

# 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



PHOTO BY JUSTINE THOMPSON

## **BORDERTOWN RALLY SHINES AGAIN!**

The Vintage Gliders Australia Annual Rally 2009 has come and gone, and once again left lifelong memories for those lucky enough to have shared another fabulous rally!

Pleasant temperatures throughout the nine days, coupled with good flying available on every day, gave pilots ample opportunity to enjoy their aircraft to maximum potential.

A good turn-up of members and vintage sailplanes enjoyed the conditions, and socially again a great time of friendship and fun was predominant. The Bordertown-Keith Gliding Club members again pulled out all the stops to ensure the success of the rally, both operationally and with their usual wonderful hospitality for their guests.



PHOTO BY JUSTINE THOMPSON

## VINTAGE GLIDERS AUSTRALIA ANNUAL RALLY, BORDERTOWN 2009



PHOTO BY JUSTINE THOMPSON

By Jenne Goldsmith

David and I arrived for the official start of the rally on the **Saturday the 3<sup>rd</sup> of January** to find the windsock hanging straight down (not, as it turned out, a portent for the rest of the rally) and very pleasant mid twenties temperatures (which was, pretty much, a portent for the rest of the rally). We had, bizarrely for January, driven through Ballarat and environs seeing frost like snow on the ground. Bertha's heater is currently U/S, so it was nice to thaw out as we got closer to Bordertown.

The early arrivers had had good flights the day before. John Mackley soared his built in Germany Ka6CR, HNA, 3hrs 1min, JR Marshall the Yellow Witch for 1hr 43mins and Caleb White his EP2, IZZ, for 2hrs 10mins in fairly windy conditions. Soaring conditions on **Saturday** were good with the very light wind settling to generally southerly at less than 5 kts and climbs to a bit over 6,000'. The GBII GDN reveled in these conditions, Leigh Bunting covering an amazing 124 km in 3hrs 25mins. Other people flew good distances also, among them JR 94km in the Yellow Witch, Emilis 100km+ in his Super Arrow, and Ian Patching 220km in the Boomerang GTR. Alan Patching kindly provided his expertise and a lot of others their muscle power for a weight and balance to be carried out on John Ingram's syndicate K7 GNU, as part of its return to the air program. The K7 turned out to be in much better condition than poor John. John was terribly unwell, finding it hard to breathe.

After a visit to the doctor the following day he ended up in hospital on Monday with a diagnosis of pneumonia, on oxygen, and bristling with drips!

Saturday evening a "Welcome Everyone" meeting was held after dinner to sort out some of the operational and housekeeping arrangements for the rally and it was here that the diabolical 'forbidden word' for the rally was announced. The last rally had introduced a forbidden word (a certain Czechoslovakian, all metal two seater) which had caused the utterer to be fined fifty cents when it was spoken. A tidy sum was gathered by the end of the rally which was then drunk by all at the wind up dinner. The new word, chosen by Ian Patching, "thermal", resulted in he, himself, quickly making substantial contributions to the 2009 rally wind up dinner liquid refreshment kitty!



PHOTO RACHEL WESTCOTT  
**BORDERTOWN HANGARS AND CLUBHOUSE**

**Sunday the 4<sup>th</sup> of January** saw a cracker day in terms of cross country kilometres flown at a Vintage Rally, probably the longest collective distance flown since vintage rallies began 32 years ago. More than 1700 km were covered by the vintage aircraft on this very light wind velocity (NW), blue day with everybody making it home from their self set tasks.

The Longwing Kookaburra GNA started work early in the day with the first launch recorded at 0920 hrs CSST. She launched for 2 more "sniffer" flights before recording the first soaring flight of the day (20mins) at 1030hrs CSST with David Howse and Caleb White aboard.

Thermal heights were found to be considerably greater for those who ventured into Victoria, Dave Goldsmith finding a maximum of 9,600' in his

ESKa6 GNB at Nhill during a 329km flight in 6 hours 10 mins. Best heights achieved near Bordertown were around the 8000ft mark. Ian Patching covered 309km in 3hrs 53mins in the Boomerang GTR, Erik Sherwin 252 km in his Ka6E GGV in 4hrs 45mins, Caleb White 200km in 3hrs 20mins in his EP2, and Leigh bunting again knocked everybody's socks off with 173km in 5hrs 3mins in the Grunau Baby II. On handicap, this gave him a distance of 420km!



#### LAUNCH POINT ACTIVITY

Many other flights over 100km were made including about 190km in 3hrs 47mins by Dennis Hipperson in his newly reborn Ka6E GEA. This was really a shake down flight for Dennis as it was only his 2nd soaring flight in her since her re-entry into the air just before Christmas after a long rebuild. The partnership is apparently very successful!

Other long flights were flown by John Mackley, 4hrs in his Ka6CR HNA, Ged Terry, 3hrs 47mins in the Yellow Witch, Mike Renahan, 2hrs 13mins in his Boomerang GTL and Emilis Prelgauskas, 1hr 55mins in his Boomerang-converted-to-Super Arrow GTJ. All in all, almost 50 hours were flown by the vintage aircraft off 28 winch launches (to 900-1000'AGL), not a bad average ((1hr 47mins) after starting so early in the day.



PHOTO BY JUSTINE THOMPSON  
A CHEERFUL WAVE FROM LEIGH

**Monday the 5<sup>th</sup>** initially looked promising with similar conditions to the previous day forecast at briefing if the temperature reached an expected 32 degrees. This, however, was not to be. The wind rose from the south west and the

temperature remained obdurately low. Some decided that their gliders were better left tied down. For those who made it to the launch point it looked, for a while, as though nobody would get away at all, the drift too great to permit use of the weak, disorganised whiffs of lift contacted. Then Keith Nolan (the old fox!), renewing his almost 40 year partnership with the historic Olympia "Yellow Witch", took a launch, and showed everybody how it is done. He and the "Witch" soared for an hour and 17 mins before returning to the launch point for present owner JR Marshall to take her up for another hour and 14 mins. Some other good soaring flights also followed, but they were all a struggle against the wind and disorganised lift down low and inversion above. John Mackley attained best height at 3,600' in 1hr 18 mins in his Ka6CR and Jenne Goldsmith struggled longest for 2hrs 35 mins in the ESKa6 GNB. Only Keith and one or two others made any progress upwind of the field. For everybody else it was a downwind drift to the golf course and an upwind slog back to the field.



#### ROBERT JENNESON'S RF4D

The Longwing Kookaburra ES52 MIV GRN gave good service for those wishing to renew their currency on winch launching. Neil Hardiman, Bob Hickman and Don Ridgeway, with Alan Patching instructing, took her to the air. Emilis Prelgauskas and Rachel Westcott took GRN up for the last launch of the day and succeeded in getting away for a 36 min flight.

On **Tuesday the 6<sup>th</sup>** the strong SW wind was again a feature, with an equally large crosswind component on both runways. Again all flights were conducted mostly between the golf course and the airfield to heights of about 3,500'. Phillip Beale's flight was the exception. In his Boomerang GDU he contacted shear wave north of Bordertown and had a dead smooth climb to 4,400'. His duration of 2hrs 42mins was the longest for the day. Pete Champness had the best climb in the rough thermals to 3,820' during a flight of 2hrs 34mins in his Super Arrow GX5. It was the Boomerangs/SuperArrow that ruled on the day with Neil Hardiman also keeping his syndicate Boomerang GQY up for just over the 2hrs. The Olympias GFW (Yellow Witch) and GLY, flown by Caleb White (1hr 16mins) and Diane Davey (52mins) respectively, also made very creditable flights in the difficult conditions.



PHOTO BY RACHEL WESTCOTT  
JENNE IN Ka6 VH-GNB

During the night low cloud moved in, the wind died, and there was some drizzle during the early hours of the morning. At briefing on the morning of **Wednesday the 7<sup>th</sup>**, cloud-base was about 1500ft and the cover 8/8ths. A maximum temperature of 25 degrees was forecast. It was not all bad news, however. A new air mass had moved in bringing with it cooler conditions above 3000ft, with the cloud forecast to clear by the afternoon. With light winds on the ground the vintage birds were brought out to play! 29 launches resulted in 10 flights of over 2hrs duration. On this day the brace of Ka6E's at the rally ruled. Dennis Hipperson must have been getting his comfort issues sorted as he kept GEA aloft for 3hrs and 55mins and Erik Sherwin in GGV flew 100 kilometres in 3hrs 25mins.



ANTHONY AND JUSTINE RETURN  
IN THE BERGFALKE 4

The good flights belie the soaring conditions which were not record breaking. The temperature did not reach the forecast maximum, rising to only 21 degrees after a cold night which saw some shivering in their tents. Climbs were generally weak but at least they were going above that 3,500ft mark to about 5,500ft. Pete Champness found the best climb to 5,800ft in Super Arrow GX5.

The Longwing Kookaburra GRN played host to some escapees from the SA State Comps being held at Waikerie where a rest day had been declared. Clearly, the forecasters there were not overly impressed with prospects for the day either. Caleb White and Emilis Prelgauskas between them took up Cathy Conway and son Michael, Anne Philcox (no relation to Tom) and David and Ray Lawley for vintage experiences in the Longwing.



PHOTO CHRIS DEARDEN  
FLIGHT OPS CONTROL CENTRE

On **Thursday the 8<sup>th</sup>** the AGM was held immediately following the morning briefing with all members of the executive being re-elected unopposed. The Bordertown-Keith Club's kind offer to host the Vintage Gliders Australia National rally for 2010 was accepted with much pleasure. The start date for the 2010 rally was slipped back to the start of the 2<sup>nd</sup> week in January (beginning 9/1/10) to allow the club's farming members time to get their harvests in.

The day brought again a persistent southerly wind, much stronger than one would expect from the synoptic charts, which led one to expect a much lighter easterly. Quite a few aircraft stayed in their tie-downs, but those who decided to battle the wind (only 10 of the 20+ aircraft attending the rally) were rewarded with some good soaring, if hampered distance wise. Mal Bennett flew 80km during 2hrs 12 mins in his self-built Super Woodstock GFJ, Erik Sherwin 70.376km approximately in Ka6E GGV during a flight of 2hrs 22mins and Dave Goldsmith flew Ka6 GNB 85 km in 3hrs and 20mins. Anthony Smith and Justine Thompson showed just how well a Bergfalke climbs by reaching the best height for the day of 5,700' in their Bergfalke IV GZQ during a 2hr 15min flight. The duration king of the day was however, without peer, Neil Hardiman with 4hrs 33mins in his syndicate owned (with Bob Hickman) Boomerang GQY.

On **Friday the 9<sup>th</sup>** winds were light and, for a change, agreed with the synoptic charts, now coming from the E.S.E.. Thermals to 4,500ft to 5,000ft were expected. Those that got away early in the day were much advantaged, as the

widespread cirrus present in the morning thickened up quite dramatically as the day moved on, covering nearly 8/8 of the sky towards the end of the day. This proved the undoing of Ian Patching flying the Boomerang GTR. After taking the second launch of the day, he had a good run out to Horsham and towards Dadswell's Bridge, but on the return journey was forced to land at Kaniva after 5hrs and 3mins in the air. This was a great achievement in these conditions and worthy of the first outlanding of the rally.

Leigh Bunting took the first launch of the day in his Grunau Baby and soared for 4hrs and 2mins up to 5,688ft. An eye on the cirrus kept him closer to home than he might usually have done but still he ventured 64km of distance flying.

Ted Bowden, in Boomerang GDU, headed NW up the railway line to Keith for a 76 km out and return flight. He managed to negotiate the notorious sinkhole around Wirrega that brought 5 flights to an end during last year's rally but had a grindingly slow climb away from a low point a bit further up the line on the way back. Ted had a nice paddock selected for an outlanding when he contacted the weak whiff of lift over it which kept him in the air, enabling him to continue home.



PHOTO BY JUSTINE THOMPSON  
DIANE IN OLYMPIA GLY

Erik Sherwin, by the time he got away, risked going no further than Nhill and was one of the late ones returning to the field, though still in time for dinner, after covering 168 km in 3hrs and 55mins. Staying conservatively close to home, but still managing to cover 90 km, Bob Hickman flew

around a Bordertown–Mundulla–Bordertown Airfield triangle three times in 2hrs 4mins in his syndicate Boomerang GQY.

The two Chiltern Olympias GLY and GFW ("Yellow Witch") shared the sky together, after taking successive launches, for over 2 hours, flown by their respective owners Diane Davey and JR Marshall. It is worth mentioning, for those who might not know, that both of these Olympias have, in the past, flown 500km distance flights. GLY flew from Alice Springs NT to Mt Willoughby SA with Ivan "Spooks" Wiese at the controls, and the "Witch", with Keith Nolan driving, remains the only Olympia in the world known to have flown a 500km **triangle**. Keith's flight was conducted from Mildura, Vic. These aircraft are unique as they are the only remaining airworthy Olympias in the world to have been built to Chilton Aircraft Company (CAC) UK plans. CAC was taken over by Elliots of Newbury-EoN, who made some changes before factory producing the EoN Olympia (the Australian Gliding Museum has an example of one of these). It was a real treat to see these rare old ladies in the air together.



TWO OLY'S READY TO GO

This day also saw the original of another unique brace of aircraft present at the rally take to the air. Steve Curtis, after re-acquainting himself with winch launching in the Longwing Kookaburra GRN with Caleb White (immediately followed up with a solo soaring flight of an hour in GRN to boot! – see cover photo) took up his Ted Pascoe designed and built EP2 Super Goose GXX. This delightfully diminutive and cleanly streamlined aircraft of only 12 metres span first flew in 1972 and has an estimated glide ratio of about 32/1. Ted produced plans which made it possible for a second Super Goose, IZZ, now owned by Caleb White, to be built by Alan Higgins. IZZ first flew in 1979. This rally was the first occasion on which this sole pair of "Super Geese" have ever been seen on the same airfield together.



EP2 SUPER GOOSE VH-GXX

The last day of the rally, **Saturday the 10<sup>th</sup>**, was yet again another day of good soaring. Again, over 50 hours of flying were recorded on a light wind blue day. It did not prove as good a day as the previous Sunday, however. The wind wafted from the south and the temperature did not climb as high.

The Bordertown – Keith Club winch and crew, headed by Bruce Gaskell, faultlessly added another 35 launches to their total for the week and Mike “Wombat” Cleaver, after arriving the previous afternoon, added 5 welcome aerotows to the launch total for the day with his Bellanca Scout.



**GED CONTEMPLATES A FLIGHT IN THE GB4**

The longest duration flights were in the Ka6's GNB (4hrs 12mins) and HNA (4hrs 30mins) flown by David Goldsmith and John Mackley respectively on a shared jaunt out to Nhill, environs, and back. Erik Sherwin also went to Nhill, adding another 168km to his total for the rally (929km all told!!) in his Ka6E GGV. He improved his time on the same trip he had flown the previous day by 42 min, this time making it back in 3hrs and 13mins.

Anthony Smith and Justine Thompson were up in the Bergfalke GZQ for 3hrs and 22mins with Justine taking some more outstanding air-to-air shots of the other vintage sailplanes with which they shared thermals.

David Howse had possibly the most frustrating day with a couple of relights in his Grunau Baby 4 GHK before getting away and leaving the field for a Silver C distance flight attempt. The plan was to fly to Nhill and land at the aerodrome there. Lady Luck was not with him however. Working against a slight headwind he found himself having to choose a paddock near Lillimur after travelling 35km in 1hr and 15 mins. It was a good paddock and the retrieve by wife Rosie, with the able help of Stan Henderson and Steve Curtis, went like clockwork, so there was plenty for David to be pleased about in the end. He still has the challenge of a genuinely earned “sterling” Silver C to look forward to.

A further 16 flights of over an hour and up to 3hrs were made in the vintage sailplanes making it a

fitting last day for the rally. The weather had not been record breaking at any time during the rally, no gold height days, no fluffy white cumulus to conveniently mark thermals, but no days where the wind was so strong that none of the gliders could safely fly and no days that were uncomfortably hot. It was a well satisfied bunch that, after 8 damage free soaring days in a row and over 260hours of flying, derigged many of the sailplanes and got ready for the wind-up dinner. All were very pleased to see John Ingram, looking much better, and Kevin Sedgeman, one of the VGA founders, looking remarkably fit for a guy who was undergoing an operation in an Adelaide hospital at the beginning of the rally, present at the dinner. Some will move Heaven and Earth to be there.

**GLIDERS ATTENDING**

**EP2 Super Goose** VH-GXK with Steve Curtis

**EP2 Super Goose** VH-IZZ with Caleb White

**Olympia** VH-GLY with Diane Davey and Phil Prapalensis

**Olympia** VH-GFW “Yellow Witch” with JR Marshall, Merryn, Nick and Amy

**Scheibe Bergfalke 4** VH-GZQ with Anthony and Justine Smith

**Ka6CR** VH-HNA with John Mackley

**ESKa6** VH-GNB with Dave and Jenne Goldsmith

**Ka-6E** VH-GEW with Dennis Hipperson

**Ka-6E** VH-GGV with Erik Sherwin

**ES60 Boomerang** VH-GTL with Mike Renahan

**ES60 Boomerang** VH-GTR (owned by Theo van Alkemaide) with Ian Patching

**ES60 Boomerang** VH-GQY with Bob Hickman and Neil Hardiman

**ES60 Boomerang** VH-GDU with Philip and Lois Beale and Ted Bowden

**ES60B Super Arrow** VH-GXS with Peter Champness

**ES60B Super Arrow** VH-GTJ with Emilis Prelgauskas and Rachel Westcott

**Grunau Baby 2** VH-GDN with Leigh Bunting

**Grunau Baby 4** VH-GHK with David and Rosie Howse

**K7** VH-GNU with John Ingram

**Super Woodstock** VH-GFJ with Mal Bennett

**ES52B Longwing Kookaburra** VH-GRN with Ian Patching

**RF4D** VH-XOS with Robert Jenneson

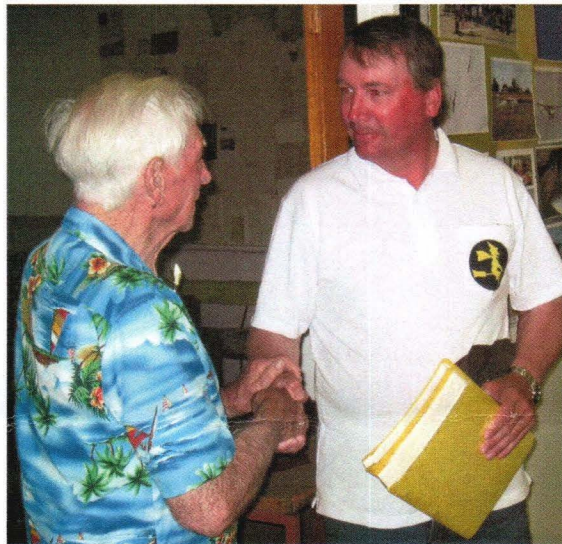
**Also visiting for the Rally** were a Piper Pacer, a Sapphire with Keith and Edna Nolan, two Corby Starlets of the “Bald Eagle” squadron, a Quicksilver with Nugget, a Skyfox, and Mike Cleaver’s Bellanca Scout. VGA members and friends who attended included Ged Terry on his annual pilgrimage to Bordertown from the United Kingdom, Alan Bradley, Keith Evans and Robyn, Leo Dowling, Geoff Hearn, Stan Henderson, Alan Delaine, Noel Matthews, Colin Collyer, Gary Crowley, Don Ridgeway, Baylee Roberts, and Martin Simons.



GEORGE BUZULEAC WITH HIS KRAJANEK

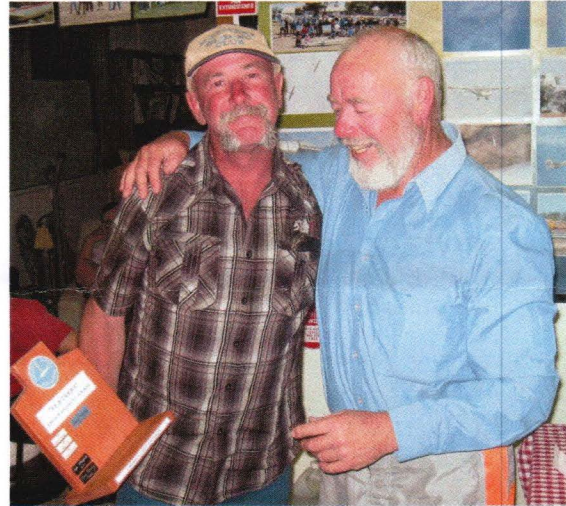
## Annual Presentation Dinner

On the final Saturday evening the spit roast was in action for the much anticipated presentation dinner. Thanks to the Bordertown Club for producing a wonderful meal featuring the spit roast. Peter Brookman, Markus Trnovsky, Brian Gerhardy, Bruce Gaskell, G Mack, Bully Steer, Nugget Ryan, Andrew Dinning and Matt Duell worked tirelessly for the week, running the club's operations and catering for the multitude. Another wonderful Rally!!



The formal part of the evening was kicked off by VGA Founding Member Kevin Sedgman, who made a presentation to the present owner of the "Yellow Witch", JR Marshall, of the comprehensive two part epistle "The True Story of the Yellow Witch", by Arthur Hardinge. Kevin hopes the books will remain with future owners of the Yellow Witch, and JR vowed to "keep her flying!"

Kevin then thanked Ged Terry for his continued support of the annual rally involving travel from the UK each year. Ged responded by highlighting the fraternity of vintage glider pilots around the world. Unfortunately early January is not a good time for Ken Ueyama to come from Japan, so we hope the later dates are better suited for Ken next year.



Mike "Rena" Renahan was awarded the "Feathers" encouragement trophy in acknowledging his enthusiasm in flying his new Boomerang at every opportunity.



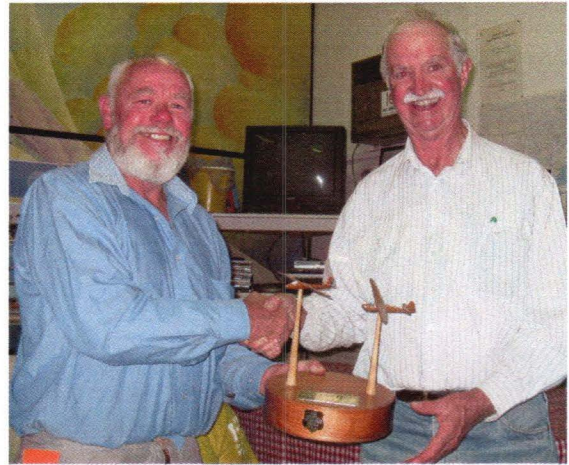
The "Concours d'Elegance" award went to Dennis Hipperson for his Ka-6E VH-GEA, put back into the air in pristine condition after many years of lying in the back of a hangar, virtually written off with severe damage.



Dennis in Ka-6E VH-GEA



The Geoff Gifford Trophy for the longest handicap distance flight between annual rallies went to Leigh Bunting for his 114 km flight in 2 hours 36 in his Grunau Baby 2.



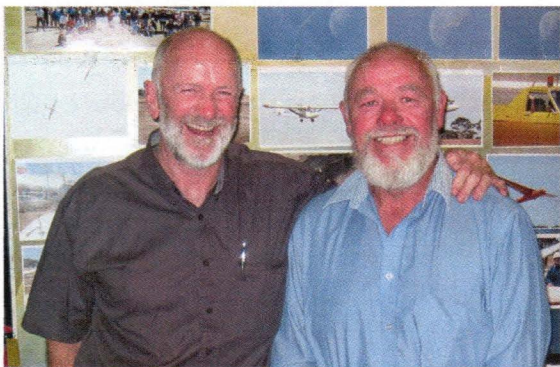
Dave Goldsmith won the Renmark Trophy for the longest distance flight of the rally.



The Best Two-seater award went to Bruce Gaskell, carer of the Bordertown winch, for a phenomenal performance of 225 virtually trouble-free launches. Congratulations! Both two-seaters present had previously won this award.



Ian Patching and Leigh Bunting congratulate each other on winning the League 1 and League 2 Trophies respectively!



John Mackley won the Best Single Seater trophy for his Ka6CR VH-HNA

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## VINTAGE GLIDERS AUSTRALIA 32<sup>nd</sup> ANNUAL GENERAL MEETING

Held before briefing on Thursday 8<sup>th</sup> January, the AGM saw all executive members re-elected unopposed. It was felt that the position of Flying Director was no longer required.

The offer of Bordertown-Keith Gliding Club to host Annual Rally 2010 was accepted. The dates are to be 9<sup>th</sup> to 17<sup>th</sup> January, 2010

**PRESIDENTS REPORT** Alan Patching was pleased to report an increasing membership of 136. "While active vintage gliders exceed thirty, only ten are applying for the GFA Airworthiness concession, which indicates that the others are doing significant flying. Events which involved vintage gliders included Old Timer's week, Benalla; Schneider Rally, Lockhart, where we were joined by a contingent of glider pilots from Japan; we joined them at Tocumwal for the first flight of the rebuilt Condor 2; a gathering of Grunau and K2 builders with Leigh Bunting and John Ashford at Camden; Melbourne Cup Week at Raywood; and the opening of the Bruce Brockhoff Storage and Restoration Hangar, Bacchus Marsh.

Also, VGA pilots and crew had a very successful Annual Rally in Bordertown, thanks to the efforts with Operations and Hospitality of the Bordertown Keith Gliding Club members.

Despite an optimistic report last year, the Department of Defence has advised that because of expected requirements they cannot at this stage allocate any land for the erection of a National Aviation Museum.

Unfortunately we lost one of our valued members, Pete Boreham, in a tragic accident along with another pilot in September.

All these events have been fully reported along with Homebuilt Sailplane Corner in our excellent newsletter, Vintage Times, thanks to the efforts of David and Jenne Goldsmith.

No doubt the success of our group stems from the spirit of cooperation, the love of flying gliders and being prepared to help with all the numerous tasks necessary for the smooth running of the VGA. Wishing you all many hours and kilometers of pleasurable gliding in the coming year."

**TREASURER'S REPORT** Dave Goldsmith reported that from a balance of \$4,408 last year, the account balance has built up to \$5972. Major expenses were Vintage Times \$1224, Bordertown Avgas \$320, K4 transport \$211 and internet \$155. Income from membership was \$2580, interest \$101, donations \$108 and raffle profit \$381. Other assets are the Ka4, trailer, and trophies.

**The account number for member's deposits is 033624 176101.**

**EDITOR'S REPORT** Feedback and support for Vintage Times continues to grow, with excellent participation by members, who also appreciate the use of large and colourful photographs. The VGA website has received 12,372 hits for the year, with a large overseas interest. Sincere thanks are extended to Anne Elliott for assistance with the website and also for making Vintage Corner available in Soaring Australia. Thanks also to all contributors to Vintage Times and Vintage Gliding Corner, in Soaring Australia.

## *Vintage Times Raffle*



Justine Thompson draws the VINTAGE TIMES raffle. First Prize went to Markus Trnovsky, second to Keith Willis, and third (a beautiful poster sized glossy gliding calendar) went to Ted Bowden. Congratulations to the winners. Thanks to Future Aviation Pty Ltd and Ian Patching for assisting with prizes, and all who supported the raffle by buying tickets. For us, better luck next year!!

The guessing competition for a large jar of coins was won by a very happy Nick Marshall.

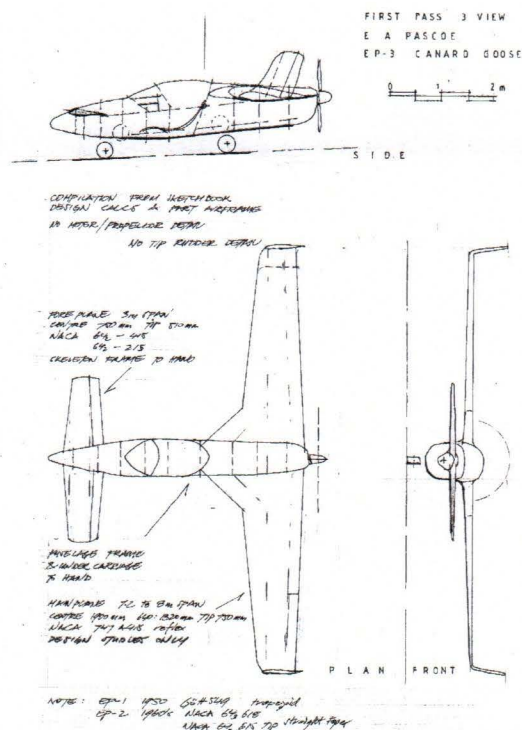
# The EA Pascoe Collection

## Part 2

### Monarto Sailplaner Museum

Part 1 – see VINTAGE TIMES 110

The notes below grow out of a bit of time Anthony Smith spent at the museum going through the available material. The focus was to review the archiving in this Collection, using Anthony's aeronautical knowledge to glean more detail than could be achieved in the original sorting.



Greater understanding of the likely intent for the EP-3 design arose, which is reflected in the preparation attached of a 3 view for the way the project seemed to be heading.

The impression created is of a fairly conservative structural and aerodynamic approach. Even though the general arrangement layout moved away from tradition and toward the thinking about canard innovation which was emerging at the time.

Consequently the structure follows timber fabrication already used in the earlier designs. Wing section choices moved in the NACA series used previously, and even the reflex section is sourced there. Even though other canard designers used a wider range including Eppler.

The available texts show a diverse range of studies testing options. As a result of which the project diverged from early layout. For example, the foreplane appears at the top of the fuselage nose rather than underneath.

Wing span studies vary, with a shorter wing thought about with enlarged area at the root.

The coalescing layout of -  
fore plane 3 metres span 750mm chord at root, 510mm at tip  
NACA 15% section

main plane 7.2 metres span, root area to 1900mm chord at root, 640mm in 1320mm, tip 750mm  
NACA reflex section 15%

elevators on foreplane, ailerons on mainplane, tip winglet rudders

fuselage 600m wide, 5 metres long incl.  
pusher propellor motor  
1 metre height, 750mm winglets

**EMILIS PRELGAUSKAS**

## LETTERS

Hi there Goldsmiths,  
from TED BOWDEN, VH-GDU  
Mostly cruised around a forty k or so radius, but went to Keith in fairly difficult conditions one day, took almost three hours of which an hour was spent struggling around a good paddock at 500 to a thousand feet, very character building.

Great time, be back next year, God willing.

Kathy has forgiven my anniversary memory lapse - perhaps the calendar helped (?)

Ted Bowden

Hello again

FROM RICHARD JONES

A little research turned this up in the Canberra Gliding Club Newsletter Spring 07. Fred Hoinville was one of the pioneers of gliding in Australia. He learnt to fly in 1943, took up gliding in 1946, obtained his commercial licence in 1949 and taught himself aerobatics to become a "barnstormer". He represented Australia at the World Gliding Championships in 1952 held in Madrid Spain flying a Kranich. Upon

his return to Australia he pioneered commercial skywriting in Australia. In his Tiger Moth "Brolga" he delighted many an audience with skywriting skills. Sadly Fred was killed in a motor glider accident on take-off at Goulburn airport in 1959.

Fred had been driving force in Australian Gliding, amongst other things, championing the small simple sailplane. His death was a great loss to the fledgling Australian gliding movement.

In his honour GFA has struck a medallion, designed by sculptor Andor Meszaros, originally awarded to the dux of the Instructor Training Course at the National Gliding School. and now awarded to a GFA member who has rendered outstanding service in the field of operations.

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Hello all!

FROM DEAN KRAMER, PENNSYLVANIA, USA

I had hoped to make it down under this year for the regatta, but my situation did not permit. I do have some good news however - the restoration of my Schweizer sgu 2-22e is now finished and ready for flight test. I plan on taking this aircraft up to the USA IVSM regatta in El Mira, New York this year and do plan on making it available to all my friends from Oz in return for their hospitality for when my son Nathan and I came down the previous Christmas. The 2-22 is a two place basic trainer, and quite easy to fly! Hope to see you there! regards, Dean Kramer

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Hi Dave,

FROM KEN CALDWELL

I was doing some housekeeping on the computer when I came across Leigh Bunting's article "The Rescue of a Grunau Baby" in Vintage Times No.97.

You might like to pass on the following information: (Ed. Thanks - we would!)

The Southern Cross Gliding Club held their '63/64 summer camp at Forbes and it was a success so they returned in '64/65 and '66/67. There was no gliding club at Forbes in those days so the SCGC winch had to be towed to the camp as well as the gliders. The SCGC members thought it would be great if a local club existed because then they would not have to bring their own winch.

To encourage the formation of a Forbes Gliding Club it was decided that provided the new club purchased a two seater Southern Cross would give them their GBII (VH-GLW). The Forbes club was indeed formed and an order placed for one of the last (maybe the last) MkIV Shortwing Kookaburras.

At Easter 1967 some SCGC members took the Kingfisher and Grunau to Forbes for some flying with the intention of giving the Grunau to the Forbes club on Easter Sunday. A formal handing over ceremony with the Mayor in attendance was planned.

Unfortunately the Grunau had a launch failure shortly before the dignitaries arrived. The parachute billowed up covering the canopy and the pilot made a "blind" landing ahead damaging the nose of the aircraft. The Grunau was quickly moved out of sight behind the hangar and replaced by the Kingfisher for the ceremony. It was hoped that the Mayor would not know what a glider looked like!

After the official party had left the SCGC team recovered their Kingfisher leaving the Forbes boys with a damaged Grunau. Bill Malcolm had then to repair it before it could be put into service.

cheers,  
Ken Caldwell

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**Allan Ash**, a long time VT Editor and Life Member of VGA, and also a long time Editor of Australian Gliding, has moved to 8 Autumn Lodge, Short Street, Macksville, NSW, 2447, telephone 0265684374. His beloved wife Freda passed away in August, and he has a daughter who lives in Macksville.

#### **ANZAC Weekend Rally**

Ian Patching advises that the Kookaburra Konvention at Lockhart, last year held over the ANZAC weekend, may not go ahead this year. Alternatively it may be held at Warring, home of the Goulburn Valley Gliding Club. Those interested in a vintage rally at this time are asked to contact Ian for the latest information on (03) 9438 3510

## QUEENSLAND VINTAGE SCENE

### FROM STEWART HAMEY

Plenty is happening in this area at the moment. Speedy Gonsalves and Bert Persson have the ASK14 coming along well, Laurie Simpkins is getting ready to weigh the M200 next weekend. The M200 that is going to fly soon is an import, but just to confuse you it is registered GTG ! The real GTG is still in many bits, the wings are now the right shape, but still require actual rebuilding. The import came in before Christmas and has had a few repairs and a bit of paint to tidy it up, the log books were in French and had to be translated and other issues that have delayed it a bit.



**THE K14 - QUEENSLAND BOUND  
DAVID HOWSE HELPING TO LOAD.**

Nigel Arnot is working on the Grunau import, and Scott Johnson has the BG12 nearly built. The BG12 is VH-GAC (See <http://www.freewebs.com/vintageglidersqld/>) and is owned by Scott, who has been building it for many years, it is brand new, but I think he has been working on it for 5 or more years.

Laurie also has BG12 GHJ very close as well, it is nearly finished being painted, but the M200 arriving has stopped progress on it. I have been helping Nigel with Grunau ex VH-GHY. We have started stripping it back and bead-blasting metalwork. And there is talk of more imports! GHY came from Allan Barnes's father, the log book also shows it was owned by Bill Hatfield for a while, and has not flown since 1982. It seems to have had about 5 owners since it last flew. Considering it's age it is pretty good, the wings are great, one rib has come away from the trailing edge, some ordinary pulleys and

looks like a bit of water damage in one leading edge is all we have found so far.

The fuselage is all there, but is scrappy from repairs of poor quality stretching over it's life. I was trying to find out a bit more about it's history too, there is a note in the log book that it was at the Hinkler club and it was the one towed to Toowoomba by Brolga. I got a copy of Halfway to Heaven by Fred Hoinville (good read, sad end) to see what I could find but there is no rego painted on the gliders in the pictures and he does not mention one rego in the whole book.

I did find a club history that said the club had a Blue Grunau and a Silver one, and the tail struts were silver, but it could be an undercoat.....

Due to trailer swapping Laurie also has the BG Special under the house at the moment, and while it still needs work it is complete and just needs finishing, it had extensive glue failure in parts (with water damage of course) but that has all been repaired, so it is basically an old glider needing a tidy up and inspection, maybe a canopy....

Dart GTQ (another of Laurie's) is still awaiting a canopy, some work has been done lately on it, the oven works better in summer than winter.



**THE IMPORTED GRUNAU BABY II**

Nigel is not the owner of the imported Grunau, it belongs to his friend George, who I have only met once. It had German rego on it when it arrived and is basically in flying condition, just needing instruments changed and usual inspection. It was built in 1944. A picture of it is attached.

We had a working bee today, weight and balance on the M200 and Grunau imports, and fabric stripping from the other Grunau.

The fabric stripping is my department at the moment, and the hard enamel paint combined with the old fabric makes it hard going, nearly got the underside of one wing stripped. There are a few issues underneath, but for its age pretty good.



In attendance were Kookaburra, M200 Grunau Import and Grunau ex VH-GHY, Ka6 GNO, and a few powered aircraft.



**THE IMPORTED M200**

The hope is to have the pair of imports flying in two weeks at Boonah, which should be interesting as it is a club where wood is not popular, but we have got a few of the newer members converted !

There we go - I hope all that is accurate.  
Stewart

**LATE NEWS**

Nigel and his friend George are importing two Ka1s and two Ka3s from the USA. He has provided the following photographs. The Ka1 has a plywood covered fuselage whereas the Ka3 is the same design with a welded steel tube fuselage.



**TWO Ka1s WITH ENCLOSED TRAILERS**



**TWO Ka3s ON OPEN TRAILERS**



**Ka3 COCKPIT**

**NOEL MATTHEWS 70<sup>TH</sup> BIRTHDAY**

**FROM EMILIS PRELGAUSKAS**

On Sunday 8<sup>th</sup> February 2009, Noel Matthews was given a 70<sup>th</sup> birthday celebration by friends & family.

Noel several weeks later celebrated 50 years in the sport of gliding with his home site throughout that time – the Balaklava Gliding Club at the Whitwarta airfield in South Australia's mid-North.

Noel's involvement and contributions to the sport during that time span a wide field. His working life was with the aviation administrator federal agency across a number of name changes, beginning with Department of Civil Aviation through to Civil Aviation Authority.

He learnt to fly in an early Mk1 Kookaburra, registered VH-GHN. He later became an instructor in the same sailplane. And today holds a share in the syndicate that continues to look after that sailplane in its retirement.

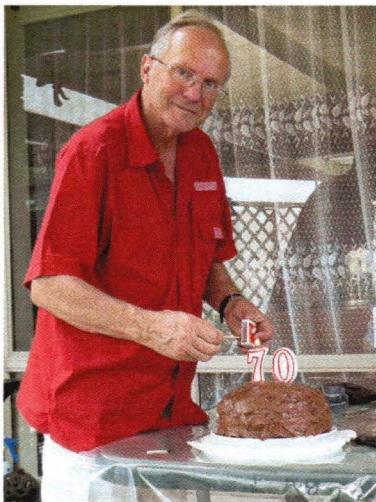


PHOTO RACHEL WESTCOTT

He was a syndicate member of the EP-1 Spruce Goose when it was sold by Ted Pascoe in Mount Gambier and the sailplane located at Noel's club, originally known as the Clare Soaring Club at Everard field before the move to Whitwarta noted above.

Noel for many decades when touring Australia took gliding photographs of many subjects. Through this today he has an important collection of the less recorded parts of gliding – such as of the winches that have come and gone at sites around the country. His photography contributed toward the sport's promotion as noted below.

He undertook many other activities, including square dancing where he met his wife Beverley. And caravanning, whereby the Balaklava Gliding Club and its well appointed caravan park on the airfield became a regular venue on each year's caravan club touring roster. Many people came into contact with the sport in a sociable way through these synergies.

He for many years sent regular 'club news' snippets to local media, keeping his club and gliding more generally in front of the general public eye.

For a decade Noel was editor of 'Australian Gliding'. Like his predecessors he scrupulously chased news, contacts in clubs and overseas for current items, and edited with vigour both for content accuracy and consistency. This made the magazine unparalleled for archival value beyond immediate reader interest and long term loyalty.

The printing contract was arranged to permit no cost extensions beyond the core magazine into gliding calendars, promotion posters and encouragement publications like the club cross country 'bar chart' sent each

year to clubs nationally. All within the Australian Gliding Committee mandate to produce results within small profit plus committee reserve funds operation. This all came to an end when the sport federally became acquisitive and self centred, and the spiral to extinction of the sport came underway to today.

Today Noel is still a club member. He and Beverley annually caravan for some months from their Victor Harbor home. They still connect with gliding throughout Australia as they travel.

## COMING EVENTS FOR YOUR DIARY

### 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

### Raywood-Melbourne Cup Week.

31<sup>st</sup> October to 8<sup>th</sup> November, 2009

This year the Vintage Regatta again runs for the whole week. Dust off those winter cobwebs!

Contact Dave Goldsmith

### Bordertown 2010

It's on at Bordertown again!  
Vintage Gliders Australia Annual Rally  
from 9<sup>th</sup> to 17<sup>th</sup> January, 2010  
Contact Ian Patching.

## VINTAGE KIWI RALLY 09

FROM IAN DUNKLEY

For no better reason than the law requires us to have one; we started our rally with the AGM, followed by a mass "Chinese take Away". This last event was the longest of the two, if only because there was much to talk about after the papers, glasses and plastic boxes had been cleared away. We know how to enjoy ourselves here.

All those required to report, reported, membership approaching 100, initial start up loan repaid, a nice black bank balance, a growing international reputation, the "Vintage Kiwi Collection" at Classic Flyers Museum totalling 4 gliders, and the donation of a Kookaburra for restoration. These were the highlights reported at our AGM hosted by the Taupo Gliding Club in the North Island of New Zealand.

The downside, for there is always one if you forget your rose tinted spectacles, was the difficulty in attracting "workers" to assist the often "press ganged" elected committee, and that, despite our numeric growth, taking an increasing share of a diminishing gliding market is not as satisfying as it should be. It is up to us to show how "vintage & classic" can help slow the decline in gliding down..



SKYLARK 3f

Specific projects were identified for the coming year, and allocated to specific committee members plus others who unknown to them have been targeted to do some work.. The projects include developing our sale of goodies, our T shirts being internationally successful, a storage facility for gliders donated for renovation for flying, display, or providing a supply of spare parts for the future. Acquiring expertise for fund raising, targeting the many owners of the "Classic" early plastic gliders, a large proportion of our national fleet, the

development of vintage glider syndicates and possible "Vintage Enterprise" and "Two Vintage Seaters" competitions for clubs etc were other goals. The best was the collection of a donated "Kookaburra" that had the misfortune of being converted to a flying wing by a wayward Cessna. If that was not enough, during the collection the one piece wing sitting on an open trailer not dissimilar to a tumbrel, went fly about to the consternation of drivers on a major highway. Not too much additional damage was done and it is planned to restore for a "Vintage Youth" operation at the Norfolk Road GC, the most active vintage club in the country. If I say they have only a few less gliders than members you will see they are hard to beat.

Our rally, our main reason for being in Taupo, for the AGM was a diversion to satisfy the NZ Companies Office if you remember, was favoured by the weather, and excellent help from members of the Taupo GC, who set optional tasks. Only Ray Kerr took up the challenges resulting in a concern that he was developing an alcohol dependence... Some ingenuity was ultimately required to enable our daily wine prize to go elsewhere, ideally to someone like Rae who would share the proceeds. For the first time John Curry, who came and flew the Rotorua's Bocian, did not take his EoN Baby for bladder stretching flights, and when he did failed to out climb our Skylark 3f. It's great looking down, after rigging the damn thing, to see a diminutive glider way below.



Slingsby gliders dominated the rally, with a photo line up comprising Skylark 2, Skylark 3f, Dart 15 and a Dart 17. It is to be hoped that we will ultimately be able to field a more complete range by including a Skylark 4, and expanding our two seater fleet with an Eagle, T21, and Capstan to join the fine T31

restored at Norfolk Road. This goal explains why we are looking for the fund raising expert, storage, and why we will be contacting clubs about operating vintage gliders as part of the club fleet on our behalf. Here it must be said that the support we get from our National body is exceptional, including as it does a regular feature in our national gliding magazine.



**N.Z's OLDEST GLIDER, THE EON BABY**

Back to the rally, the social side was as equally enjoyable and on some days, i.e not the best ones for flying, took precedent. This year three boats took to the water for our excursion on Lake Taupo, the largest lake in New Zealand, courtesy of a past exuberant volcano, a skipper, tug pilot, and Taupo Club manager Tom Anderson. Some, unwisely took the plunge, and others failed to catch any fish. Finally the colour blind could not understand how Tom found his way back to the harbour long after the sun had moved on. (Anyone pointing out that it was the earth that was moving, not the sun, either has a great sex life or wants to be co-opted to the "VK" committee.)

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**AUSTRALIA DAY**

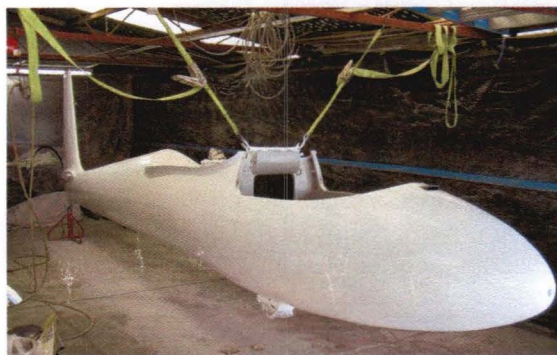


**PETER RAPHAEL WAS VERY PATRIOTIC IN HIS WOODSTOCK!**



**HOME BUILT SAILPLANE CORNER**

**WITH PETER CHAMPNESS**



**HOW THEY DID IT!!** Winner of the Concours d'Elegance 2009, Dennis Hipperson's Ka-6E VH-GEA, getting it's paint job at Peter Raphael's workshop.

FROM ARTISTIC MEMBER GEORGE BUZULEAC



*Martin Simons is currently building a 1/3 scale Minimoa from a kit imported from Germany. The only thing missing from the kit was a 1/3 scale Martin, but not anymore.*

*Here is a picture of Martin's shrunken head in the model Grunau 4. It will look better in the Minimoa as the 1/4.5 scale Grunau 4 makes Martin look a little big headed! We know of course that isn't the case.*

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**It's great to see all that activity in Queensland – perhaps NSW is next? Until next time, good thermals - and stay safe... Dave and Jenne G.**