

# Vintage Times

Newsletter of Vintage Gliders Australia

[www.vintageglidersaustralia.org.au](http://www.vintageglidersaustralia.org.au)

Issue 116

October 2009

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**Membership \$20 every October**

Articles for Vintage Times are welcomed



## 5<sup>th</sup> MELBOURNE CUP VINTAGE RALLY

BENDIGO GLIDING CLUB, RAYWOOD

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

By Dave Goldsmith

Well, I'm not likely to say it wasn't a good time - but I reckon that most of those who came WOULD say it was a GREAT time!

Run by the Bendigo Gliding Club in conjunction with their popular annual cross country coaching course, many were the comments of appreciation for the friendly assistance, good food and clubhouse facilities available. Launches were provided by two tugs, a winch, and auto towing.

The weather started out warm to hot but with a little more wind than we would liked, and we missed a day's flying on Melbourne Cup day - but one rest day out of nine isn't bad! From Wednesday the rally had ideal conditions, with light winds and an increasing temperature giving long flights and heights over 9,000 ft. Scattered cu's dotted the sky on most days. Weather briefings were kindly given by Terry Bellair and Caleb White.



After Sunday's briefing Ian Bogaard gave a presentation detailing progress on his Jaskolka restoration. This fascinating high performance vintage glider is the only one of the type in Australia and has not flown for many years. It had advanced features including easy rigging, automatic control connection, retractable undercarriage, and fowler flaps. We look forward to seeing it grace our skies once again.

Mal Bennett also gave a comprehensive rundown on progress with the Minimoa building project. This rare and beautiful gull winged sailplane has not been seen before in Australia, and the building process is very complex.

PHOTO JOHN MCCORQUODALE



JOHN KING'S DART 17R –  
A GENTLEMAN'S CONVEYANCE!

A good roll up of visiting vintage gliders, supplemented by the local ones, gave a total of thirteen vintage craft. In addition, VGA member Robert Percival visited with his Libelle, and Keith Nolan brought his Sapphire ultra-light for the morning temp trace flights.

**Vintage Gliders present at the rally were:-**

- Ka-7 VH-GPG** with John McCorquodale and Arie Van Spronsen from Central Coast Gliding Club, north of Sydney.
- Ka-7 VH-GNU** from Adelaide with John Ingram
- Ka-6E VH-GGV** from Adelaide with Erik Sherwin
- Cobra VH-GJS** from Benalla with Scott Penrose and family
- ES60 Boomerang VH-GQY** from Bacchus Marsh with Bob Hickman and Neil Hardiman
- Slingsby Dart 17R VH-IZO** from Benalla with John King
- Woodstock VH-HNW** with Peter Raphael
- Super Woodstock VH-GFJ** with Mal Bennett
- IS-29D2 VH-HNC** with Patrick Roberts
- Ka6CR VH-HNA** with John Mackley
- ESKa6 VH-GNB** with Jenne Goldsmith
- Ka-6E VH-GEA** with Dave Goldsmith
- ASK13 VH-GPY** with Dave and Jenne, making her first flight in over eight years.
- Also** rigged and present were the **Hutter 17 VH-HNV**, (formerly **VH-GDM**) and **Bocian VH-GQJ**

Additionally, vintage supporters to visit the rally included Alan and Wendy Pilkington, Dennis Hipperson, Eddie and Judy Self, Vintage Gliders Australia President Alan Patching, Keith Willis, Ian Bogaard from the Hunter Valley Gliding Club, and Ross Birch from Geelong Gliding Club. Scott's family were present, Amanda due to have their second child soon and Scott getting some flying in while he has the chance!

WIN TV and the Bendigo Advertiser both featured the rally in their presentations.

No vintage tasks were set, and pilots could participate in the coaching course task, nominate their own flight task, or carry out local flying. Quite a few elected to fly crosscountry as conditions improved and good progress was made each day. Certificates and Cherry Ripes were awarded at morning briefing to the pilot making the highest height, longest distance or greatest duration flight on the previous day. A vintage of a different kind, (red), was presented to the overall winners at the final briefing.



A TURBO FOR THE Ka-7 AFTER A 3 MINUTE FLIGHT!

**Saturday 31<sup>st</sup> October** was hot, with a northerly blowing. Over 13 hours were flown in six flights. Patrick in his IS29 soared for 3 hours 31 mins and 150 km to get the best distance and time of the day. Erik in his Ka6E and John Ingram and Dave Goldsmith in the Ka7 shared best height of 8,000 feet.



NEIL (R) PRESENTS BOB'S DURATION AWARD

**Sunday 1<sup>st</sup> November** saw higher temps with the wind now from the south. Thermals were hard to come by for all except Scott, who started early and scooped the pool with 100 km up to 9,300 feet in a 3 hr 16 min flight in the Cobra. With 6 other flights the day's total was only 4 hours and 19 mins.

**Monday 2<sup>nd</sup> November** was forecast to be 36 degrees. The wind was northeasterly but late in the day a low-level southeasterly change came through. Again thermals were not easy or plentiful, but Jenne managed 87 km in 2 hours 54 min up to 7,680 feet to scoop the pool in her Ka6 GNB, landing at the farm of family friends Bruce and Jean McClymont, where Australia's only Pik Vasama patiently awaits restoration!. The day's total was 5 hours 23 minutes.

**Tuesday 3<sup>rd</sup> November**, Melbourne Cup Day the weather turned cool with a south westerly blowing out the day but bringing in a better air mass.



ERIK RECEIVES THE DISTANCE AWARD FROM EDNA FOR 130 KM ON WEDNESDAY

**Wednesday 4<sup>th</sup> November** we were back in business with 22 hours 26 mins. It was Erik's turn to scoop the pool with 130 km in 4 hours 27 min up to 6,780 ft. Including seven flights over two hours, the total for the day was 22 hours 46 min.



EDNA PRESENTS NEIL HARDIMAN'S AWARD

**Thursday 5<sup>th</sup> November** flying was delayed by a windy morning with a temperature of 22 degrees. Still some good flights were done, with the day's total standing at 10 hrs 41 min. Today Neil scooped the pool in GQY, with 81 km in 3 hrs 17 mins up to 5,100 ft.

PHOTO JOHN McCORQUODALE



ECHUCA AS SEEN BY JOHN AND ARIE

**Friday 6<sup>th</sup> November** was a great day, 27 degrees with a wind from the east-north-east. Large cumulus gave good climbs and most went crosscountry. There were nine flights over two hours and over 1250 k was flown. It was a day for the two seaters as Ian Bogaard and Peter Raphael climbed the K13 to 8,500 feet while John McCorquodale and Arie flew the Ka7 189 km to Echuca and a tour down the Murray River. Bob Hickman in GQY had the longest flight of 5 hours 36 min, while the day's total reached 34 hours 9 minutes.



**PATRICK RECEIVES HIS AWARD FOR BEST DISTANCE FROM PETER**

**Saturday 7<sup>th</sup> November** was another good day with 22 hours 59 min. and over 861 km flown. Patrick flew the first 300 of the rally with 326 km in the fast time of 4 hrs 12 min. in the IS29. Jenne Goldsmith had the longest flight of 5 hrs 5 min in GEA, while Peter Raphael coaxed his Woodstock to 9,351 ft. Peter had four launches on the day using his auto tow system. Peter had worked hard to support the activities and had suffered from flu, so it was nice to see him get some good flying at last! Four pilots achieved over 9,000 ft.



**JOHN AND ARIE RECEIVE THEIR GOODIES FROM EDNA FOR FLYING THEIR Ka7 189 KM ON FRIDAY**

As many were packing up for the long trip home, the break up briefing was held. Winners of the "red vintage" for the highest altitude were Peter Raphael with 9,351 ft, longest distance Patrick with 326 km and longest duration Bob with 5 hrs 36 min. Thanks were extended to the Bendigo club for the incredible amount of support shown to all visitors in hosting a great rally.

A special vintage red was presented to John McCorquodale and Arie Van Spronssen, who brought their glider the greatest distance to the rally. They were also presented with a colourful turbo award for the shortest flight of 3 minutes. Eddie Self also received a similar award to encourage him to leave the ground at the next rally.

An impromptu evening barbeque at John Mackley's van-side became quite an occasion, with good food, wine, and people coming from everywhere. A rather rowdy group of DG (plastic) glider pilots from the next van were making quite a hullabaloo, but at least their music was good!

**Sunday 8<sup>th</sup> November** proved that the best weather starts when everyone has left, as only Mal, Dave and John fronted up to fly. Mal needed to leave early, but still managed a Mitiamo return in his Super Woodstock, and John had over 3 hours. Recovering from the previous evening revelry, Dave flew GEA 346 km, climbing to 9,788 ft., in 5 hours 22 minutes to stake a claim for the Vintage Glider Association's Geoff Gifford Trophy for flights between the annual rally. It was a quiet but satisfying end to what had been a great week with great friends.

Congratulations to all who came! Some excellent flights were made, perhaps the best being the 189 km jaunt taken by Arie Van Spronssen and John McCorquodale in the Ka-7 to Echuca and down the Murray River. However, the point in vintage gliding is not to fly farthest, fastest or highest, but to fly for the most pleasure, the most fun! Each pilot decides what he would like to do and where he would like to go on the day. There is no pressure, no stress, just the desire to enjoy vintage gliders and the company of other pilots. While the gliders of yesteryear have varying characteristics and some have limited performance, they each have their plusses, such as low sink rates and being fun to fly. There are financial advantages too, as they are often much cheaper to buy and most don't have airframe life limitations. They also come in different colours!



**JOHN INGRAM'S Ka-7 ENJOYS A BENDIGO SKY!**

Vintage Gliders Australia would like to thank the members and assistants of the Bendigo Gliding Club for putting on such a friendly rally, and for all the hard work to ensure the smooth running of the rally and the well-being of all the participants. Your efforts are greatly appreciated!

**PHOTO JOHN McCORQUODALE**



**MAL LAUNCHES IN THE SUPER WOODSTOCK AS THE CU'S START TO POP!**

## *Some Thoughts on Raywood November 2009*

**BY JOHN McCORQUODALE**

Being our first Vintage regatta, it was a great opportunity to meet up with fellow "Vintage" Pilots that we read about in "Vintage Times"! One can sense an instant camaraderie, as we discuss the merits of our older aircraft, and to see the result of a lot of hard work in their restoration! When I emailed Dave to find out if parachutes were mandatory, in his reply, he said that he had been working hard to have his lovely K13 completed in time to take to Raywood. At that stage little did I realise that Dave and Jenne had a fleet of lovely older aircraft!

Arie and I drove from Sydney in the one day, and by the time we pitched our tent, a crack of thunder soon announced we were in for a downpour! What a display of lightning! The Bendigo Club Crew put on a magnificent feast, as the Regatta was being held in conjunction with a coaching course, by many of the Victorian Clubs, with all their lovely 'hot ships'! Getting to know a group of Glider Pilots is not difficult, because we all share one major flaw, we are passionate about flying!



**JOHN AND ARIE'S Ka7 HOOKING ON**

After rigging our Ka7, and assisting others to do the same, it was then time for briefing. Finding out where all these turn points were with unfamiliar names, proved interesting, particularly as I was not 'up to speed' on the task of entering waypoints into my borrowed GPS!

After the regular morning briefings Dave asked for a Vintage briefing, to establish what everyone intended doing. Most wanted to stay local until better weather conditions brought cross country conditions. After cold strong windy conditions, it took a few cooler days to establish a weather pattern that would generate enough convection to allow us to venture further afield.

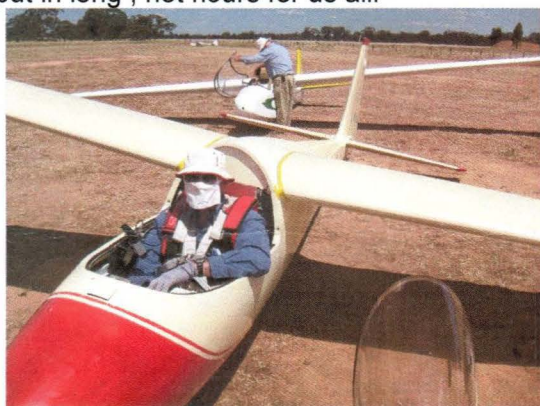
Once this happened, we had some wonderful cross country days, with some good distances and height gains being achieved.

The facilities and hospitality of the Bendigo Gliding Club are excellent. They are to be congratulated on the site, and their ability to host us all is just amazing. The meals were great, and the fellowship we shared was first rate! We will be returning next year!

## *Thoughts on Melbourne Cup Week Bendigo Gliding Club*

BY ERIK SHERWIN

The Bendigo GC Coaching/ Vintage week was a rewarding time especially considering the work put into its success by many people. I must commend the time and effort by Dave & Jenne Goldsmith, Peter Raphael, Paul, Keith, Rob Young, Neil and Shona, who put in long, hot hours for us all.



**NOT A STORMTROOPER FROM THE  
IMPERIAL FLEET, BUT ERIK IN THAT Ka6E!**

The weather, for me, was surprisingly good even though the first few days were rather windy. The rest of the week became progressively better – with steady ten knots down on the vario then a hopeful dash towards a scrappy wisp of cloud, 8 ~ 9 knots climb seemed unreal, even when it happened again and again!

An earlier start with mixed A/T and winch would have been nice. As a winch only flyer, launches near the end of the day curtailed better tasks. I was asked whether I was current on A/T, the last one being at the Flinders Ranges camp a couple of years ago, but this was not considered to be current. I remember taking the first A/T launch of the H301 Libelle landed in Australia. The club CFI simply said take it from Parafield airfield to Gawler airfield. As a WW2 Sunderland pilot, his view was either you possessed airmanship, or you did not. The launch and flight passed without incident.

Probably the highlight of the week was the impromptu gathering around John Mackley's BBQ Saturday evening, when a general contribution turned a snack into a feast, aided somewhat by measures of red wine, much of which was of John's brewing.

Overall. good flying, great company and new friends.

Erik Sherwin VH-GGV (that Ka6E)

## **FLYING THE ALTAIR**



**THE ALTAIR AT GAWLER AIRFIELD, 1958  
RON & MARIANNE ADAIR, CLIFF GURR**

BY ROB MOORE

PHOTOS BY DOUG VANSTAN

I was saddened to hear of the passing of Cliff Gurr who with Ron Adair designed and built one of Australia's Classic Gliders

Before I go into my experience of flying the Altair I would like to write a little about my experiences that led to the flight

As a young 18 year old I joined this magical place, the Adelaide Soaring Club, where a group of very enthusiastic people took to the air in Gliders.

Reg and I had wanted to fly since we were 8 years old but had to wait 10 years before our mother would let us get involved.

We had one experience flying gliders before we joined and that was in 1953, as 11 year olds at Pt Pirie with a pilot who is still active in the club today, Geoff Horwood.

Another experience had been to visit the Mitcham work shops of the club where the members were building our early two seaters, the ES49's. Noel Roediger has one of them in bits some where on the aerodrome at the moment, there were others building a BG12, and some where there was this mystical aircraft, the Altair, taking shape.

As a very early teenager I was fascinated to see people actually making aircraft that they would be able to fly in.

My next encounter with the Altair was in the club workshop in the early sixties where I guess it was having its annual inspection. It was a very impressive aircraft for its time with what seemed like a huge wing span and a very streamlined fuselage.

I thought Wow! I would love to fly that machine, it must be fantastic and the glide angle was said to be well in to the 30's. "I would never be allowed or competent enough to fly it I thought"

I never actually saw the Altair flying at Gawler because I think Cliff had stopped flying by the early 1960's and his partner in designing and building the glider, Ron Adair, had moved to Sydney.

The next time I saw the aircraft I was competing against it at a national gliding competition out of Narromine and although it was out classed by all the modern fibre glass gliders that were flying by then I still lusted to fly it.



ALTAIR AT BACCHUS MARSH VINTAGE RALLY, OCTOBER 1978

My chance came to fly it during the Waikerie Gliding Club's 50<sup>th</sup> Birthday celebrations in the 1980's. The glider now belonged to Allan and Ian Patching who had brought it over from Melbourne for the weekend.

Ian was offering rides to some of the gathered pilots and me not being shy asked for a flight and was very excited when Ian said well your next.

Here I was about to go and fly in an aircraft I had wanted to fly since I saw it in the workshop.

It was a lovely warm clear spring afternoon as I strapped in and did my cockpit check.

The cockpit was of an adequate size for my frame at the time and all the controls fell to hand easily. The glider had a fixed wheel, only spoilers as I remember and no trim.

As I launched behind the Waikerie Pawnee I was prepared for the need for a lot of back pressure on the control column and this was indeed the case for the rest of the flight.

After release I was able to find a thermal or two and climb to over 4000' and stayed aloft for 46 min.



ALTAIR AT BENALLA COMPS 1967-68  
PILOTS WERE RON ADAIR AND MERV WAGHORN

The glider was very graceful to fly and had a good rate of roll and adequate rudder for coordinated turns. It handled like the 17 meter Glasflugel Kestrel I thought, although the glide angle was considerably less.

After wanting to fly this aircraft for 26 years I was not disappointed and must say that Cliff Gurr designed a great aircraft for its time. It is now housed in the Australian Gliding Museum at Bacchus Marsh in Victoria.

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**JUST THE THING FOR CHRISTMAS!**

**The Vintage Glider Club  
International Rally at Achmer  
MARTIN SIMONS**



**MARTIN (ON THE LEFT) IN THE GOVIER**

The airfield at Achmer, a few kilometres north of the city of Osnabruck in northern Germany, was a base for *Messerschmitt 262* jet powered fighters in the Second World War. It was heavily bombed in 1945. Photos show the entire field as it was afterwards, entirely covered by bomb craters. On the northern side, where a forest grows now, there are skull and crossbones warning notices. There are unexploded bombs there still awaiting excavation.

The hard runways have entirely gone now and the usable part of the field is all grass. This was the site of the 2009 Vintage Glider Club International Rally, which ran for twelve days in late July and early August. I was there for the whole period, meeting many old friends. Vintage glider pilots are usually elderly but there is an encouraging influx of younger people now. To rescue an old glider from a shed and restore it to flying condition is a cheap way into the sport for youngsters with little money but lots of enthusiasm and spare time. The newcomers are almost all aeromodellers. A model flying club uses a field on the north eastern corner of the Achmer airfield and there are no aerial conflicts even when the full scale operations are going on with the models flying nearby. (I also noticed, on arrival at the Münster/Osnabruck international airfield, that there is a gliding club on the same base.)

A slightly alarming new development has been the erection of a group of large wind turbines very close to the south side circuit area. The Achmer pilots have had to learn to keep clear of these 100+ metre high whirling

vanes. Everywhere in Germany now wind turbines are in sight and constitute an increasing hazard for out landings.

A total of more than 100 vintage sailplanes arrived for the rally, with groups from Sweden, Lithuania, Hungary, Czech Republic and Slovakia, Italy, Switzerland, France, Holland and England. (Apologies if I have omitted anyone.) Jeff Byard and Bob Gaines arrived from the USA, but without anything to fly.



**REIHER III**

Apart from the chance to do a little flying myself, I was especially interested to see the newly completed *Reiher III* which has been meticulously built during the past eight years by a team led by Dr Harald Kämper. Those who have read the right books will know that the *Reiher* was a very special 19 metre span sailplane, the prototype first flown in 1937. The improved *Reiher II* and *III* followed in 1938. This was by far the best sailplane ever put into production in those days. About a dozen were built but all were destroyed during the war.



**HABICHT FULLY AEROBATIC SAILPLANE**

Some of the original plans survive but vital structures like the main wing spar drawings were lost. A dedicated team of the Wasserkuppe Old Timers Group

re-engineered these missing parts and a new *Reiher* was flown at Achmer when I was there in 2002. Unfortunately this example turned out to have serious balance problems. Excessive quantities of nose ballast were needed to render it safe. After a few flights it was relegated to the Wasserkuppe Museum, where it reposes now. For some reason the vertical tail is not quite the right shape. Harald Kämper's Achmer group decided to get everything right this time. The new *Reiher*, perfect in outline and structure, was built in the large workshop adjacent to his home. The new *Reiher III* is entirely successful. (Harald is an orthopaedic surgeon with special interest in very young children born with skeletal problems.)



**DOPPELRAAB AND GRUNAU 5**

Another exciting development is the near completion of a new 20 metre *Horten IV* tailless sailplane. Apart from the lack of any tail, the most remarkable feature is that the pilot lies in a semi kneeling position in the cockpit, his chin on a padded support and his hands operating a bicycle type of handlebar. A couple of these aircraft survived the war and were flown occasionally, but are no longer airworthy. The new example is being finished by Professor Berndt Ewald who has been working at it, with helpers, for more years than he cares to recall. Most of the work is done now, but the wings require covering and finishing and the special metal wing tips are not fitted. The naked skeleton was displayed at Achmer for a few hours. We hope to see it in the air at next year's rally, which will be in England. Berndt's hope is that when the *Horten* is flying, it will at last be possible objectively to assess its performance and handling qualities.

Many other interesting old sailplane types were at Achmer and some idea of the variety may be judged from the photographs. (To

learn more about them, VGA members know where to look (Advertisement). (*ED Martin's books are an excellent place to start!*)

## Olympics 2012



**SEVEN OF THE EIGHT OLYMPIAS AT ACHMER**

There is a project to stage a special competition in association with the 2012 London Olympic Games.

There was to have been a soaring Olympics in 1940. The idea was that all pilots would fly identical gliders and the German *Meise* design was selected for this. All preparations were made, including renaming the *Meise* as the *Olympia* and worldwide distribution of the plans. Many of this famous type were built in Germany, England, Sweden and even a couple in Australia, but the 1940 Games were cancelled because of the war. The idea now is to gather together as many as possible of the surviving *Olympias* and hold a contest for them in England in 2012. There were eight airworthy *Olympias* at Achmer and it is certain many more can be found in the next two years. This project is, so far, only an idea in the minds of a few keen individuals, led by Bruce Stephenson who is currently writing a new book tracing the entire history of the Gliding Olympics plans which, sadly, came to nothing. Bruce is Committee Secretary of the International Vintage Glider Club and may be contacted at <[Stephenson@talktalk.net](mailto:Stephenson@talktalk.net)>



**BRIEFING AT ACHMER**

## YORKSHIRE GLIDING CLUB VINTAGE RALLY, SUTTON BANK

29<sup>TH</sup> AUGUST TO 6<sup>TH</sup> SEPTEMBER 2009

BY BRUCE STEPHENSON

Sutton Bank, it was a Rally I had always wanted to fly. Having been there on a couple of occasions in the past 3 years, the beautiful setting of Sutton Bank was definitely high on my list of things to do. Well it finally came together this year, and with much anticipation I hooked up the Mucha, and headed north. Having arrived on the opening day after a rather boring (borings good!) 3 hour journey, I soon got the tent up and set about all those chores that needed completing, registration, licences, and the most pleasant part, catching up with good friends again.



BRUCE IN HIS NEWLY RESTORED MUCHA

The next day dawned in a panic for me, at precisely 5:30am to the tones of a cell phone ringing in a nearby tent. The reason for this ungodly hour of intrusion; the balloonists that were attending the Rally were launching before Mother Nature had had time to really wake up herself!

Working on the principle that there was little chance of getting any further sleep, I decided to get going early as I knew that vast amounts of noise was about to break out across the peaceful morning as the balloonatics fired up their noisy petrol driven air blowers and gas burners!

With the last of the balloons finally making their noisy exit, not to mention compounding the situation with the early morning reveille of "good morning campers" enthusiastically bellowed from 100ft or so, it was onto breakfast and the morning briefing. Next for me was to get rigged, and get a club check flight out of the way of this potentially

difficult site, something that I considered a must, especially with my limited gliding experience.



THE GLIDING CLUB, WITH BOTH RIDGES IN VIEW

There had been reports of the ridge not working that well on the account the quartering wind direction, and the fact that there were thermals interfering with the hill lift. If that wasn't enough, wave was interfering with the thermals! Most people were unable to stay up on the ridge for more than about 20 minutes at a time, as they struggled vainly in the difficult winds to hold what precious height they had. I decided that if I had rigged, then fly I must, so took a tow to 1000 ft (my Mucha can't be winch launched at the moment) and scuttled back onto the ridge to see if I could work out how to do it. (This was essentially my first real ridge flight as such). Needless to say I was back on the ground in 15 minutes!

The next day was markedly better, but still the thermals were tending to disturb the hill lift, whilst again wave seriously interfered with the thermals. I took a tow to 2000 ft and caught a few goodish thermals, but despite some of the best ones giving up to 5kts, they were very difficult to fly accurately, and invariably by the time you had turned 180 through degrees, you were in sink! It was truly one big cauldron of confusion, but was a good day to hone ones skills, as if you flew the glider in a sloppy fashion, it often meant the difference between going up or down. (I often wonder what pilots from countries such as Australia or South Africa would make of these weak typically difficult English thermals after reading about some of your monsters and high cloud bases?)

The ridge did however prove more than its worth, and was a saviour many a time when that one commodity that the glider pilot is dedicated to, height, started to look decidedly lacking as I scuttled back to the other Vintage gliders on the confines of the southern slope and had some very enjoyable flying trying to work out the best zones of lift. After an enjoyable 3 hours, with my bum feeling numb (I really do need to get a decent cushion!), it was time to get to the bar, so turning off the ridge, I shot off downwind, and with plenty of speed on, a very bumpy final over the trees to bring to an end one of the most enjoyable flights for a long time. The last day that I was there, was to offer a fine flying day that was to present me with another first for this novice. With the winds abating a little from the previous day, Tuesday saw many more Vintage machines rigging for what turned out to be another challenging, but fun day indeed. Again with wave about, thermals were difficult to work, however with a good southerly breeze blowing, the north-western ridge worked well, and soon there was in excess of dozen vintage gliders zipping up and down the rocky face below as we all extracted what we could from the conditions, as thermals started to pop off. Pushing out into the gorgeous valley below, I caught a thermal and worked my way slowly up to 2500 feet, where I then headed for a likely looking cloud street.



MINIMOA ON THE NORTH WESTERN RIDGE

By this time many other gliders had left the ridge and were also working the patchy thermals. I soon connected with an enticing cloud street as I made good my losses in the strong headwinds in getting to the damn thing in the first place. Finding another workable patch of lift, I slowly ground my way up to 2500 feet again as I turned into wind and slowly headed down south. Many other

gliders were thermalling merrily away nearby, but never having actually flown a proper cloud street before (what I hear you ask!) I figured that flying along the long line of cumulus would probably be better than trying to stay centred in the patchy lift that many were working. As I flew along, the height slowly increased, as I brought the speed right back when I was in weak lift, and accelerating when in sink. At one point I had worked my way up to cloud base which was slowly lifting as the day wore on, and scudded along the raggy bottoms at 3500 feet as I increased my speed to avoid being sucked up into the clouds. Alas this however was not to last too long, as where there is air going up, there's gotta be air coming down, and sure enough, true to sods law, I was soon encountering heavy sink, and found myself down to 2000 feet! At 15nm out from "the Bank", I turned back for home rather than take the risk and embarrassment of landing out a couple of miles from the field.

With the help of a much needed couple of patches of weak lift, I eventually got back to the north-western ridge where I "hooned" up and down until heavy rain could be seen approaching from the south. With an enjoyable 2 ½ hours under my bum, I took stock of the situation, and the fact that I really should have been on the road home by that time anyway, I cracked the brakes and spiralled down for one last landing. Pulling up 100 yds from the trailer, I hurriedly de-rigged, the heavens opened as I stowed the last pieces into the trailer.

Was Sutton Bank worth it? You betchya, I'll be back next year!

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**Don't Forget**  
**BORDERTOWN 2010!**  
9<sup>TH</sup> TO 17<sup>TH</sup> JANUARY



Vintage Gliders Australia's Annual Rally just gets better and better! Contact Ian Patching.

# A third Ka6 for Caboolture!

From [www.glidingcaboolture.org.au](http://www.glidingcaboolture.org.au)



**From:** Garrett Russell

Good evening all

This message was originally written in the departure lounge at Tullamarine Airport, with Garrett Russell doing the typing on behalf of himself and Barry McCarthy – who could not manipulate the keyboard through his thick woollen gloves.

Yes, it was cold in Southern Gippsland where we spent Friday afternoon, night and Saturday morning. It was also wet and extremely windy. Dodging downed trees windy. And freezing cold even in the hangar where we made first acquaintance with the newest bird to join Caboolture's vintage flock.

Yes, we shook frost-bitten hands with the committee of South Gippsland Gliding Club, only the second owners since 1961 of ES-Ka-6 **VH-GRS**, and we will soon be bringing her up to a sunnier nest at YCAB.

She is the first of her species to have been hatched by Edmund Schneider in South Australia, and Barry and I think she's even cuter than her younger-by-one-year sister **VH-GRV** and second cousin **VH-GSR** (though Messrs Rodda and Gonsalves may disagree).

We also met her maiden aunt – the first Grunau Baby built by Schneider in Australia – along with a lot of other historic aircraft in the Australian Gliding Museum at Bacchus Marsh. Ian Patching made the introductions, and says hello to all his northern friends.



My inspiration is the above photo of Bazza, Kazza (as we've captioned our Ka6)) and Gazza in the hangar at Leongatha.

Photo Garrett Russell

And we came very close to flying in an ornithorincus.

See the full story and photos soon on a computer screen near you!

**Note:** Caboolture Airfield will now be the residence of the first (VH-GRS) and second (VH-GRV) Ka6's to be built in Australia by Edmund Schneider Ltd under licence from the German sailplane manufacturer Alexander Schleicher GmbH (of ASK, ASW and ASH fame). Rome Sierra was first registered in Aug'61 to the Gliding Club of Victoria and Romeo Victor was first registered in Jul'62 to Marg Pegler.  
**Caboolture Gliding Club**  
**Vintage Branch**  
**Southern Chapter**  
(and now thawing out back in Brisbane)

*And more .....*

## Arrow VH-GPJ now resides at Caboolture

Steve Chapman arrived at YCAB late this afternoon in his Arrow (on aero tow from Boonah) to add to the growing vintage "wood and fabric" glider fleet which now includes a Schleicher K-7, a Schleicher Ka6-Cr, a Schneider ES-KA6 and a Schleicher ASK-14 motor glider.



**ES59 ARROW GPJ AT CABOOLTURE**



The one-piece wing Schneider ES-59 Arrow was designed by Harry Schneider (the son of Edmund Schneider, who designed the Grunau Baby and manufactured in Germany before WWII). Edmund moved to Australia after the war with his two sons and, with support from the GFA, established a sailplane manufacturing business in Adelaide.

## A FLYING VISIT TO THE



**BY DAVE GOLDSMITH**

During the course of a social visit to Caboolture on 16<sup>th</sup> August, Jenne and I were pleased to have the opportunity to meet the guys responsible for the booming Vintage Gliding activity taking place in this lovely environment.



**KEVIN RODDA AND HIS Ka6 VH-GRV**



**SPEEDY GONSALVES' Ka6**

In the steamy tropical heat (OK, we didn't suffer from frostbite!) restorations were proceeding flat out, gliding club operations were in full swing and motor glider joyflights came and went.



**BERT PERSSON HAS DONE A VERY NICE RESTORATION ON Ka7 VH-GAB**



**AND SPEEDY WAS TINKERING WITH HIS MAJOR RESTORATION JOB ON THE K14**

Since our visit, the Super Arrow VH-GYS from Bendigo Gliding Club has been bought by Andy Heath and taken to Caboolture.

There is no doubt the vintage scene is getting a huge boost from these enthusiastic guys – hopefully leading to ever larger rallies and vintage activities, and contact with Vintage stalwarts locally and from around Australia. Keep up the great work, and thanks for the hospitality during our visit!!

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**GLIDING CLUB OF VICTORIA 80<sup>TH</sup>!**  
**12<sup>TH</sup> December, 2009 at Benalla**  
**12 piece band, hangar dance etc etc**  
**VINTAGE GLIDERS INVITED!**  
**For more information please contact**  
**Jonathan McAlicie, 0437045888**  
**[jonathan.mcaliece@gmail.com](mailto:jonathan.mcaliece@gmail.com)**



## **HOMEBUILT SAILPLANE CORNER**

# **Even more wood and fabric**

By David Higgs

With Thanks to the Caboolture Gliding Club Website

<http://glidingcaboolture.org.au/even%20more%20wood%20and%20fabric.htm>

Seen enough of wood and fabric gliders yet ?

If not, read on ....



This home built Woodstock glider was unboxed and rigged today for a formal weigh and balance examination.

She is changing over from British to Australian registration, and with my ride for the day temporarily offline being fitted with new harnesses this morning, JC suggested I watch over some very experienced shoulders and see what goes on.



When I say "home built" it was between the lounge suite on one wall and the china cabinet on the other, at least 15 floors up in an apartment building lounge room in Hong Kong.

There was just enough room to fit one completed wing to the fuselage at a time. Luckily a very understanding partner only had to endure this for 4 years !!

The first launch was off the apartment balcony. The fully completed fuse and wings were individually bubble-wrapped and lowered by ropes down the outside of the building to the ground for assembly at the local aero club.

There are 2 versions of the canopy surround. This windscreen for that wind-in-your hair experience, and an enclosed perspex bubble for threatening weather.

I looked through the entire bulging photo album of the whole build process – it's truly amazing and all amazingly true.

My unexpected bonus at the end of the day was a wood and fabric daily inspection endorsement – definitely not out of place these days.

Cheers,

David Higgs

... oh yeah – Boonah , not Caboolture .. and that thermal-seeking blue sure gets around.



### Sailplane Builder–From Peter Champness

The editor of the Homebuilders Newsletter, James Garay, established a reciprocal agreement with the editor of Sailplane Builder (USA). Sailplane Builder supplies us with a free copy of their magazine in return for a copy of ours. The most recent edition has quite a long article about model birds. These are usually built at full size or larger and are mostly gliders although some are powered in various ways. Apparently the Fioromi airport at Rome has been assessing the use of a model raptor to scare away pigeons and seagulls which are a danger to aircraft movements.

Members who wish to read past copies of Sailplane Builder should contact Peter Champness (03 9497 2048), [plchampness@telstra.com](mailto:plchampness@telstra.com)

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## *Mal's Minimoa Progress*

Mal Bennett is continuing to make good progress with the Minimoa being constructed for Fernando Salazar. He has sent in the following photos of his progress. The Minimoa picture below is reproduced with thanks to the Japanese photographer, Mr. Yasuhiro Yama.



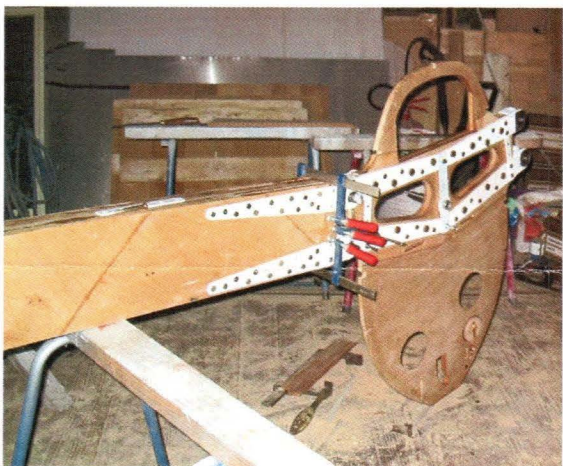
**A MINIMOJA IN JAPAN**



THE MAINSPAR AND DRAGSPAR FITTINGS ARE FABRICATED



THE FITTINGS ARE COMPLETED, PAINTED AND ATTACHED TO THE MAIN BULKHEAD.



THE MAINSPAR AND FITTINGS ARE MATED TO THE FUSELAGE MAIN BULKHEAD FITTINGS



THE MAIN WING FITTINGS, DRAGSPAR FITTINGS AND PROVISION FOR THE WHEEL ARE CLEARLY VISIBLE.

### EDITORIAL

Well, we are coming to the end of another issue of Vintage Times. If you noticed some similar articles in **Soaring Australia**, it is because I need to find interesting contributions to fill **Vintage Gliding Corner** each month. Some members don't get Soaring Australia, so the duplication is worthwhile, and spreads the word to the wider audience - and in Vintage Times, you get to see the pictures in colour! Thanks to contributors, and please, keep your stories and photos coming in!!

We hope to join many VGA members at Bordertown 2010. I will leave you to contemplate this inspiring Mt Macedon wave - unfortunately in controlled airspace!



*Best wishes for a  
Merry Christmas and a  
Happy New Year!*