

Vintage Times

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Articles for Vintage Times are welcomed



PHOTOS BY Mr. Yasuhiro Yama

THE CONDOR IN JAPAN

By Ken Ueyama

The Condor finally got Japanese registration after it's return from Australia. We took the Condor and Minimoa to Fujikawa Glider port, located on the Pacific coast near the foot of Mt Fuji. We wanted to take a picture of the Condor and Minimoa flying together in front of Mt Fuji. It would be a wonderful picture if it came out well.

It was Mr. Honda's will and his son wanted to fulfill it this time. I can't think of any stronger message about Japanese vintage glider activity than that conveyed by this single picture. It would be one of the most memorable pictures in the vintage glider world.

We arranged two chase planes both with the most famous aviation photographer and we all prayed for good weather. We planned Saturday and Sunday in case Saturday's weather was no good. The weather forecast for Saturday was sunny till noon and getting cloudy after that.

I left the house at 5 am and arrived at Fujikawa at 8 am. I was the first one there but by 10am there were about 50 people who all wanted to see the Minimoa and Condor. The weather was cloudy and I could not see Mt Fuji from Fujikawa which is about 50km away. The weather was getting better at 11am but I was still only able to see bottom part of Mt Fuji. We took a few pictures of both gliders on the ground and in the air near the airfield. We waited until 2pm with no change in the weather so we decided to check if we could see Mt Fuji above the cloud. Cloud top was 5000' and above the pilot could see Mt Fuji. We decided to tow Condor to 6000' and take the picture. We gave up on the idea of the Condor and Minimoa formation flying.

The Minimoa pilot didn't want stay on tow that long and formation flight in a glider is very difficult to begin with. Towing Condor up to 6000' by Piper Cub takes 30min and we only had one tow plane.



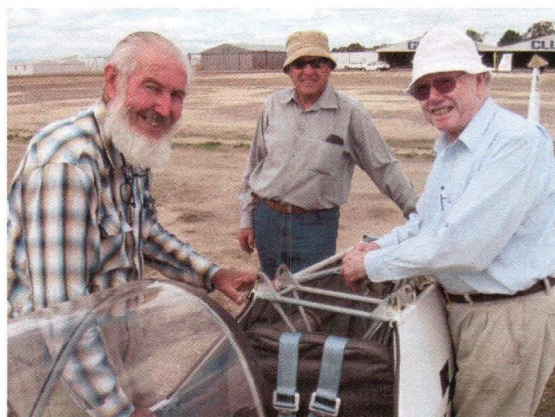
We were watching the Condor in tow and the two chase planes all the way up until they disappeared in cloud. We were listening to the radio conversation between the camera man and pilots trying to make the right position for the shot. I heard the cameraman say "I think I got it!" It was too bad that we couldn't take the ultimate duo picture but we did best we could.

OLD MATES WEEK 2009

Benalla 16th to 20th March

Where can you get lots of sailplanes and towplanes, plenty of thermals, 5 days of beautiful warm sunny weather, wonderful facilities and 90 gliding personalities and friends, some involved in gliding dating back to before WW II? This year's Old Mates Week at Benalla, that's where!

RIGHT:- JOHN INGRAM, ROLAND MAEDER
AND ALAN PATCHING RIG THE K7



Not only for "ancient" glider pilots, the meeting welcomed "young layabouts" while encouraging those with a lifetime in gliding to mix and share their experiences, as well as allowing plenty of "air-time" for past, present and prospective glider pilots. The Annual Dinner, held on the Wednesday evening, this year morphed a wonderful social evening, good food and drink, and fascinating talks by pre-war glider pilots Jack Hearn and Kevin Sedgman.

A skilled raconteur, Jack had the whole room sharing the dramas, the excitement, the mistakes and the regrets of that fascinating era first hand. Starting in the 1930s with model aircraft before joining the Gliding Club of Victoria during the early days in operations around Melbourne, Jack's anecdotes about the gliders and builders of the early years was fascinating. He was thrust into the RAAF during the hostilities and his war years took on a direct relevance as he described experiences while instructing at Benalla, his two brothers, Keith and Bruce, also based here while training as RAAF pilots during the war. Jack also talked about his time as Squadron Leader of Number 5 Squadron, seeing action in the south-west Pacific on Boomerangs and Kittyhawks. Thanks for a great presentation, Jack!



OLD MATES KEVIN AND ALAN

Kevin Sedgman, who remembers the early days of model flying with Jack before the war, became one of Australia's most experienced instructors and private glider builders, describing a lifetime of fulfillment in gliding. He particularly acknowledges the Australian and worldwide friendships gliding has brought. Many students became skilled pilots under his tutelage, and some have gone on for rewarding and responsible careers in aviation. Kevin also was a founder of Vintage Gliders Australia thirty two years ago.



THE KA6 AND K7 IN THE QUEUE

Thermals during the early part of the week were subdued by an inversion at about 4,500 feet, and each day became a little better, until Friday when we enjoyed heights above 9,000 feet. Predictions during the daily briefings by Graham Garlick were spot on. Crosscountry flights were made on all days and a couple of outlandings, with aerotow retrieves, occurred. Also interesting were the stories about struggles and scrapes to get home by some of the more ambitious pilots. Many flights into the nearby mountains were made.

A number of visiting gliders showed up. The perennial Keith Willis came from Bordertown Club with his PW-5, intent on raising his average with flights in excess of five hours. John Ingram brought his recently surveyed K7 two-seater VH-GNU from Adelaide, assisted by Kevin Sedgman. Many good flights were made with passengers and old-timer pilots alike, the K7 superb in it's ability to gain height - and hold it - in light conditions. Jenne and Dave Goldsmith brought their Ka6, each logging many hours, capped by Jenne's 158 km flight into a headwind back home to the Bendigo Club on Friday. Don Ridgeway enjoyed some flying in his Slingsby Dart 17R. Roger Druce brought his Duo-Discus XT, and, supported by the Benalla Club's new K21, IS28 and syndicate Duo Discus, high performance social soaring was enjoyed by many.

Altogether an unforgettable week, with thanks to all, including organizer Jim Barton, with briefings by Graham Garlick, operational assistance provided by Graham Garlick and Ken Boland, Rhonda and Sue for patience with administration, tow pilots Max Carpenter, Jim Barton and Chris Gough, the Gliding Club of Victoria members, the club's caterers, and all the Old Mates and Young Layabouts who visited. A wonderful week was had by all!

At Last!

BY John Ingram



Where do I start?

At the 2008 Vintage Gliders Australia rally, held at Bordertown SA, a friend brought along a recently purchased K7 (VH-GNU): expecting it to be a straight forward Form 2, and a test fly, and flown at this rally. Form 2s on an old glider can take several days. A quick look suggested 'a few days, at least'. (More than 'we' could afford to lose.) Ian Patching suggested I could do the Form 2, at my leisure (at home). Doing sums on the Log Book indicated a Forty Yearly was due (5 yrs ago); not just a Form 2. And the "paper work"; what paper work??

The best opportunity to have this K7 rigged and flown would be at the next VGA rally in 2009. So I had one K7 in its trailer, and Kevin Sedgman in my car, and arrived at Bordertown uneventfully, Jan 2009. Well, the K7 needed to have a Weights and Balance done: all prearranged with Alan and Ian P. Part of the 40 Yearly was to have the pins and cones (wings to fuse), magnetic particle tested - two tiny cracks, longitudinal, were detected, so they needed to be replaced. New pins were made, but they needed to be 'fitted', and at this VGA rally they didn't fit well. "Why does everything work (fit) correctly in the workshop, but refuse to cooperate on the airfield?" I wasn't too happy with myself, I had no energy or strength, and it was getting difficult to breath ; so I watched the weights and balance, from the horizontal position; a worm's eye view. Because of the non fitting pins the glider went back into its box: and I looked for a doctor. Monday I found one; an Xray later, and I was in hospital; on a drip plus medication. (I knew I was in trouble when I drove off the road several times, getting to find the surgery.)

Ian P was due 'for a break', and suggested a weekend at Bordertown to get the K7 back into the air.

The Barossa Valley Gliding Club scheduled a flying day on the Monday of the long weekend in January (Australia Day). As I still found 'doing' anything, and breathing tiring; thanks to 'Welch and Irving' I calculated that I should be OK up to 5000 feet. Well, the Czech metal two seater was pressed into service for the day: Ted Bowden and I had a mutual flight; I take off, and Ted to land. I found and held the thermal; between us we weren't doing too bad: at 3500 feet I wasn't feeling the best. About 3800 feet I handed over to Ted, and said, "I would like to breathe!" so Ted made a rapid descent; at 2000 feet I could breathe easier. Not a long flight, but with Ted, always enjoyable; and 'interesting'.



Friday, the 20th (Feb) was the chosen day to drive to Bordertown. I left home at 0530, driving in the quiet of the morning. After delivering some flowers to the nurses, I arrived at the airfield to await the K7. The fellows at Bordertown apparently have large sheds where glider trailers can reside out of the weather. I thought I could pick up the trailer, saving the farmer the trip to the airfield. Two phone calls later saved a 'drive', Brian Gerhardy was coming into Bordertown that afternoon anyway, so he delivered the trailer. Ian P and JR (Marshall) arrived.

Saturday we rigged, with the 'old' long pins, and the paperwork completed by Ian. After lunch Ian went off on the test flight; after 52 minutes he came back; smiles all over his face. A smile says it all?! Thanks Ian. As Saturday was Bordertown's flying day, the next flight was with Geof Tremain, a 5 minute one. Apparently this aircraft needs a little sealing for air, the back seat pilot has difficulty with any conversation. JR took his

14 year old daughter up for a flight which turned out to be 35 minutes. Geof Mackereth and I took off a minute before 1600; we took turns in flying; just local. We went as far as the other side of Bordertown. The thermals were kind to us. The lift was over the green patches! Several times we exceeded 4000 feet; just sculling around. The highest point, and we could have gone higher, was 5100 feet; well, we had sufficient height to fly over the town. Wandering back we were approached by Peter Brookman, we shared the same thermal, us in close to the core, at 40 knots, and Peter further out at a much greater speed; he was taking photos of us. I suppose we were the only two gliders still airborne. Peter went zooming about, I thought about going in to land, so we took up a spot in a thermal, waiting for him to land, and move his aircraft off the landing strip. We waited and waited in this holding pattern: we were going - up! From 2000 feet to over 4000 feet, again! When Peter started to clear the strip, we decided to come down; but we kept going up! Eventually we found some sink, and thermalled down a bit... Yes I know, it's disgusting but I used the spoilers to get down, from over 4000 feet all the way to the strip! We landed at 1735. Not a bad first flight; other than a circuit.



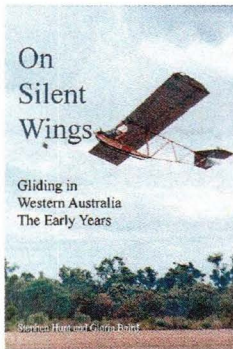
Sunday the K7 had four cables (Bruce Gaskell drove the winch for us); Ian and I, two flights of 3 minutes; well, it was early morning. JR took his son up; then I had a 10 minute solo flight. We put the glider back in the box; had a bite of lunch, and all left for home.

It was decided, as much not by me, that the K7 be left at Bordertown to be picked up on the way to the Old Timers Week at Benalla. Bruce brought some photos for me from Peter Brookman; many thanks Peter; they're great. Thanks Ian; thanks JR; and thanks Bruce. Many thanks also to the people who gave me advice and assistance with this K7 project:- Ian and Alan Patching; Kevin Sedgman, Kevin Lewis, Noel Roediger, Harry

Schneider, Anthony Smith, Bruce Tuncks, Alan Bradley and Kim van Wessem. Do I always take on tasks that need a fast / sharp learning curve? Just like 'work'!

AN ENJOYABLE AND INTERESTING BOOK

"On Silent Wings"



"On Silent Wings" charts the history of gliding in Western Australia 1930-1958.

128 pages, 100 photos and 25 illustrations

Soft cover \$25+postage
Hard cover \$45+postage

Available from Stephen Hunt.
email; sauris_hunt@hotmail.com
42 Hamilton St, Bayswater. WA 6053

GEOFF GIFFORD TROPHY HOTLY CONTESTED!

Jenne Goldsmith submitted details of a potential Geoff Gifford trophy flight, when she flew 160 km from Benalla to Bendigo after Old Mates Week.

Then the following was received from Scott Penrose:-

My flight from 2 weeks ago was by FAI standards 230K and by OLC 238K (not much difference). I have not measured it myself on the map, and just trusted SeeYou. The Cobra I think has 1.02 handicap, so that would be about 225K (FAI).

It was my first cross country flight in 13 months, and the first flight in the Cobra for 5 months - so I felt it was a good effort. It was actually a high day, over the hills (Buffalo) I reached 10,000'. The other guys, according to the OLC for the day did about 270+K and about 80+kph. I did 76kph. The flight was from Benalla, to Buffalo (the long way as I got lost - don't ask) then to Mount Beauty (I was going to head to Bogong, but it looked a bit blue, and last time I was over Mount Beauty I landed out in Bright, so I decided not to push it), back to Buffalo, then down to Lake Nillacote, and back to Benalla - flight time just over 3 hours.

COMING EVENTS

There are many events in Europe, particularly the United Kingdom, this (Northern) summer, please check the Vintage Glider Club website if you are interested www.vintagegliderclub.org

 **June 24th - July 4th** 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 www.soaringmuseum.org

July 19th-July 27th VGC Rendezvous
EDWIN Nordhorn - Lingen, Germany.

Contact Hans Kruse
hans.kruse@acor.de

Home page www.lsvlingen.de

 **July 27th- Aug 7th VGC**
International Achmer EDXA Germany
Contact Ulf Ewart tel: ** 49 5461 5147
Fax: **49 5461 5185 ulf.ewert@osnanet.de
Information: www.vgc-deutschland.de

Raywood-Melbourne Cup Week.

31st October to 8th 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 9th to 17th January, 2010
Contact Ian Patching

THE NEW M200 FLIES

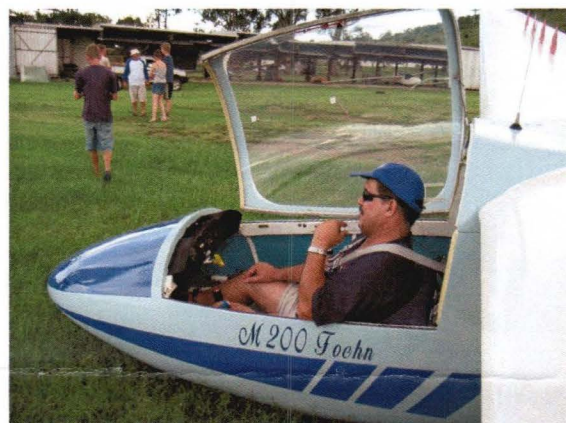
LAURIE SIMPKINS reports that his recently imported M200 "flew beautifully and is a delight to fly."

"I had to do a few things for the Australian Cof A and also did a bit of painting where I made a few minor repairs during the 40 year inspection. Only had 4 flights so far with one from the back seat and I have a list of pilots keen for a flight. Hope to do some at Easter so hopefully more pics by then"

Laurie is repairing another M200



READY



SET - LAURIE PREPARES FOR TAKEOFF



GO!

The Pilot

BY TERRY WHITFORD

There's two things around that'll send you
broke.

And that's horses and owning gliders
There's a lady around that's right into both
But I can't reveal her bona fides

She'll have to decide on her passion
And attack it with verve and some flair
But gliding has come back into fashion
And horses are *vin ordinaire*

Perhaps if she fitted a saddle
Instead of the ordinary seat
She could sit in the glider all astraddle
And for the rudder, use stirrups on her feet

She can fly most anything that's been around
And she loves to get into the sky
She's very careful in fact, good all round
She really does just love to fly

She's not what you'd call a nutter
And never does anything rash
But the first time I saw her in the Hutter
I thought she was going to crash

She was coming in sideways on final
And looked as though she was gone
But when only inches above the vinyl
She kicked it straight and greased it right on

She would have an interesting log book
And some of the types would be some goodies
But I bet the best flight that she ever took
Was the memorable one in the Woody

I know that I'll have to name her forthwith
But I'll try to do it with élan and some flair
So members I give you our Jenne Goldsmith
Glider pilot "*extraordinaire*"

LETTERS

Dear Jenne and David, FROM Ray Ash

I am writing in answer to a query by Stewart
Hamey in the January Vintage Times with regards
to the Grunau ex VH-GHY.

This aircraft was indeed the Silver Grunau owned
by the Hinkler Club of which I was a member in
the late 1940s and early 1950s. It was built in the

mid 1940s by Geoff Badgery and Bob Letson in
Sydney and was test flown at Fleurs airstrip in
about 1946. About the same time Les Squires
built another Grunau which the club also acquired,
which was known as the Blue Grunau. We
operated these for a number of years at Camden
and on several cross country camps at
Narromine. Being on the tall side I found the
Grunaus very cramped and uncomfortable,
particularly the Silver one as I had almost no
aileron control at all. The Blue one was marginally
more roomy so I always flew this one.

The Silver Grunau was towed to Toowoomba by
Fred Hoinville in September, 1951 with Bob Muller
and Bob Krick alternating with the glider flying.
The reason there is no mention of registration in
Hoinville's book was because gliders were not
registered in those days. The photos in his book
show the Silver Grunau opposite page 19 where
the distinctive metal nose that it had can be seen,
and also opposite page 82. The glider shown
flying overhead opposite page 227 is the Blue
Grunau.

2008 INTERNATIONAL VINTAGE RALLY Wels, Austria, from 30th July to 10th August PHOTOS BY MARTIN SIMONS

Due to limitations on space in VINTAGE TIMES
112, we had to hold over Martin's photos of the
Vintage Glider Club International Rally in Austria.
With apologies to Martin and our readers for the
delay, and special thanks to Martin for the pics,
we are pleased to present them in this issue.



WELCOME BRIEFING



K4 RHONLERCHE

HISTORY OF MR J.J. BANGE AND HIS PRIMARY GLIDER

Article by Scott Williamson
Photos courtesy of Mr. Trevor Bange



DDR L-10 LIBELLE



SPYR 5



SLINGSBY T-31



EDELWEISS

INTRODUCTION by Dave Goldsmith: *In the late 1960's when I was attending the Queensland Championships over Easter, this sprightly old fella in a tennis cap flew in at treetop height in a pretty Ryan two-holer. John Bange was well known to the locals, and proudly gave me a photograph of the "Azure Star" primary. Here is the whole story...*

It may not have the status The Wright Brothers first flight enjoys today, or the well documented flights of Sir Charles Kingsford-Smith, Amy Johnson, Bert Hinkler or the flight of the Vickers Vimy, which are all very significant events in our aviation history. However, this flight is a significant event in its own right.



What was this event? Well, we need to go back to the year 1932.....

On the property "Aviadell" approximately 5km west of Clifton, Queensland, a young man by the name of Mr John J Bange, on the 13th of March 1932, climbed into the open cockpit of a frail looking aircraft with a 12 mtr wingspan- The Primary Glider. 11am with Mr J Bange at the controls, being towed by a Chevrolet vehicle driven by Mr John Falconer the craft named the "Azure Star" made its maiden flight. Out of the logs he made of all his flights, this is how he described the first flight in "Azure Star"

First Entry- March 13th 1932. (11am) *Test flight with J.J. Bange at the controls. Entirely successful. Quick Take-off, beautiful to handle. This was the pilots first solo. The landing as a stall and pancake from 10ft up. Max altitude 15ft. Distance of flight 100 yrds. She stood the pancake perfectly.*
Wind 5m.p.h. landing speed 6m.p.h. Land speed nil-to 1m.p.h.

A young man from Clifton had a passion for aviation, flown as a passenger with the pioneer flyers Sir Charles Kingsford-Smith and Lester Brain respectively during the 'Barnstormer' days. He designed and built this machine in his spare time and test flew the "Azure Star" himself. He made many flights in the Primary Glider learning as he went and growing ever more confident with his aircraft. Many aircraft designs have the odd issue to overcome. However, from the first flight the glider was very successful.

1930 at the age of 22, when most of his peers in the district were enjoying the more social aspects of their lives, Mr Bange committed himself and started to build the Primary Glider. So began the dream and long association of his aircraft. Even with his background in engineering, the project took him two years drawing, cutting and gluing. The glider was based on the design of the Zoegling glider flying in Germany at the time, a typical 'open skeleton' fuselage of timber and rag. Even then in the early years of flight, gliding in Germany was becoming a popular sport. Knowing the design of the original glider had some problems; he modified the design so those problems could be overcome and make the aircraft more durable. Such modifications included enlarging the rudder section, increased the length of the wings and also increased the height of the centre mast, which was positioned behind the seat, so he could employ extra wire bracing. Attaching this extra bracing to the wing strengthened the wing, so it was able to handle a higher shock load put upon the aircraft during the stress of a landing. The original Zoegling design found that a short Kingpost caused the stress and fatigue to the wings. Ultimately the wings would fall off during an impact of a landing. The new design was not that much different, and could be comparable to the centre mast design and bracing on a Drifter. And he also modified the design of the landing skid. As the Gliders that were flying at the time would have a tendency to run up on the nose during a landing and with the redesign the objective would be to eliminate that problem. Of recent times it has been discovered Mr Bange had been in contact with a University in Adelaide, South Australia during the construction period of the Primary Glider, gaining and collecting important engineering and technical information that he could use during the construction.

So in 1932 The Primary Glider, "Azure Star", 2 seater Model Z-B-1 was airborne.

Mr Bange also went on to design and build the Z-B-11. It incorporated much of the design features of the Z.B.1, however, it had an enclosed cockpit with a nacelle that could be removed. The Z.B.11 was designed to be a single seat model. This is what Mr Bange wrote about the test flight- **Model Z.B.11.** October 27th 1935 *Single seater. First Test Flight. Nacelle now fitted and machine a secondary. Flight Okay. Everything seems splendid. Lands easily. Pilots first flight in a secondary glider*

Mr Bange loved his aviation, and wasted no time in wanting to share this experience with any that were willing. Soon after the testing period of the Primary Glider and becoming ever more proficient and comfortable with his aircraft flying higher and further, he got to the stage where he made the decision to share the experience of flight in the Primary Glider. So the Aviadell Gliding Club was formed where Mr Bange became both founder and Chief Flying Instructor. From that point, all of his work and that of the club was entirely for the benefit and advancement of gliding flight.

Mr Bange's first student was a Mr T.E Glasheen, as recorded in the Log of his first solo- *April 22nd 1935(Easter Monday): T.E Glasheen = Distance 40yds.= Altitude 4ft.= landing poor. Skid. Wind 11mph. Remarks= A well controlled flight. A first solo. A severe skid at landing. A perfect settling. Instructor J.J Bange*
April 22nd 1935: T.E Glasheen= Distance 80yds. Altitude- 25ft. landing- very good. Wind 0. A well controlled second solo. A steady climb and nice settling.

I had the privilege of talking to a Mrs. Bernie Stewart who has been associated with the family for many years, and it would be remiss of me not to mention the help she has given me in providing some of the information contained in this article. One thing she mentioned to me was that Mr John Bange was a great advocate for promoting Women in Aviation, giving of assistance to any women who had any interest in wanting to fly his aircraft or aviation in general. This was a refreshing change to the general opinions and perception of that era of Women Aviators. This would be no real surprise then that his second student who went solo in the Azure Star was none other than his dear wife Mrs. Mary Elizabeth Bange, who affectionately was known as Bessie. She became known by this name early in her life and it was by this name that everyone knew her by. Bessie stood by John throughout the whole process from the construction to being part of, and many times, was the ground support as the operator of the launch vehicle to get the glider and Mr. Bange in the air. She also provided not just the physical, but emotional support and

encouragement as well. Bessie Bange deserves the recognition for the contribution she made in the history of the Primary Glider and for the many successful flights the Glider made.

This was the Log entry of Bessie Bange's solo flight-

October 26th 1935. Pilot = Mrs. J.J Bange. Distance 42yds. Altitude 12ft. Landing good. Wind 5mph. Remarks = A first Solo. Excellent for first solo. Best done yet out of three first solos on this ship. A faint sideslip during flight. Highly commended flight. Instructor J.J Bange. Aviadell Gliding club Instructor.



TREVOR AND JAMES BANGE WITH "AZURE STAR" His third student that went solo was John Bange's son Keith. He had previously been on flights with his father as a passenger, including one history making flight. Now at the age of 13 Keith was about to make his own piece of history-

August 17th 1948- Pilot J.J Bange. Distance 100yds. Height 80ft. Landing good. Wind 10mph. Remarks- Testing cord and wind prior to a first solo being carried out.

- further cord and wind checks before first solo. The wind is west and very true to direction and generally all is excellent to carry out early solos.

August 17th 1948- Pilot- Keith J.D Bange. Distance 30yds. Height 4ft. Landing Good. Wind 7mph. Remarks- A first solo.(instructor J.J Bange). Pupil aged 13yrs. Best first solo carried out on this ship to date. Very good handling.

The Azure Star Z.B.1 and Z.B.11 were at times quite a handful in the air under different conditions, even though his initial test flights and all the first solo flights were very successful. Throughout his logs he did report incidents that did occur and the conditions in which they occurred. These incidents though, failed to dampen his enthusiasm, he affected repairs and in some cases the down time also availed him the opportunity to make adjustments and make slight changes to the design to the craft. Nothing certainly remained a constant at Aviadell.

Out of his logs I have chosen a select few of the highlights of some of his flights. All flights conducted in the Z.B.1 unless specified-

May 7th 1939- J.J Bange. Distance 250 yds . Altitude 100ft. Landing wing down. Special Remarks- nice flight. Came in to land drifting. Banked over and failed to get wing up soon enough and hit wing tip skid on ground. Broke both spars.

This flight proved to be the last flight he made in a six year period. The duration of World War II.

August 19th 1945- Pilot J.J Bange (145th flight in this ship). Distance 200yds. Altitude 50ft. Landing perfect. Special Remarks- A nice flight. First time off the ground since above flight. Flying indicated lack of practice during past 6 ¼ years. All during the period of World War II. **The first glider flight in Queensland since war.**

September 12th 1946- Pilot J.J Bange. Distance 20yds. Altitude 5ft. Landing-heavy. Wind 6mph. Remarks- First night flight for pilot and ship. **Believed first ever in Queensland and definitely first since WWII in Queensland by a glider/and/or glider pilot.**

John and Bessie had a second son Raymond. This was the record flight with Raymond and his Father-

September 15th 1946- Pilot J.J Bange. Distance 60 yds. Height 25 ft. Landing good. Wind 25mph. Remarks- Wind now very strong. Machine nearly "kites". **First passenger carried in this ship and in Queensland since WWII.** Passengers name-Raymond Fabian Bange, aged 7 years. Weight 45lbs. First flight in his life

July 29th 1947. Pilot J.J Bange. Distance 50yds. Height 25 ft. Landing good. Wind 12mph. Remarks- **Record. First time in Queensland that glider pilot wore parachute. . The pilot thus creates new record. Owned his own 'chute.**

July 29th 1947. Pilot J.J Bange. Distance 50 yds. Height 30ft. landing perfect. Wind 16mph. Remarks- **Another record flight. First lady passenger carried in any glider in Queensland since WWII and first in this ship. Passenger's name= Miss Rene Hornung. This pilot creates new record by carrying first lady passenger.**

I mentioned earlier about Keith and a history making flight with his father John Bange. Here is the log of that flight-
September 26th 1947. Pilot J.J Bange. Distance 80yds. Height 20ft. landing good. Wind 12mph. Remarks- **History making flight, Keith JD Bange, carried as passenger being the first passenger ever carried on the Darling Downs in a CLOSED machine and first in Queensland since WWII(in a closed machine).** This pilot also makes the historic first passenger carrying flight in a closed machine as set out above in the single seat Z.B.11 machine with the pair crammed in together.

September 7th 1948 proved to be the last flight for some period until the 13th of March 1957. This date marked the 25th Anniversary of the first flight conducted of the Primary Glider. The same date, same time, same place and being towed by the same car, Mr Bange did a re-enactment of the first flight. To also witness the event that were not there at the first flight was the young lad Keith, and also was John and Bessie's third son Trevor. Also present for this event was a representative of the Darling Downs Star, The regions local Newspaper, in fact the reporter headed the article "Hinkler would have loved it". How true. This is his log of that flight-

*March 13th 1957- Pilot J.J Bange. Distance 200yds. Height 150ft. Landing perfect. Wind 3mph. Remarks: **Silver Jubilee Flight.** After nine years of being idle. Great event. All past pilots present. Pilot wore original flying suit in which he test flew the machine 25 years ago, and flew over the same track in the same field, at about the same hour of the day as he did in 1932.*

This was a fantastic achievement. But a bigger achievement was yet to come. In 1982, and at the age of 75, Mr J.J Bange, possibly the oldest pilot in Australia at the time in the oldest flying glider in Australia took to the air to celebrate the 50th Anniversary of the initial flight. On the 13th of March^{the} same pilot who conceived, built the Primary Glider took to the air towed by the same Chevrolet vehicle, the same time from the same spot where he originally left the earth. On this day quite a number of people were present to witness this event.

This 50th Anniversary flight of the Azure Star was a tribute to one man's dedication to aviation. The Azure Star might be a far cry from the aerodynamic lines of today's gliders, but this is a true testament to a design and quality of craftsmanship that has stood the test of time. The glider, after 1982 continued and a number of more flights was recorded. Mr John Bange's youngest son Trevor soloed in the machine, and Trevor's son James also soloed in the Azure Star. In March of 1992, John, Trevor and James all flew the glider on the same day. Making three generations of the same family flying the same machine that was designed and built some 60yrs earlier by their father and Grandfather respectively, and which all occurred on the same property "Aviadell". That is a remarkable achievement indeed.

Unfortunately Mr J.J Bange is no longer with us. However, during his aviation career he also purchased and flew other types of powered aircraft. He purchased a Ryan STM, a DH 82a Tiger Moth and another was an aircraft that had been previously owned by another great pioneer of flight and owner of his own very successful Airline Sir Reginald Ansett, the Porterfield aircraft. Today, Mr Bange's legacy remains, and

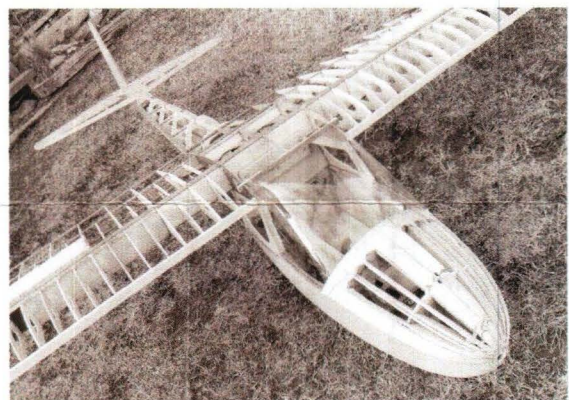
continuing that Legacy is Mr Trevor Bange, the son of Mr John Bange, who has also dedicated his life to aviation, and has become a respected aviator and Chief Flying Instructor in his own right. And John's Grandson James is also continuing in his Grandfather's Footsteps flying both powered and glider aircraft.

The glider, which John Bange made 246 flights, carried 21 passengers and soloed 3 students, was put on open static display during the Darling Downs Sport Aircraft Association and the Lone Eagle Flying School's Annual Clifton Fly-in on the 11th March 2007 to mark the 75th Anniversary of Mr J.J Bange and his glider's first flight. Even though the Glider did not fly at this event, it still was a fitting tribute to one man's dedication to aviation.

To those that knew Mr J.J Bange, and knew of him, knew a man who was a son, husband father a brother and a friend. But he will always be best known as the 'flying farmer', a designer, engineer, a dedicated, true pioneer of flight. He was an aviator.

It would be remiss of me not to make special mention of Mr Trevor Bange and his wife Janet. For without their kindness and generosity I would not have been able to put this information together. Freely giving of information and giving of permission to use this information, some of it up until now, has been quite privileged information. Allowing me to use extracts from the Logs of Mr J.J Bange and writing about the history of one man's dedication to aviation has been a privilege.

MINI LONGWING KOOKABURRA!



George Buzuleac is working on a quarter scale ES52B Longwing Kookaburra. Wingspan is 3.7 metres, taking up quite a large part of George's backyard.

UNTIL NEXT TIME Good gliding and stay safe. Thanks for your contributions, please keep them coming in!

Dave and Jenne

HISTORIC PHOTOS

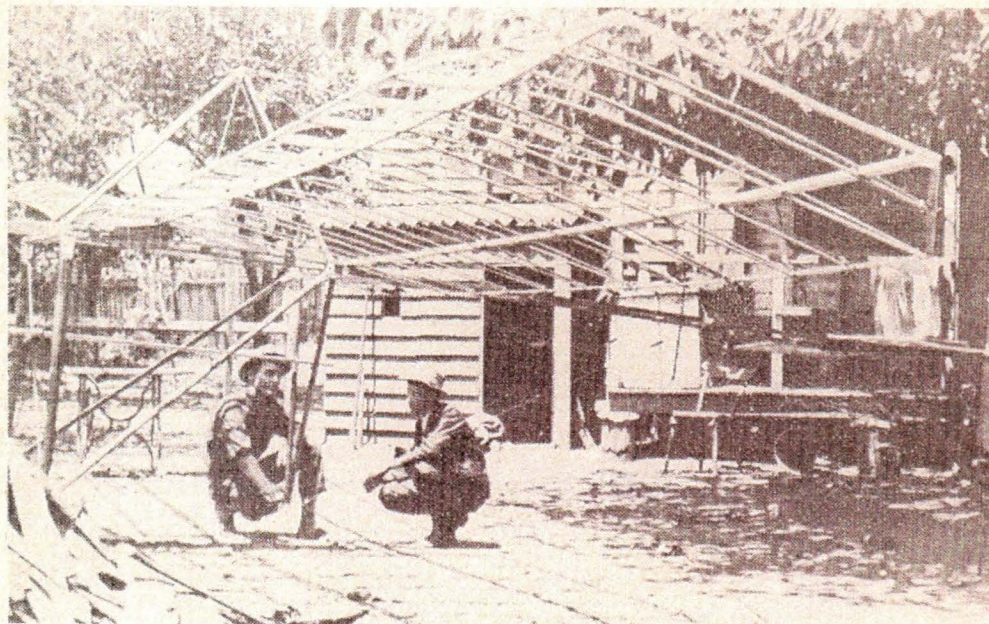
Dear Sir,

Enclosed are two photographs of Bert Hinkler, one in the backyard of his home at North Bundaberg with a partly constructed glider, the other at the controls of the glider on Mon Repos Beach about 9 miles from Bundaberg.

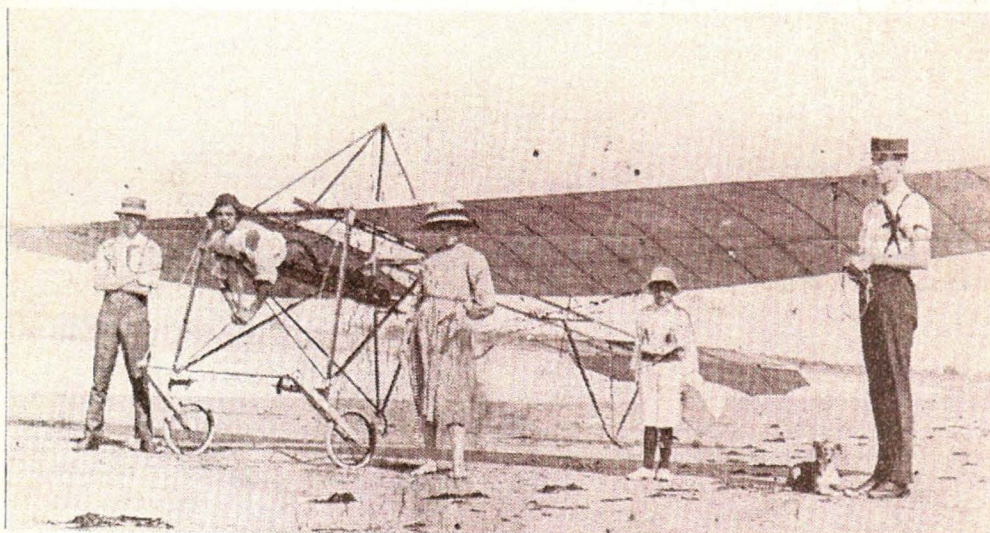
Unfortunately the quality is not good, but this is due to age.

From what I can ascertain both photographs were taken about 1911. The two men on the ropes, apparently towed the glider downhill to launch it. A sister of Bert's who is in the beach photograph and who lives in Bundaberg says she thinks the glider did fly for short distances.

Yours faithfully,
Ray Gessling
Bundaberg



Bert Hinkler's partly constructed glider



At the controls, Mon Repos Beach, 1911

May, 1972

23

FROM AUSTRALIAN GLIDING, MAY, 1972