and a handicap distance of 53 km in a 2 hour 30 minute flight gaining her all three certificates and Cherry Ripes. She graciously added the Cherry Ripes to the dessert that evening, much to Dave's lament!



**KOOKABURRA ON APPROACH**

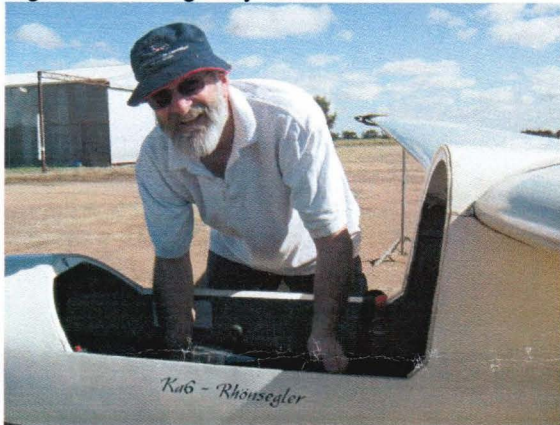
Wednesday was also an excellent day, 11 hours and 3 minutes were logged in twelve vintage flights. Johnathan McAliece won the prize for duration with 1 hour 58 minutes in the Dart, Peter Raphael the Handicap Distance with 65 km in the Grunau, and Leigh Bunting the best height with 6,300 in Ka6 GNB.



"CAN'T GET THAT SMILE OFF MY FACE!"

Thursday and everybody headed off crosscountry, the persistent westerly making it difficult and bringing John Mackley down 4 km from home. His consolation was winning the duration of the day with 4 hours 41 minutes, his landing reported by Keith Willis (who else?) still up in the PW-5. John was astonished to see his retrieve crew and trailer turn up unrequested as he walked down the road from the empty farmhouse! Jenne attained the best height with 8,106 ft on the logger and Caleb the best handicap distance with 173 km. All up, 15 hours 16 minutes were logged in eight flights.

Friday rained (at last!!!) and movies and videos were shown in the clubhouse, followed by a very interesting presentation on high altitude flight by Geoff Vincent.



PROUD OWNER JOHN MACKLEY WITH HIS Ka6

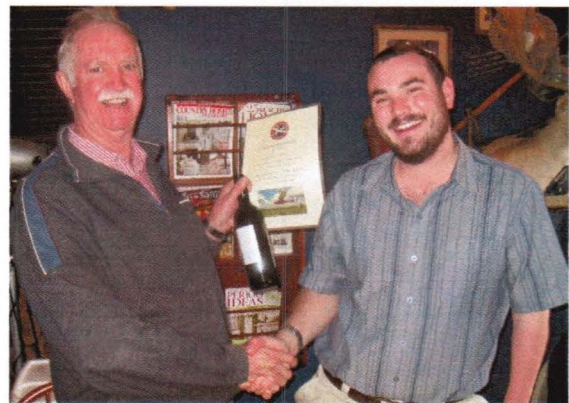
Saturday was a slow day as some had headed home during the rain. Thermals in the afternoon were quite good, however, and the club's twoseater PW-6 took visitor flights. while Caleb reversed his form and did the shortest crosscountry of the meet in his DG-100, landing into wind in the next paddock in the belief that the fence was still down. Some judicious placing of the winch allowed a launch home over the fence!

Sunday, the last day, saw the two Ka6's reveling in the blue sky, with John Mackley and Jenne enjoying the conditions for hours in their sweet sailplanes up to about 4,700 ft.



Ka6 VH-GNB PHOTO LANCE COLE

Final Certificates, Cherry Ripes and a bottle of fine wine were presented to John Mackley for the longest flight of the Rally, 4 hours 41 minutes, to Caleb for the greatest handicap distance, with 172.7 km, to Jenne for the best height, 8,106 ft, and the "Feathers" award for the longest overall flight time in vintage gliders, also Jenne with 11 hours 47 minutes.



DAVE GOLDSMITH PRESENTS THE LONGEST DISTANCE OF THE RALLY AWARD TO CALEB WHITE

Overall the rally had gone smoothly and some good flying was done. The weather didn't give us the hot days of the same week last year, and those aspiring for long distances were a little disappointed, however there is always next year! The usual friendliness and socializing more than compensated for record flights, and all enjoyed the rally. Roll on next year!!

Thanks to the President and members of the Bendigo Gliding Club for providing the wonderful facilities and for all the hard work unselfishly done by Bendigo members to make the Rally such a success!

## Getting High under a Parasol

BY JENNE GOLDSMITH



**LEIGH - SPORTING MATCHING HEADDRESS - CONNECTS THE CABLE FOR JENNE**

It was day six of our Melbourne Cup Vintage Rally hosted by Bendigo Gliding Club at their Raywood site. Leigh Bunting had his pretty little Grunau Baby II VH-GDN down at the launch point before midday, having very kindly promised me a flight in it during a rash moment the night before. I was very much looking forward to a reacquaintance with this delightful aircraft, having first had the pleasure of flying it 27 years ago at a VGA Annual Rally held at Blanchetown, S.A. in the spring of 1981.

We were attending that rally sans our diminutive H17 as it was (and still is) on an open trailer and we were not prepared to risk getting it wet on the long drive to Blanchetown during unpredictable spring weather (it used to RAIN in those days!). As at any vintage rally I have attended anywhere around the world, it was not long before we had the humbling experience of fellow vintage enthusiasts generously offering us flights in their precious craft.

That day, as I remember it, was agreeably shirtsleeves warm but was not breaking records as far as thermal heights go. I had a pleasant 52 minutes in the Harold Bradley modified Kingfisher VH-GLQ, then owned by Campbell Curtis, but didn't climb above 2500' AGL. The day warmed, and, after taking an aerotow in Leigh's 'Baby, I managed climbs to 3500' during a flight of 1 hour 34 minutes.

GDN has changed somewhat since then, having undergone a major refurbishment. As anyone who has seen it can attest, Leigh has achieved a finish of the highest quality. She is way more sophisticated too, sporting electric vario, GPS, logger, FLARM, radio with press to talk on the control column and leather helmet with headphones and mike that make communication very easy and clear. She has been provided with a new, safely waterproof steel trailer with roll in, roll out fittings (we saw the old wooden one go to God on a bonfire at Balaclava in October 1987),

and a most wonderful apparatus for towing the rigged glider around the field, making safe, one person ground handling a breeze.

She is still the same sweet flying little bird however, and provides an unforgettable open cockpit flying experience. One other of Leigh's friends who has had the pleasure described it as like being under Mary Poppin's umbrella, I think that aptly describes the experience. I thought it the closest thing to being in the basket of a hot air balloon, being able to hang your arm over the side, put your head out and look at your tail feathers or at who is sneaking up behind you. This time I took a winch launch, max speed 43 knots, you really seem to get value (more time on the wire) as you gently ascend without the rush that is necessary for the heavier, faster craft. I failed to get away though and came back for a reflight. After again failing to make contact with anything going up I suggested to Leigh that he had better go and show me how it is done. Being the gentleman that he is, however, he insisted that I go again. "Third time lucky" he said. And so it turned out to be.

The wind was a force to be reckoned with and made the flight a series of mostly into wind beats and downwind drifts which took in Neilborough East, Little Sebastian and Raywood. Optimising (don't you love this feature!) distance for the flight on "See You" when we downloaded the data gave 55 Km. The time just flew by. Thermalling at 31 knots, the open cockpit delivering a blast of air from either side if you slip or skid and the Grunau Baby responding so clearly to what the air is doing really helps you develop a feel for "seat of the pants" flying and where the best lift might be.

There were Cu forming but they were tantalizingly ephemeral, usually disappearing before you got near them. We had some good climbs, sharing some with the Kookaburra VH-GFK, piloted by my husband David and daughter Kylie. Lovely to see in the air – I think this Vanstan modified shortwing Kooka really does look like its namesake in its element, much more so than in its original form with the wing (same wing) set on an 11 inch deeper fuselage.

About this time I was rather enviously thinking that David and Kylie looked very cosy in the Kookaburra. I was feeling the cold. At around 8000' it seeped penetratingly through even the fur lined heavy coat that Leigh had provided me to wear along with the leather helmet. Keith Willis departed the thermal above me to the west in his PW5 and later contacted shear wave, climbing well above cloud base to 10000'. If I had known what he would find I might have been tempted to follow him, but instead elected to get warm, leaving the thermal at 8,100' and departing for a scenic tour which took in Raywood before returning to the field.

The by now quite strong direct crosswind on the 18/36 main runway induced me to choose to

land on the temporary emergency runway 22 which the club had set up in an adjoining paddock, the farmer having kindly removed his sheep and allowing a section of fence to be removed for the duration of the rally. Shortly after making a downwind call the FLARM gave alarm as I was on downwind for a right base, looking out left I saw a Libelle turning safely away, allowing me the luxury of continuing the planned circuit. I hadn't seen him before that, so that is definitely one up for FLARM and also a case for not being too purist about the addition of some modern technology to historic aircraft. In hindsight (you always learn something), it would perhaps have been better to be on a left base to reduce chances of any circuit conflict. My right base "D" had been made on the basis of me not wanting to make too much of an into wind beat of base leg.

Three hours, forty six minutes after take off we rolled to the intersection of 22 and 18/36. What a privilege to have flown it, you could not get the smile of my face. I hope that I don't have to wait as long for the next flight. Do you think GDN needs an electric seat warmer Leigh, heated socks perhaps?

## *The New Pilot*

BY TERRY WHITFORD

**We** had another great camp up at Raywood  
With all the right people there  
But one of the things that was really really good  
Was that the Goldsmiths had their daughter there.

Kylie had finally decided to give gliding a go  
And realize her fathers long held dream  
With her heritage and her natural flow  
She'll rise to the top, like cream.

Now Kylie is a photographer of some skill  
And if she applies that skill to her flying  
She'll be flying the Dimona, on her parent's bill  
I can just hear her father crying.

But Dave you want to be happy that she's got a  
job  
And the cost is not coming out of your pocket  
She must have, at one stage had a few bob  
Cause she drove up to Raywood in her new  
Italian rocket

But let's look on the bright side regarding the  
flying  
And reason this out nice and neat  
When she's solo she'll want to be buying  
You'll be able to get rid of one of your fleet

But Kylie we all wish you well and hope  
That you pass your ab initio test  
But get your dad to show you the ropes  
Cause father's are really the best

## FOR SALE

G'day Goldsmiths, From Mike Burns

Trust all is well with you and yours. The Condor 1V arrives back in Japan next Tuesday despite our best efforts to keep the lady here. Our next project is Ken's Olympia which is being re-vitalized at the moment.

The Murray Border Flying Club at Tocumwal became a GFA club to offer a bridge for gliding on the aerodrome between the demise of Sportavia and the establishment of a new soaring centre. That bridge is no longer needed, so the MBFC is putting its Bocian 1E glider up for sale. The Bocian, VH KYU has flown 1800 hours and was re-built after a blow over incident at Bacchus Marsh many years ago. KYU has been flying for 3 years since the re-build and impresses everyone with its climb and running capabilities both of which are well ahead of a Blanik. Ingo Renner regularly does short cross country training courses in KYU. The club is looking for around \$11,000.00 with current Maintenance Release which considering the new items fitted such as canopy, wheel, bungees, upholstery etc is quite a fair price. The attached photos may help. There is no trailer.



Anyone genuinely interested is welcome to come to Tocumwal and have a run in KYU with Ingo and enjoy the soaring it offers. More information can be obtained from the undersigned at any time.

Best Regards Mike Burns (03) 58742920

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Hi David and Jenne From Chris Dearden

Emilis suggested that I send the following list to you for inclusion in your next newsletter or direct emailing to those who you think will be interested.

I have notified you in the first instance to give the Vintage group the first opportunity. The following Spruce and ply are from the estate of Ted Pascoe, with the funds raised going to Win.

As a guide, I have been advised that the commercial rate for the 150 x 75 pieces is ~\$100 linear meter. Bids will be accepted for individual pieces or for the whole lot. Shipping is at the buyer's cost.

I can be contacted either by email or 0408 904 887 for any queries.

Regards Chris Dearden  
[chris.dearden@daedalus.net.au](mailto:chris.dearden@daedalus.net.au)

AAA Aircraft quality Spruce  
racked for 40 years

2 ea 150 x 65 x 5.5  
7 ea 150 x 75 x 6.0  
1 ea 190 x 75 x 6.0  
8 ea 65 x 65 x 5.5  
1 ea 120 x 50 x 5.5  
1 ea 75 x 30 x 3.0

13 ea 3mm 2400 x 1200 Hoop pine (Brisply exterior 3 ply AC – Abond AS 2271)



Hello from Belgium, Bruno de Wouters

Hope you are all ok.  
I was in contact with Laurie Simpkins. He was interested to buy my M200 Foehn. The problem is the ferry cost from Belgium to Australia.  
I've investigated and a 40ft container should cost EUR 3.378 (+/- 5.560 AUD) from Belgium to Sydney.  
If you know eventually some people interested by my remaining gliders, this could be a good opportunity for saving some cost for transport, by pooling some gliders in 1 container.

I still have available the :

- ASK14,
- Slingsby T45 Swallow,
- M200 Foehn,
- SF27/LCA11 Topaze.

All these are in a very good status and more details and pictures are available by e-mail. Thank you and nice regards, Bruno  
[bruno.dewouters@skynet.be](mailto:bruno.dewouters@skynet.be)

This year we are again running a **VINTAGE TIMES \$2 RAFFLE**,  
First Prize is "Sailplanes 1945-1965"  
Second prize is a desirable die-cast model Franklin Utility glider - with thanks to Ian Patching.  
A third prize is possible

**ANNUAL MEMBERSHIP RENEWAL OF \$20 IS NOW DUE, SINCERE THANKS TO THOSE WHO HAVE ALREADY PAID**

#### MARTIN SIMONS BOOKS

"Sailplanes 1920-1945"

"Sailplanes 1945-1965"

and "Sailplanes 1965-2000"

are available from:-

Future Aviation Pty Ltd.,  
10 Antigua Grove,  
West Lakes, S.A. 5021  
Tel/Fax 08 8449 2871

e-mail [eckey@internode.on.net](mailto:eckey@internode.on.net)

Current price for each book is \$108.90 (incl GST) + \$10 Postage & Handling. As Future Aviation Pty Ltd has shared with us the cost of providing this wonderful prize, please mention Vintage Times with your order!

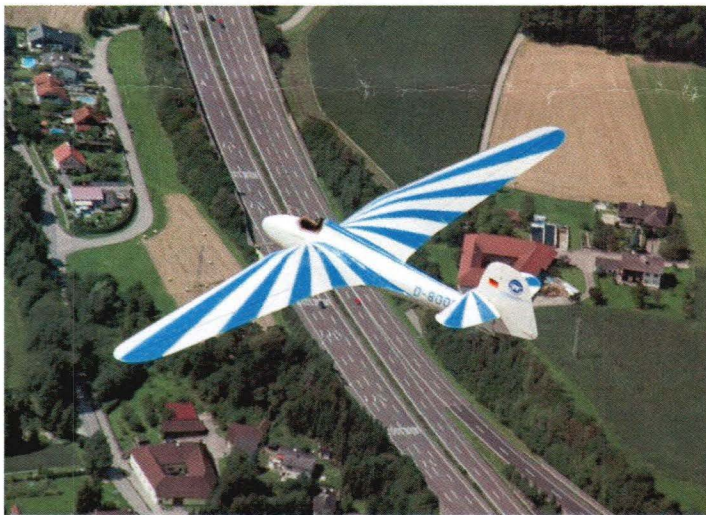
The ideal Christmas present!



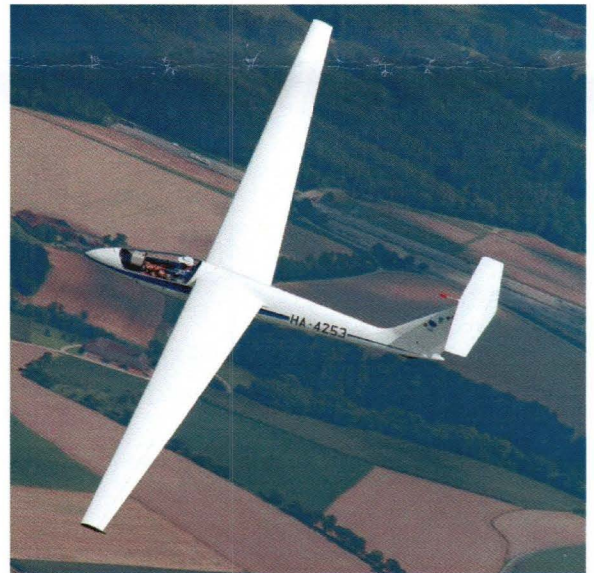
John Ashford plans to restore his K8



*Hutter 17*



*Habicht*

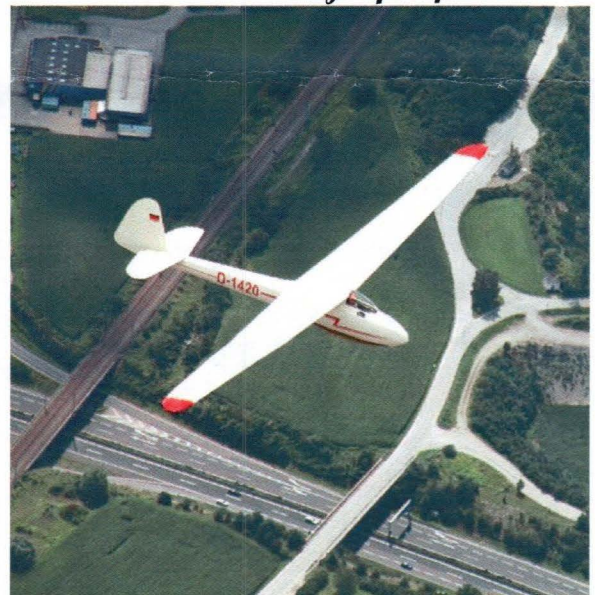


*Foka 5*

*Hutter 28*



*Olympia/Meise*



Special thanks to Vincenzo Pedrielli for these photographs.

# 36<sup>th</sup> International Vintage Glider Club Rally

**Wels, Austria**

**30<sup>th</sup> July to 10<sup>th</sup> August, 2008**

<http://www.wels2008.at>

Yes, it is done! After two and a half years of preparation the rally ended on Sunday 10th August with the last flight, Josef "Sepp" Ecker in the "Habicht".

We had a good time, with 12 successful days of this VGC Rally! It was a hard time, but it was a very happy time! In the name of all from the organisation committee I would like to say thank you: thanks to all of our "CREW"-members, everyone did his best to make the rally, in the hangar, on the airfield, in the background - thank you!

And especially to all participants: thank you that you have visited Wels! You took long trips to come to Austria, and you made the rally that which makes its charm: a big "family-meeting" for vintage glider pilots and friends! Hope to see you all in Achmer next year! Best regards  
Kalle

general statistics: -

Participants: 230

Persons total: about 500

Vintage Gliders: 105

## LETTERS

Hi David and Jenne, From Peter Dowling

I thought this might be of interest to the Vintage Gliders and the Museum.

The National Library of Australia has digitised a number of Australian Newspapers including the Melbourne Argus and have made them available to search over the internet. While searching the Argus under 'Gliding' and 'Glider' I found some 4495 articles dating from the 1920's to the close of the Argus in 1957, that contain the words Gliding or Glider some of them do not relate to Gliding at all, so you have to refine your search somewhat. In all the newspapers on the site there are nearly 9000 articles available with Glider or Gliding in them, again not all are about 'Gliding'. Many of the articles are of historical significance to the Gliding fraternity and may be worth trolling through for historical information. You can download the articles if you want, or just read them online. I have

attached a couple of articles I downloaded as examples. I hope this is of some interest or use to yourself or the Museum.

The internet address for the NLA Newspaper site is <http://ndpbeta.nla.gov.au/ndp/del/home>

Regards

Peter

**From Emilis Prelgauskas**

I participated in the annual GFA seminar, this year held in Adelaide on Saturday 6th September.

Two items stood out for me from a vintage gliders sector viewpoint. There was little recognition of the vintage sector as being an integral part of the activities of the sport of gliding as a whole.

- In the GFA Annual Meeting segment, vintage activities aren't reportable under any of the 5 departments of GFA.

- The Seminar focus inevitably was on recent Australian pilot achievements internationally, new evolutions in electronics and virtual simulation. In that context the poster display of the gliding museum was little looked at, and few picked up the Gliding's 75th folder we had prepared.

Lisa Trotter is a staunch advocate for women in gliding, and encourages all women to participate in the available email forums, whether as pilots or interested in the sport. As part of such conversation, when it was suggested that significant numbers are involved in the vintage sector; it was clear from the reaction that there was no awareness that this part of gliding was part of the sport as the promoters saw it.

Dear David and Jenne,

FROM Rachel Westcott

Hello again

Following the Adelaide GFA seminar I had an email from Lisa Trotter regarding the women's soaring group on yahoo groups. I don't think she had tapped into the Vintage scene, so I suggested she do so.

The link and email address below will enable a subscription to the list, which I have done. I wondered if you would like to include this information in the next newsletter for anyone else interested. Apparently "pilot" is applied fairly loosely - any girls with an association and interest in gliding are welcome.

The link is:

<http://groups.yahoo.com/group/Women-Soaring/messages>

To subscribe, send and email to Women-Soaring-subscribe@yahoogroups.com. I had a lovely email from Ian P - how he flew a Falke in Pete's memory at the time of his funeral. Ian also agrees a period of silence is appropriate at the start of Bordertown 2009.

Bye for now, Rachel

## COMING EVENTS for your diary

### Bordertown 2009

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

Wood repair course - contact  
Keith Nolan on 03 5428 6163

### Old Timer's Week

16th-20th March 2009


- All pilots and friends of all clubs welcome, age no barrier
- Dinner on Wednesday bookings essential-18<sup>th</sup> March
- Mystery tour Thursday with John King -19<sup>th</sup> March
- Call Jim Barton on 03 9309 4412 for flying enquiries
- Ring Rhonda for reservations on 03 5762 1058

Gliding Club of Victoria

**May 2<sup>nd</sup> - May 4<sup>th</sup> Kirby Kite Rally,**  
Haddenham, Thame Oxfordshire. UK  
Contact Gayle Pearce


[Gayle.Pearce@astrazeneca.com](mailto:Gayle.Pearce@astrazeneca.com)

01494 872029


 **May 23 - May 31<sup>st</sup> National VGC Rally,**  
Cambridge Gliding Club, Gransden Lodge

Contact 01767 677077 [office@glide.co.uk](mailto:office@glide.co.uk)

 **June 2<sup>th</sup> - June 6<sup>th</sup> Continental Slingsby**  
Rally, Goch-Asperden Flugplatz, Germany  
Contact Bob & Sylvia van Aalst  
[sedbergh-@hotmail.com](mailto:sedbergh-@hotmail.com) [www.lsv-goch.de](http://www.lsv-goch.de)  
[www.geerttheunissen.nl/vliegen/edlg.html](http://www.geerttheunissen.nl/vliegen/edlg.html)

 **June ????????** 100<sup>th</sup> Anniversary  
Soaring Flight, Parham, W Sussex


Contact Andrew Jarvis  
[acjarvis1@aol.com](mailto:acjarvis1@aol.com) [www.sgc1.org](http://www.sgc1.org)

 **June 24<sup>th</sup> - July 4<sup>th</sup> International Vintage**  
Sailplane Meet, National Soaring Museum, Harris  
Hill, 51 Soaring Hill Drive, Elmira, NY 14903

USA Contact Phone: (607) 734 3128  
Fax: (607) 732 6745  
[NSM@SOARINGMUSEUM.ORG](mailto:NSM@SOARINGMUSEUM.ORG)  
[www.SOARINGMUSEUM.ORG](http://www.SOARINGMUSEUM.ORG)

 **July 19<sup>th</sup> - July 27<sup>th</sup> VGC Rendesvous,**  
Nordhorn- Lingen EDWN, Germany

Contact Hans Kruse 05907  
940223 or 0171 9510900  
[hans.kruse@arcor.de](mailto:hans.kruse@arcor.de) Home  
page: [www.lsvlingen.de](http://www.lsvlingen.de)

 **July 27<sup>th</sup>- Aug 7<sup>th</sup> Vintage Glider Club**  
International Achmer EDXA Germany

Contact Ulf Ewart tel: \*\* 49 5461 5147  
5461 5147 Fax: \*\*49 5461 5185  
[ulf.ewart@osnanet.de](mailto:ulf.ewart@osnanet.de) [info@vgc-deutschland.de](mailto:info@vgc-deutschland.de)  
Information: [www.vgc-deutschland.de](http://www.vgc-deutschland.de)

 **August 15<sup>th</sup> - August 22<sup>nd</sup> 75<sup>th</sup>**  
Anniversary Midland GC Long Mynd  
Shropshire Sy6 6TA Contact Jan Outhwaite  
[j.outhwaite@hotmail.co.uk](mailto:j.outhwaite@hotmail.co.uk)

With thanks to [www.vintagegliderclub.org](http://www.vintagegliderclub.org) for these dates.

**Opening of the Australian Gliding  
Museum Bruce Brockhoff Annexe**  
Saturday 15<sup>th</sup> November 2008

With thanks to Jo Pocklington



The opening acknowledged the very generous donation of \$A100,000 from Bruce Brockhoff.

Around 200 people attended; guests included:

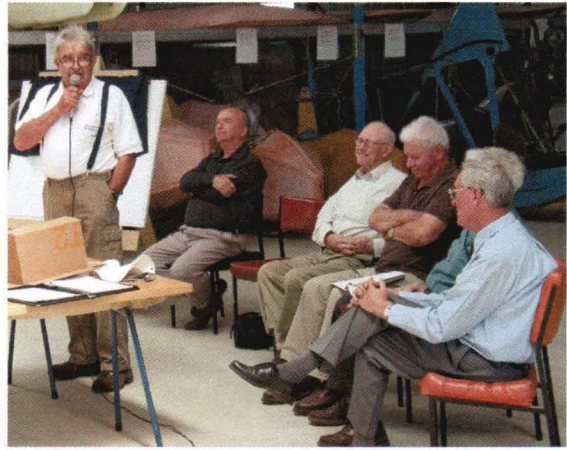
Bruce Brockhoff  
Ian Grant - GFA Treasurer  
Maurice Little - VSA President  
Rob Pollock - Chairman Point Cook  
Action Group  
Keith Meggs - President Aviation  
Historical Society of Australia  
John Tenby - President B24 Memorial  
Foundation  
Presidents of Gliding Clubs - Max  
Callingham, Victorian Motorless Flight  
Group, John Styles, Geelong Gliding Club  
and also Chairman of the Bacchus  
Marsh Gliding Group, Peter Raphael,  
Bendigo Gliding Club.

Supporters of the Australian Gliding  
Museum, particularly those who have  
donated aircraft, memorabilia, cash and  
their time and effort to the Museum.

Pioneers of the Australian Gliding  
Movement - Leo Dowling (holder of the  
first glider licence issued in Australia) and  
Jack Hearn.

Tribute was also paid to the late Geoff  
Richardson, Dick Duckworth and Dave  
Darbyshire for the tremendous support  
each had given to the establishment of  
the Australian Gliding Museum.

A sausage sizzle was provided after the opening,  
and many guests took the opportunity of viewing  
and discussing the Museum's extensive collection  
of gliders and memorabilia.



Bruce said that the reason for his gift was  
"because the sport of gliding has provided me the  
most enjoyable hours of my mid-life sporting days.  
I experienced the comradeship and friendship of  
the gliding community and I embraced the whole  
scene, which became a very important and  
rewarding part of my life."



**PRESENTATIONS TO BRUCE BROCKHOFF**



**MODELS ON DISPLAY**

# Just a Hangar Flight

BY Erik Sherwin

The Log Book entry for Flight No.1096, reads: Nov 26 (1969); Gawler; Auto-tow; 2hrs; 75 miles – Gawler-Stonefield + O/R Sedan under cloud street. What a bare-bones entry!

Was it satisfying? Was anything learned? Was it fun?

You bet it was!



The ESKa6 (Ka6CR), VH-GNO, of the Barossa Valley Gliding Club (BVGC), was hanged at the Adelaide Soaring Club (ASC) at Gawler for reasons now lost in the mists of time. As it was required for flying the following day at Stonefield, the BVGC home site, John and David (Neddy) kindly agreed to help me de-rig the glider, take it back to Stonefield and rig same ready for operations.

En route from Adelaide to Gawler, it became apparent from weather conditions that it could be smarter to try and fly back to Stonefield, rather than go through the processes of de-rig, trail and re-rig. If, in the attempt, there was an out-landing, well, the initial plan had been to de-rig anyway. The idea was floated past John and Ned. Ned could use the flight for a leg of his Silver C; another cross-country would be good value for John, but both declined. The route home crossed the Barossa Valley and maybe the thought of an out-landing amongst the vines held no appeal. The argument of only needing two thermals, one here another at Truro was not persuasive, so, holding the short straw I took an auto-tow, found a thermal and in the climb crossed much of the Valley.

The next thermal should have been on the Blanchetown side of Truro, but by

now, with lift everywhere and getting stronger, a touch of bravado, or madness came to mind: a beat-up of the traffic at the top of Accommodation Hill would catch someone's attention! (Would it ever!) There would be adequate height after the ensuing pull-up for a final glide home, even if no further lift were encountered. Down went the nose, up went the speed and UP went the altimeter! Lift was almost continuous! I must have crossed the top of the hill at about 5,000ft AGL still climbing.

Over the years I had been reading copies of Aviation Safety Digest. Two recurring themes struck me, viz. the number of accidents arising from pilots being caught in cloud. (They had blind flying instruments but no instruction as to their use. Blind flying was *verboden* so there was no need for instruction was there?); the other theme related to the problem of tunnel vision during stressful situations; ie. fixation of sight upon a single aspect of flight and oblivion to all else. During the prospective beat-up of Accommodation Hill I found myself falling into this trap – fixation onto a point and no external scanning! Once recognised, corrective action was applied, but it was alarming to discover how easily this could take place.

The Sturt Highway between Truro and Blanchetown runs almost east/west. It had just been re-surfaced and was jet black. Weather conditions on the eastern side of the Adelaide Ranges were northerly. Continuing past Accommodation Hill, I flew down wind of the road towards the Stonefield turn-off finding continuous lift. Stonefield lies about five miles east of Accommodation Hill and about three miles north of the Sturt Highway. This junction was the marker for the transition from Base leg, but a Final of three miles from 8,000ft was ridiculous. Clearly a modified circuit was in order, so, turning away from the field, the down wind leg was extended to Sedan (about ten nautical miles). The Log Book recorded this part of the flight as being under a cloud street. Time has utterly dimmed my memory of this, as it would have been a highlight of the trip – very strange. Base leg at Sedan was a brief 180-degree turn before setting up a straight in approach. Foiled again – overhead Stonefield at 8-900 feet! This time a much tighter circuit and landing to find that John and Ned had been waiting around for over half an hour!

The aircraft was hangared and apologies made for wasting their time – it was after all, just a hangar flight.

#### Lessons Learned.

1/"Beat-ups" can vary from dicey to bloody dangerous (What other aircraft? . . . I thought launching had finished for the day! . . . etc). While a 'beat-up' from 5,000ft must be considered a 'Non event', the onset of tunnel vision really caught me by surprise. Being aware of the condition well before hand didn't prevent it from happening, but armed with knowledge aided in countering its effect.

2/The lift stream triggered by the road was magical. Had a cross-country flight been planned, who knows how far this effect may have been operating. It would be very interesting to learn of similar experiences from other pilots.



VH-GNO was brought to the 2005 Melbourne Cup Rally by previous owner Wally Stott. It is now owned by Nigel Arnott of Brisbane

#### Potted History of VH-GNO

For the benefit of those unfamiliar with this ESKa6, VH-GNO, it was purchased by the BGVC as a write-off from the Sunraysia Gliding Club through Harry Schneider. The intention was to repair it as a club project, the outcome being a very competitive Standard Class glider. Harry agreed to part with it on the proviso that he repaired the main spars and D-nose. In fact, Keith Mattner and the late Joe Ehrat carried out almost all the remaining and extensive repairs. These very capable Ground Engineers did a magnificent job in the restoration. It had to a good job; for them, no other option existed! (The fin was not exactly square, so it was straightened.) Micro balloon filler, now available, was

applied with enthusiasm, almost abandon, to almost every nick and hollow. The wings, in particular, received much attention and I suspect that this was the major reason for its very good performance.

"Would you like a T-tail?" An eager question from Joe with repairs almost complete.

To digress briefly:

Joe was a very good carpenter and ground engineer. He knew his timbers and followed new gliding developments with keen interest, in particular, those of Björn Stender. This inspired him to develop his own glider, conceptually a 15metre BS1, with the fuselage wrapt around a chrom/moly steel tube cockpit. Instead of spruce, or Keifer pine, Joe used selected Sugar Maple for the main spar - heavier, but possessing much greater strength than either spruce or pine. The GFA wizards came, saw and disapproved – it is OK for experimental aircraft to be built overseas, but woe betide any would-be designer to indulge in such activity in Australia. (Others names come to mind with a similar bureaucratic input - Ted Pascoe and Harry Schneider. Even today, with two indigenous glider simulators in development, no offer of financial support was made by the GFA at the 2008 National Gliding Seminar.)

So far as the development of Joe's glider was concerned, structural integrity could have been demonstrated by proof loading; aeronautical problems were engineering problems and as such amenable to engineering solutions! With just a modicum of encouragement Joe would have produced the forerunner to what is now Racing Class, and this in the 1960's. Instead, to the disappointment of many enthusiasts, Joe was persuaded to abandon his project and break up the air-frame. A great shame, as Joe may have produced a potent 15m glider.

The ESKa6 nosecone, with its extension handle, was not pretty and a disruption to the airflow. Substitution of a Boomerang nose cone improved the appearance considerably, but when it appeared on the line at the 1965-66 Waikerie Nationals there was threat of a protest by another Ka6 team! It is interesting to speculate on what the effect would have been had GNO arrived at the Nationals with a T-tail as well as the Boomerang nose cone! The GFA would probably still be reeling !

In flight GNO was splendid. It tracked truly and was stable in thermals. On many occasions a map would fill the cockpit whilst GNO wound its way upward with an occasional glance at the instruments and outside to confirm all was well. On glide there was almost a sense of eagerness to GO when the stick went forward. (My preference would have been for more fin and rudder – as per the original design – more area with higher aspect ration means a small deflection gives the same effect, but with less drag, though it worked well enough.) We estimated a best L/D of 30, though against other Ka6's at their best L/D speed, it was not quite on a par, however, above 50 mph it was on its own and only bettered by a well maintained Boomerang. The upward flex of the wings disappeared at 90mph. I never knew the weight and balance figures, deciding to fly in blind ignorance. If Keith was happy, that was OK by me. I suspect it may have been at maximum weight, but with much of this in the wings, there would have been a negligible increase on the bending moment at the wing root. Many years have passed and GNO has changed hands several times, surviving a few incidents and accidents as well. Those through whom GNO passed could write more, but the proof of success is in the flying. I understand GNO is still proving its worth – long may, this be so!

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FROM Don Winsor (via Marcia at GFA)

Lets not forget our heritage. Feel free to publish the link to some historic gliding footage in North West Queensland with the Leichardt Soaring Club. I am a bit disappointed to find that there is very little of this sort of footage on YouTube. Gliding was a massive sport in Australia in the past and the Schneider Factory was amazing...

<http://au.youtube.com/watch?v=ZgFPovdXi84>

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## VALE PETE BOREHAM

**25<sup>th</sup> September, 1957 – 1<sup>st</sup> September, 2008**

Pete Boreham, VGA member and owner of Kookaburra VH-GLF, passed away in a final approach accident in a Motorfalke at Watt's Bridge airfield in the Brisbane Valley. The other occupant of the aircraft, an experienced Piper J3 Cub pilot and President of the Caboolture Chapter of the Antique Aircraft Association (AAA), Shane, also lost his life.

Pete's passion for aviation expressed itself early during his happy childhood on the family farm at Labertouche. It was perhaps seeing those Austers and other assorted aircraft flying over the farm going to and from the nearby airfield that inspired him. He and his brother Rod flew models, and, as a young teenager, financed by any odd job he could do around the hangar /airfield, he soloed in an Auster.



Interest in vintage aircraft led Peter to be an active member of the Antique Aircraft Association and owner of the Luton Minor VH-LUT. It was in this little Luton that we first had the pleasure of meeting Pete. He flew it to Bordertown to visit the Annual National VGA Rally in 2005, a treat for us all. The next year, he brought his lovely Kookaburra, restored to pristine condition by previous owner, Kevin Olerhead. The discovery of gliding brought an even deeper feel for, and medium of exploration of, that element he loved so much, the "great aerial ocean".

Pete's enthusiasm and joy in participating in this wonderful sport was highly infectious, it just made you feel good to be around him. And he had ideas, and plans, including a well developed one for an enclosed "fifth wheeler" type enclosed trailer for his beloved Kookaburra. The tow vehicle had already been purchased. His restoration of the existing open trailer was phenomenal.

Faith and a long happy marriage were also cornerstones of Pete's life. The care he had for others always showed, though perhaps few of us in VGA would know that he was a soldier of the Salvation Army, as is his wife Heather.

He gave his air force career, where he was a Flight Lieutenant instructing in logistics, the same care, dedication and enthusiasm that he applied to all other areas of his life. The high esteem in which he was held by his colleagues, superiors and students, was amply displayed in the very moving, at times humorous, eulogy delivered by his Commanding Officer.

The funeral was attended by about 400 people, the VGA being well represented.

Pete, you are and will be so sorely missed.



## **HOMEBUILT SAILPLANE CORNER**

**WITH PETER CHAMPNESS**

re Aerial for GXS.

Malcolm Crampton has sent a correction to my recently published article. It seems that I have made a mistake and I am sorry if I mislead anybody. Any errors in the article are entirely my own. I did not mean to attribute any statements to Malcolm, except to say that he had kindly helped me, initially with some advice and then by assessing the aerial with his SWER meter. Clearly I miss-understood the details of what he was saying.

Happily the aerial is working, at least as well as the aerial that was replaced. I am planning some further experiments and will keep you updated.

Yours Peter Champness  
(Home Builders Corner)  
Hello Peter

I read your article with interest on the folded dipole.

There is one point I need to address. I think you say I claim the reflected power is the VSWR so a value of 2 is reflecting half the power.

In fact the VSWR is the ratio of impedances between the driven and driving side so a SWR of 2 means, given the cable is 50ohms, the aerial is either 25 or 100 ohms load to the radio. The SWR meter measures the voltage ratio between the forward and reflected signals.

Reflected power on the other hand is about 0.3 @ SWR=2 and increasing rapidly so at SWR=3 reflected power is nearly 0.5. Any higher SWR and you are wasting your life.

The thing with power is that it is logarithmic in effect, as an example, a change of the output of your stereo for instance to half power, would only just be detectable. Same for the radio and most all else.

Thats why a SWR of 2 is considered to be acceptable but getting a SWR toward 3 is a bit high.

<http://www.rfcafe.com/references/electrical/vswr.htm>

Mal Crampton

## **GLIDER REPAIRS, CONFIDENCE INSPECTIONS, ETC**

By Keith Nolan

Over the past Bordertowns we have had a few people do well in the wood repair course, and on to do good work for their clubs and assist others as well.

However I find it not a little disappointing that some, who have made a Standard Part successfully, look to others when a repair is needed on their glider. Having completed a Standard Part, even if it needed a little extra work, was an even better lesson. The building of the Standard part comprised ALL the splices, joints, laminations, glue preparations, dimensioning etc. that DCA, the predecessor of CASA, requires of a person to qualify for approval to build and repair wooden aircraft, and SHOULD have given the person the CONFIDENCE to tackle successfully any job on a wooden airframe. Remember this is NOT rocket science, just care, common sense skill and remember a FAINT HEART never won a FAIR MAIDEN.

If someone could bring a broken part, or whole glider, in need of repair to Bordertown 2009 we could make a worthwhile exercise of it. This will be of benefit to all. We must remember that most people joining GFA nowadays may not even see a wooden glider, let alone fly or own one. So we must strive to be as self sufficient as possible, as the work done professionally would not have to be all that great to exceed the dollar value of the glider. BUT we don't value our vintage gliders in Dollars, do we... We love them and count our labour as love time. But we need to be CONFIDENT that we do it safely and enjoy the exercise as well. Also, the boom times are winding down so we will hopefully be able to fly in the future.

Contact Keith Nolan as soon as possible at 9 Somerville Lane, Riddell's Creek, Vic., 3431, or 03 5428 6163 or [Keith-Edna@bigpond.comand](mailto:Keith-Edna@bigpond.comand) we will discuss the details. All the necessary timber, ply, glue, filler, and fabric will need to be brought, as little is available locally, especially tools, clamp, etc etc etc.

Looking forward to seeing you there,  
Safe, happy soaring, Keith Nolan.

*Wishing All a Merry Christmas and  
Happy New Year, safe flying and  
fabulous thermals! Hoping to see you  
at Bordertown 2009!*

*Dave and Jenne G*



**DISPLAY OF HISTORIC GLIDERS AT PAVULLO, ITALY**

**MOSWEY III**

**27th June to 5th July , 2008**

Vincenzo Pedrielli

Translation by Mrs. Kath Baldini

The 5<sup>th</sup> International meeting of gliders of the era of Luigi Teichfuss concluded at the Aeroclub of Pavullo, ending a very satisfying rally for all participants, Club members and visitors. This 5<sup>th</sup> meeting has become a biennial event, not to be missed, the only one of its kind in Italy. Eighteen gliders, constructed of wood and fabric, or tube and fabric, took part, with participants from France, Germany, Italy and Switzerland.

**KRANICH IIB**

**CAT 20**

