

Vintage Times

Newsletter of Vintage Gliders Australia

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

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

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

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

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

Tel:03 54283358 **NEW E-mail address!!** daveandjenne@gmail.com

Membership \$20 every October

Articles for Vintage Times are welcomed



Another Mighty K7 Back in the Air

FROM JOHN McCORQUODALE

This photo was taken at the conclusion of the flying before the K7 was packed back in the trailer to return to Sydney. From the right, Ian, John McCorquodale, the tuggie Dave Howse, Alan, Rob Moffat, and Mrs Margot Firth-Smith. John's old school friend Bill Firth-Smith and his wife Margot came out for the day from Melbourne to Bacchus Marsh to watch the events, so following the test flight, John took Bill for a flight, and then Rob took Margot for a flight. For both of them it was their first flight in a glider, which they are still talking about!!

The third partner, Arie Van Spronssen could not come to Bacchus Marsh. Arie used to own the Ka6 HNA which he sold to John Mackley where I see he featured in Vintage Times 113. Arie will also be coming to Raywood with John, and they are looking forward to catching up with you all there. Unfortunately Rob will not be able to make it to Raywood this time

As a new member, I would like to make a contribution to Vintage Times, should you think fit, of what Ian and Allan Patching did for us recently.

As a long time syndicate member of K7 GPG, I decided to take on the 40 year survey, under the supervision of one of our club members. It was with enthusiasm that this was started, having been part of the team when we did the 30 year survey, over one Easter break, and having done all the Form 2's since then, so I needed to attend an airworthiness course, which I enjoyed at Bathurst in 2006. The gestation period proved to be longer than anticipated, largely because my Supervisor had his time taken up commencing a new business venture, but the times when he could help, with his knowledge and expertise were very much appreciated.

I sought the advice on wood and fabric issues from Athol Holtham, which was most appreciated, but after a time of delays, I asked Athol if he could help me to do the final inspections. He declined for lack of space and facilities, as well as time constraints, but he recommended Alan and Ian Patching as being the most likely source of assistance, with this request. It so happened that I was flying to Melbourne the next day, so a quick email to them both, asking to meet them during the next few days, resulted in an immediate response from Ian, to make an appointment.

He met me and we drove to Alan's home, where we talked nonstop, and we discussed the best method to make some progress over lunch, also I showed them the log book, and photos of the work that had been done on this survey. We made an appointment for meeting them at Bacchus Marsh in March, and I allowed the inspection to last all of the week. With Rob, one of my partners in the syndicate, we drove there and found the airfield in the dark, with the aid of a GPS navigation system !

Rob and I were welcomed into the magnificent club house and shown where the bedrooms and bathrooms were, so settled in for the night after a 14 hour drive from Sydney on the Saturday. We wanted to fly on the Sunday to familiarize with the surroundings, and also to have the currency of launching with aerotow, as we only launch with a winch at our club. We both had two flights, David Wilson let me do the whole flight in the magnificent DG505, and signed me off to fly the K7 on aerotow.

First thing on the Monday, we found where we could have the use of space in the workshop, so set up trestles and laid out the wings and the fuselage, where there was sufficient space to work. Ian and Alan arrived on mid morning, and after a good mug of coffee and a chat, we started work. Obviously I had closed up all the openings since the original inspections, and Ian asked for more holes to be cut in the fabric, and in the wing root ribs, so he could give it a thorough inspection. The prospect of having to close all these up again filled me with trepidation! Ian and Alan both had a magnificent answer to that problem !



Ian landing after the test flight.

Having worked on it all day, with only a quick break for lunch, we were surprised when Ian said "Now let's go and get all the paperwork signed off, so we can test fly it tomorrow"! After a 2 ½ years this was music to our ears! On the next morning, the weather was not looking promising as a low cloud base with a completely overcast sky, made it look doubtful, but by the time we finished rigging, the tug was rolled out, so having finished all the deflection checks, and a complete and thorough DI, we towed it out onto the strip ready to launch. Ian did the test flight, and came back to declare that it flew just like a good K7!! Both Rob and I took it up, and the mutual feeling of having it back in the air again was so satisfying! We also took advantage of taking some good Melbourne friends of mine, up for short flights, and this was also so satisfying.

Without the expertise and enthusiasm of both Alan and Ian, goodness knows how else we would have managed to get our lovely old GPG back up there riding thermals, where it belongs! We are greatly indebted to them for their eagerness to help us!

My sincere thanks. As new members, we are looking forward to catching up with all the Vintage Gliding Crew at Raywood in November!

K7 Update!

Last week we had GPG up at Gloucester, where there is a wonderful ridge on the eastern side of the lovely valley, and with a Westerly blowing, creates wonderful ridge lift, where we had over 3 hours of exhilarating flying last Thursday ! The airstrip is on a dairy farm, and the farmer milks upwards of 400 cows twice a day on a Rotolactor ! It is wonderful even in winter time to be able to write up 5 hours of flight in my log book in just 3 days, in this wonderful place. From the air the whole country there is so green, it is difficult to identify the airstrip ! We also had some weak thermal flights too, it sharpens up ones flying skills in such conditions!



PHOTO BY ARIE VAN SPRONSSSEN

Arie van Spronssen and I are looking forward to being at the Vintage meet at Raywood later this year.

For photos, see
<http://picasaweb.google.co.uk/glidesailrc/GlouesterCamp2009#>

WELL DONE JOHN, ROB & ARIE!

OVERSEAS RALLIES are in full swing.
For the latest start with the following links

USA IVSM'09 <http://www.vintagesailplane.org/>

VGC Achen <http://www.vgc-deutschland.de/>

www.retroplane.net/album/thumbnails.php?album=48&page=1

UK <http://www.vintagegliderclub.org/>

ITALY <http://www.vincenzopedrielli.it>
and click on the English flag.

Some photographs taken at our "family glide" at Benalla

GRAHAM GARLICK



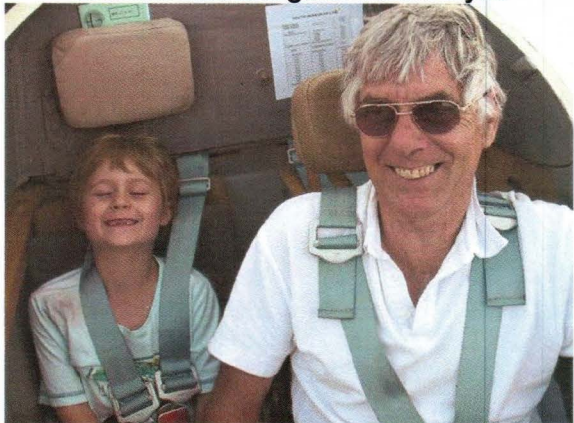
Lovely Kookaburra with adoring friends.



Lochlan and sister thumbs up - Bethany after her first flight.



Graham with daughter-in-law Kylie



Grandson 7 yo Lochlan Garlick just before his first flight in a glider- vintage of course!

WIND UNDER GQY'S WINGS AFTER 21 YEARS.

By Bob Hickman

The big day was November 16, 2007. It was time for ES 60 Boomerang GQY's first flights for twenty-one years. Ian Patching did the evaluation flight then, having won a toss of the coin, I flew her. With dusk rapidly approaching, Neil Hardiman did the third flight of the day. We were all thrilled that the restoration was complete and that she flew so well. This is the story of GQY's return to the air and the completion of a task started long ago by two good men who, sadly, are no longer with us. I have traced her history, as best as I can, from her logbook and the memories of those who flew her, some of whom I met when, at Rod Carter's invitation, I visited the Gliding Club of WA.



**GQY in her element: Bordertown '09.
Photographed by Justine Thompson.**

ES 60 Boomerang GQY serial No. 84 was purchased from E. Schneider Pty Ltd Parafield Aerodrome Adelaide SA by the Gliding Club of WA, Cunderdin. Her first flights (apart from the airworthy test flight) were on 3 July 1966, when 8 flights were recorded for a total of 2 Hrs 30 min. One year later, GQY had 237 hours and 239

flights. The longest flight in her first year was 7 hrs 32 min on 4 Mar 1967. Ten years later, by July 1977, GQY had logged 1449 hrs and 1368 flights, with the longest flight ever being of 8 hrs 39 min on the January 2nd 1972. She was flown at the WA state Champs in Jan 1982. After 20 years of service with the Gliding Club of WA, GQY was removed from service in April 1986 for her 20 year survey, having completed 2504 hours flying time and 2217 flights.

The aircraft was acquired by Geoffrey Higginson and Doug Seaman. Doug was restoring her under Geoffrey's expert supervision prior to Geoffrey's tragic death in a Motor Falke accident at Cunderdin. Afterwards, Doug bought the other half share of the aircraft and completed the restoration and re-painting of her fuselage. He designed and built an excellent trailer and stripped much of the covering off GQY's wings. Sadly Doug was killed in a non-aviation accident and the restoration remained incomplete. When I visited the gliding Club of WA I found that Geoffrey and Doug were well remembered as great chaps who had contributed a lot to the colour of gliding. Rod Carter had known Doug particularly well, as Doug had worked on Rod's farm for a couple of years. Apparently Doug could turn his hand to just about anything, including glider restoration and trailer building.

It was Caleb White who "found" GQY and contacted me to ask if I was interested in a share in a restoration project. Ian Patching was willing to work on the aircraft and this was enough to convince me of the project's viability. I wanted to get involved in the vintage gliding movement. I reasoned that a Boomerang would be affordable and have useful performance, enabling it be flown more often than at just the occasional rally. The thought of taking on an unfinished project appealed. I never knew Doug but finishing his project seemed like an honourable endeavour. I knew someone else who I suspected might think similarly. When I phoned Neil he weighed up my suggestion carefully, for at least three seconds, before he agreed to a partnership in GQY.

Caleb negotiated the purchase with Rod Carter. It was agreed that a vintage glider in need of quite a bit more work and missing some documentation and a few bits wasn't worth too much; well, not in *dollar* terms

anyway. Doug's excellent trailer and the innovative dolly that enables the aircraft to be rolled out of the trailer in its entirety then easily rigged were another matter. We agreed to pay a small price for the aircraft and a good price for its trailer. Most importantly, we promised to complete Doug's project.



The outdoor spray booth, Bacchus Marsh. Caleb sprays while Patch supervises

It wasn't long before Neil left Melbourne, driving west to collect GQY. Fortuitously, some of the WA boys had a glider at Bacchus Marsh to pick up, so they simultaneously set off towards Victoria with our aircraft. The exchange took place at Ceduna.



Patch's smile says it all after GQY's first flight in 21 years.

When we unpacked the Boomerang bits we discovered that the "missing" documentation and parts were, in fact, all present. We were off to a good start. Work initially began in Alan Patching's garage. I wonder how many gliders have been through Alan's garage over the years. The project then moved to Ian's garage and finally to the VSA workshop at Bacchus. Naturally, Patch did all the serious stuff for the forty-yearly and supervised

Neil's, Caleb's and my labour. The whole process took almost a year, though really it didn't amount to too many hours work. The biggest job was re-covering the wings. When we painted her we followed Doug's intended colour scheme.

Since returning GQY to the air, Neil and I have been getting as much time in her as possible. We never envisaged that she would be a hangar queen. Caleb has withdrawn from the syndicate, his good work completed. We remain very grateful to Caleb and Patch as we take every possible opportunity to fly our Boomerang whenever and wherever we can. She is flown regularly at Bacchus Marsh and at various VMFG camps. Some of our club mates seem amazed that we fly cross-country tasks in her, thinking that a wooden glider would surely be confined to local soaring only, if in fact it could soar at all! I guess that they don't have any idea of what glider pilots have achieved in wooden aircraft. The Vintage Glider Rally has become a highlight of my year and I am hoping that GQY continues to put in an annual appearance. Raywood is already on my 2009 calendar. The hospitality of the vintage gliding movement has been just great, exceeding even my expectations. As relative newcomers we have been made so very welcome.



Neil and I are pretty happy after our first flights in GQY.

Has it all been worth it? You bet! It's been a great introduction to what I hope will be a long association with the vintage gliding movement. Hopefully, GQY will get a lot more wind under her wings in coming years and continue to bring pleasure to those privileged to fly her.

Grunau Baby GHY Update.

FROM STEWART HAMEY



The Silver Grunau is making steady progress, the entire airframe has been stripped of old fabric, which has taken many hours work and 12 litres of paint stripper, but it has done it's job and protected the airframe well.

Work is starting to progress on the Fuselage, removing all the metalwork for refurbishment, as well as general inspection and repair.

Many thanks to Geoff Hearn and Ray Ash for the information and photos on the history of the aircraft.

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

A COW OF A DAY IN NZ!

FROM IAN DUNKLEY



The above Ka4 hit a cow on finals at Norfolk Lake Gliding Club. The cow hastily left the scene without reporting that it had caused a collision. Club said, Thank God for that, we will take the insurance money and run, to buy more glass. Small number of members said "Like Hell", big arguments in club, Vintage Kiwi (VK) assisting. Club agreed to fund repairing, now at test rigging stage, then back to club for flying by those who "believe" and others who will pray for another cow.



ABOVE & BELOW - K4 COWSTRIKE REPAIRS





AND A KOOKABURRA!

Kookaburra:- Left outside the hangar, Cessna cut off it's rear end with it's prop, given to VK for restoration, loaded on the special open trailer, one piece wing, wing blew off trailer, went for a short x country, more damage not run over, now At Norfolk Road GC, the one most interested in restorations, umpteen Blaniks, a T31 and Ka6 all flying, plus others I forget. Plan is to use the Kooka in a new VK Venture "Vintage Youth" in conjunction with existing "Youth Glide" operations.

T31 and M200 share the sky!

Hi David, Here are a few photos of the T31 and M200 together on a family flying day.
cheers Laurie Simpkins 12/5/2009



RECOGNITION FOR INGO

WITH THANKS TO JUDY RENNER

Ingo has received the following letter from Mr Kevin Greene, MP:-

"Dear Mr Renner,

"It gives me great pleasure to officially advise that you have been selected for inclusion into the New South Wales Hall of Champions at the Sydney Olympic Park Sports Centre in recognition of your impressive sporting achievements."

"Your success in the sport of gliding is a reflection of your talent and makes you a worthy inductee into the New South Wales Hall of Champions"

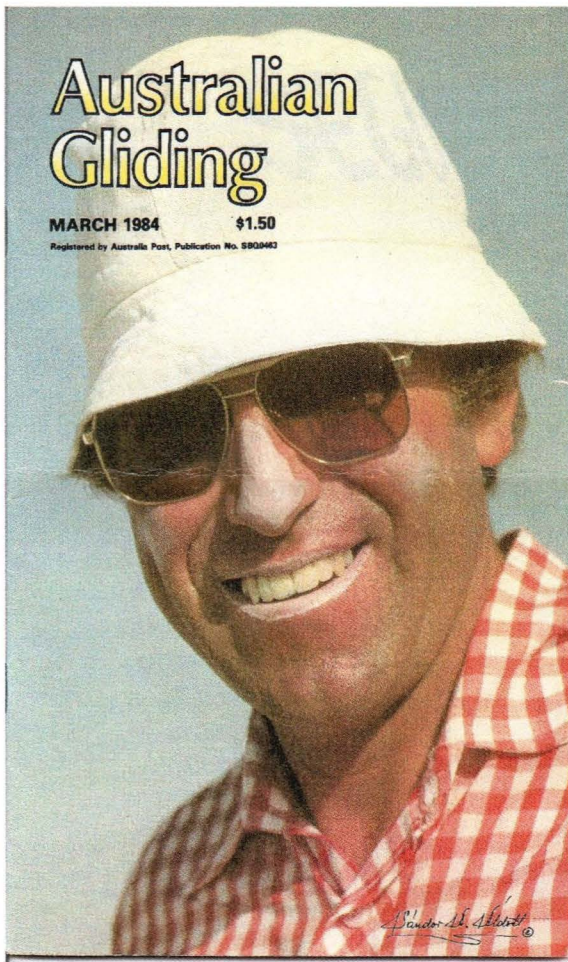


PHOTO BY SANDOR A. ALDOTT

A sports museum has been developed containing sporting memorabilia and they have asked Ingo to provide items for inclusion. The Hall of Champions will contain a "photographic display, with sporting biographies of champion sports people from New South Wales covering a period of more than 100 years with over 40 sports represented."

There will be a formal dinner to honour the sporting achievements of inductees in November and this will correspond with the 25 year Celebration Dinner of the Sydney Olympic Park Sports Centre".

The letter was signed by Kevin Greene MP, Minister for Sport and Recreation and Minister for Gaming and Racing.'

ANOTHER Ka-6 FOR QUEENSLAND BY KEVIN RODDA

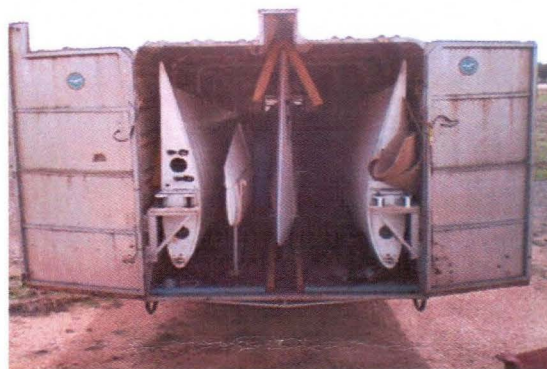
After a four-day road trip to Locksley Airfield (near Nagambie in VIC), Kevin Rodda and "Bushy" Bill Wheatley have arrived back at Caboolture with Romeo Victor (an Australian built Edmund Schneider ES-KA6).

With Bernie "Speedy" Gonsalves' Sierra Romeo (a German built Alexander Schleicher Ka6-CR) having been in residence at Caboolture for some time, there are now two K-6's at Caboolture.

This now makes a total of four Ka-6's in South East QLD with one at Warwick (Air Force Cadets) and another at Boonah.

The ESKa-6 is a version of the Alexander Schleicher Ka-6CR (designed by Rudolf Kaiser) manufactured in Australia under license by Edmund Schneider Ltd.

In 1963 two Ka-6's were flown 876 km by Karl Betzler and Otto Schauble from Germany to France, setting a world distance record. In 1964, Wally Scott of the US flew his Ka-6CR to a world goal of 837 km.



WELL SECURED FOR THE LONG TRIP



VH-GRV packed in the trailer at Locksley and ready to travel. Mattresses between fuse and wings - snug as a bug in a rug!



Safe and sound at Caboolture in Hangar 22.

Some VH-GRV History:

Romeo Victor was originally a QLD aircraft, having been purchased new from the Edmund Schneider factory in Adelaide in July 1962 by Marj Peglar from "Cornwall" near Quilpie. It was later owned by Ian Aspland at Kingaroy before spending time in the 1970's at the Goondiwindi Soaring Club and the Charlieville Soaring Club (both clubs no longer operate). It was then stored under a house for some 18 years between 1981 and 1999 before being purchased by Barry Deeth who stored it in his hangar at Caboolture for another three years. It was then purchased in 2002 by Thomas Dattner of Mullumbimby NSW who, with the assistance of Allan Rundle, restored it at Tyagarah Airfield (Byron Bay) before it was sold in 2003 to Walter Dietz (Mangalore Gliding Club, VIC). It was then stored in a hangar at Locksley Airfield (it was last flown in Apr'06).

On 11-Jan-65, Max Howland took a 1200' winch-launch in Romeo Victor from Benalla VIC at 1130 and landed in Narromine NSW (according to Max ... "with 4000' to spare") 5 hours and 15 minutes later to achieve his second Diamond Distance. On that day Ian Patching also made it to Narromine in a Mucha while Maurie Bradney landed at Dubbo.

Only two weeks later, on 19-May-65 and in his very next flight (also in Romeo Victor), Max achieved Diamond Height with a barograph certified height gain of 17500' from a 700' car-tow launch at Oakey QLD.

With the three Diamond's, he now had the full Gold C and this placed him at No.1 at that time on the Australian Register. Max's comment ... "but only No.412 on the International Register, which rather puts we Australian pilots into context".

I made contact with Max Howland earlier this month when I saw a letter from him to Barry Deeth amongst the paperwork that came with GRV. He is 88 and lives with his wife at Tewantin QLD (Sunshine Coast) and is very keen to see Romeo Victor now that we have her back in QLD.

Max has given me some incredible history re GRV and gliding in general in the 60's (including very detailed notes that he made of his incredible Jan'65 flights in Romeo Victor as well as night flying and cloud flying). He has given me the OK to quote this information and I had in mind an article for Soaring Australia ... acquiring GRV, making contact with Max and the history that he has provided to me. Maybe this could be a more detailed follow up to your proposed entries in Vintage Times and Vintage Gliding Corner?

Kevin's Ka-6 Update!

She's back in the air – 11th July!



Ingo Renner refers to the Ka-6 as the Stradivarius of gliders ... as they waltzed through the sky together you could almost hear Tchaikovski in the background!

<http://www.glidingcaboolture.org.au/Two%20K6%20Flew%20Today.htm>

**THANKS KEVIN, & CONGRATULATIONS!
GREAT PHOTOS ON THE WEBSITE!**

What is this fetish for older gliders?

John Ingram 31st May 2009



PHOTO PAM RICHARDS

JOHN IN K7 WITH GRAHAM BECK

A couple of weeks ago Robin (Richter) suggested - egged me on - to bring out the K7 one Monday, so the 'new boys' can see, and experience a wooden glider: since it was the first K7 to be bought by the Adelaide Soaring Club; it would be appropriate.



PHOTO PETER VOGELZANG

Saturday the 16th of May, I attached the trailer (and glider there-in) to my car and started towing it out of my drive; well, this time I left the water tap in place; but just missed it. An uneventful drive to the ASC saw the trailer at the 'rigging area' ready for Monday.

A reasonable day for Monday

Robin suggested we tow the trailer to 05 and rig at the launch point. Four people minimum had the K7 rigged fairly readily: I still haven't determined the best method to rig and derig from this trailer. I had willing helpers.

Robin (and I) had the first flight: no electrics makes one fly by the seat of their pants. A 12 minute flight; most enjoyable.

Our Monday tuggy Don Hennig (and I) left the ground at 1505; Don hasn't lost his glider flying finesse - well he has been tugging for a few years now, quite a few: a 30 minute flight - thanks for all your tugging Don: remember when I started (1992) I tried to drag you all over the sky?



PHOTO PETER VOGELZANG

My fourth passenger was Reg Moore; yes, this K7 has exceptional trimming; we had an 11 minute flight finishing at 1618. At this time of the year at Gawler (SA) the day starts at 1300 and finishes at 1530; so there was little lift outside these times.

Monday we had six flights. Robin suggested the Wednesday team might be interested, "There is plenty of room in the hangars, at the moment".

Wednesday (20th) I tried to reduce the wind noise in the back seat, using foam plastic; not 100% successful. Was there a fight for a flight in the K7? They just kept coming ..



PHOTO PETER VOGELZANG

Noteworthy Gabby Hayes actually flew the K7 at 40 knots! One hundred and forty knots is his norm.... We had 31 minute flight, up to cloud base. Paul Clift next, for a 23 minute jolly. Paul is repairing the ASC gliders now; a chap well worth knowing. Yes, the same one who put the super glass ships to shame one competition when they all landed out, and he got home! Erik now owns the

Ka6e VH-GGV. Allan O'Halloran and I sayed aloft 14 minutes: Allan instructs at ASC and Balaklava SC. Six flights for Wednesday.

Thursday saw four flights; with Noel Roediger we had 20 minutes. What is this competitive thing? I took Bob Foreman up; and we had to have more flying time than Noel! Bob hasn't lost his touch even though he must have a safety pilot with him now: we had a 30 minute flight; 10 minutes more than Noel!

I don't think it was 'wind', but they all had smiles on their faces.

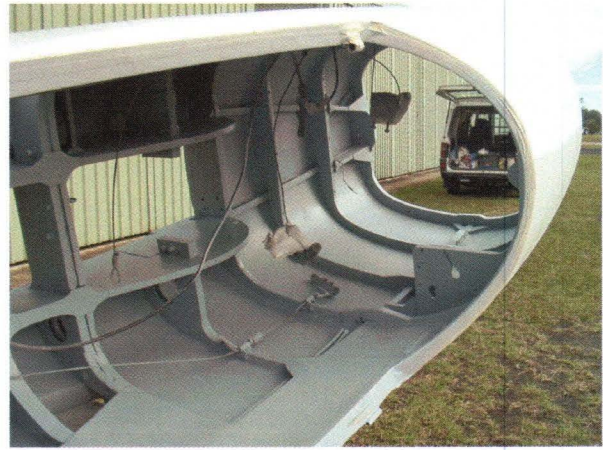


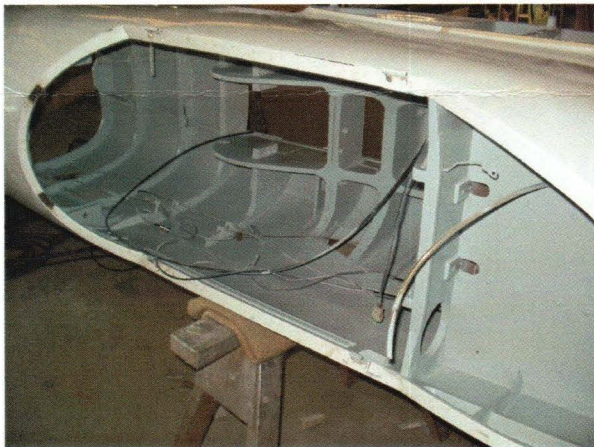
PHOTO PETER VOGELZANG

“Hi Mum – I’m in heaven!” THE END!



K14 restoration Progress Pictures

FROM Bernard (Speedy) Gonsalves

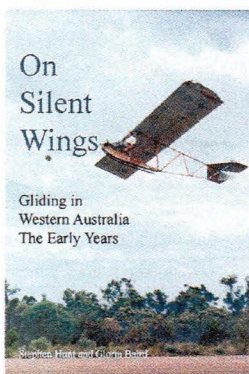


Painting the cockpit



Speedy applying the trailing edge to the K14

"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



A HIGH SPEED PASS?

Meanwhile, Jenne, with her back-up plan, has been seen polishing her skills in the Hutter 17, having had nine winter circuits in the last few weeks. Expecting there to be a big flash in the sky among the fast laners, she has reserved her position at the more cute'n'cuddly end of the field!

And something from Victoria....



Dave and Jenne Goldsmith have acquired Dennis Hipperson's Ka-6e VH-GEA and are currently installing some top secret instrumentation, including the latest electrostatic polyplasmacarbon thermal detection with intermittent alien alert function, to give them the fast lane at **Bendigo Melbourne Cup Week Vintage Rally!** They also hope to have the ASK-13 VH-GPY, airworthy, to scout for thermals with another secret weapon (FOUR Mark I eyeballs!) in case the thermal detector doesn't work. GPY has not flown for some years but was airworthy when operations ceased at Locksley, and is looking forward to the company of lots of vintage gliders at Bendigo!



Trying a different technique, turncoats John Ashford and Ross Birch decided to investigate the latest passing fad, fiberglass, as they toil to refurbish their secret weapon, the world's oldest airworthy fiberglass glider, the SF-24 Phoenix



So far, techniques being developed to give longer flights in the Victorian winter at Raywood have had little success!

PHOTOS FROM IVSM 2009

The Vintage Soaring Association (USA) held the International Vintage Sailplane Meet 2009 at Harris Hill, Elmira, from 24th June to 4th July, 2009.

With thanks to Vincenzo Pedrielli, who sent these delightful photographs.



HARRIS HILL



PILOTS IN PARADISE!



SCHWEIZER 1-26B



PRATT READ G-1



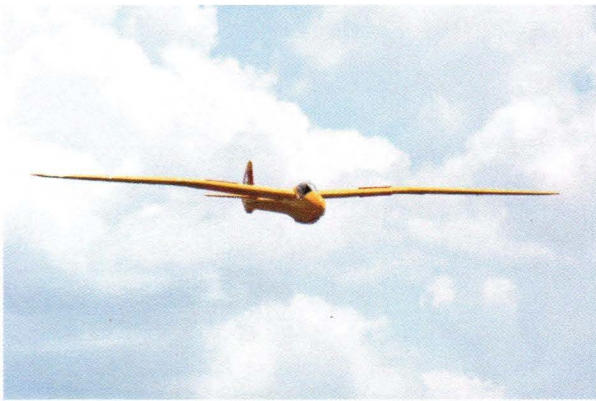
SLINGSBY GULL



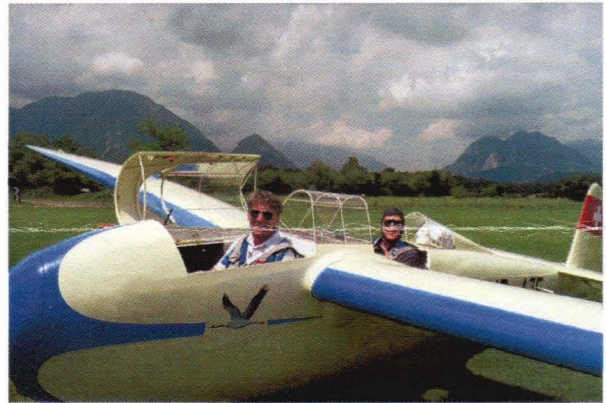
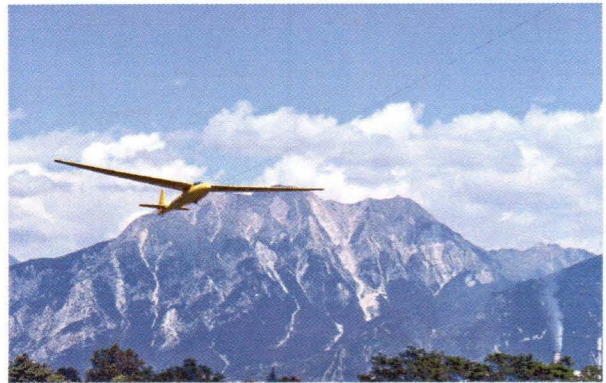
CONDOR IV



SPALINGER S18



MOSWEY III



KRANICH II



RHONBUSSARD



HUTTER 28



HUTTER 17

AND FROM Rivoli di Osoppo
The first International Vintage Glider Meeting "Ugo Zannier" took place in Rivoli di Osoppo, Italy, from 5th to 13th June 2009.



VINCENZO is thinking of coming to Australia for the Vintage Rally and to do some sightseeing. I am sure we can make him welcome!

Take care, and don't forget the Melbourne Cup Week Vintage Rally!