

# Vintage Times

Newsletter of Vintage Gliders Australia

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

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**Membership \$20 every October**

Articles for Vintage Times are welcomed



## **BORDERTOWN RALLY - AND THE FUN CONTINUES!**

This year's Vintage Gliders Australia Annual Rally, the sixth at Bordertown, carried on a tradition of friendliness as the vintage family continues to grow. A good roll-up of older and newer members enjoyed eight days devoted to sharing the pleasures that are unique to vintage sailplanes and their enthusiasts and supporters. Some came from far away, including Ralph "Feathers" Crompton in good health to make the trip from Brisbane, while Vincenzo Pedrielli and his friend Marco made the journey from Milano, Ged Terry came from England and Ken Ueyama came from Japan, adding international flavour to our rally.



PHOTO BOB HICKMAN

**AT BORDERTOWN KEN UYAMA FLIES HIS OLYMPIA FOR THE FIRST TIME!**

SEE STORY PAGE 8

Gliders attending the rally were:-

- Cherokee II VH-GLU** with Ken Caldwell
- ES60 Boomerang VH-GQZ** with Cath Conway
- ES60 Boomerang VH-GTR** with Ian Patching owned by Theo Van Alkemade
- ES60 Boomerang VH-GTL** with "Rena" and Carmel Renahan and family
- ES60 Boomerang VH-GQO** with David and Rosie Howse
- ES60 Boomerang VH-GDU** with Philip Beale, Ted Bowden and Kevin Barnes
- ES60 Boomerang VH-GQY** with Bob Hickman and Neil Hardiman
- ES60B Super Arrow VH-GTJ** with Emilis Prelgauskas and Rachel Westcott
- ES60B Super Arrow VH-GGP** with John Viney
- SZD-30 Pirat VH-GXL** with Hans Prem and John Ashford
- Grunau Baby II VH-GDN** with Leigh Bunting
- Schleicher K7 VH-GNU** with John Ingram
- Chilton Olympia "Yellow Witch" VH-GFW** with JR Marshall, Merryn, Nick and Amy
- Chilton Olympia VH-GLY** with Phil Prapalenis and Diane Davey
- EoN Olympia VH-GVO** with Ken Ueyama

- Slingsby Dart 17R VH-IZO** with John King
- Ka6cr VH-HNA** with John Mackley
- Ka6E VH-GGV** with Erik Sherwin
- Ka6E VH-GEA** with Dave and Jenne Goldsmith
- EP2 Super Goose VH-IZZ** with Caleb White
- ES52 Mk IV Kookaburra VH-GNZ** with Gary Crowley

Additional flying machines to show up included the Sapphire with Keith and Edna Nolan, the Mistral sailplane VH-GDZ with George Vasiliadis and the two seater Aerochute with Paul and Lynne Woods.

Other members and visitors included Ged Terry from UK, Vincenzo Pedrielli and Marco from Italy, VGA President Alan Patching, Kevin Sedgman, Ann Portlock and Patricia Moss, ex-Australian Gliding Editor and gliding author Allan Ash, ex-Australian Gliding editor Noel, and Bev Matthews, Martin Simons, Silvia Sharman, Margaret and Alan Delaine, Steve Curtis, Keith Willis, Geoff Hearn, Mike "Hagar" Burke and Pom, Peter Brookman, Markus Trnovski, Brian Gerhardy, Ross Birch, Colin Collyer, Leo and Peter Dowling, George Buzuleac, Ralph Crompton, Baylee Roberts and Doug Cole.

# VGA Annual Rally

9<sup>th</sup> to 16<sup>th</sup> January, 2010

Attending the rally were twenty one gliders, while the number of members and visitors seems to grow every year. All launching was by the Bordertown/Keith club's winch.

Most visitors camped on the lush grass near the clubhouse, or doshed in the club's bunkrooms, but a number stayed in local motels a few kms away. Initially much of the catering was done by Ian Patching and JR Marshall with assistance from others, but after a few days local club-members found that they were in a better position than anticipated to take over all the catering, assisted by the young people present! Thanks to all those VGA members and the Bordertown-Keith Gliding Club team for your efforts to maintain a high standard of culinary delights for all who attended!



**KEN CALDWELL PREPARES TO FLY HIS CHEROKEE, ANDREW DINNING READY TO HELP**

The weather started very hot, with Saturday and Sunday reaching the low forties and thermals to 14,000 ft. Monday was 44 degrees, with a wind of 40 km/hr, the day's bushfire rating was "catastrophic" and launching operations were cancelled as pilots retreated to the air-conditioned clubrooms or the town swimming pool. The welcome cool change on Monday evening brought light rain on Tuesday, and flying resumed on Wednesday in pleasant temperatures for the rest of the week.

There were enough early birds for flying to commence two days before the rally began, with flights up to three hours and 145 km by the early arrivers.

**On Saturday 9<sup>th</sup> January** there were 13 vintage flights, as participants arrived and settled in. Leigh Bunting in the Grunau Baby found lots of BIG holes, but still stayed up for three hours 34 minutes, reaching 8,800 ft., while Ian Patching covered 235 km in the Boomerang. JR flew 121

km in 2 hrs 14 in the Yellow Witch, reaching 7,600 ft. His comment? – "another pleasant day in paradise!" John Mackley in his Ka6 made 125 km in three hours.



**THE COLOURFUL PIRAT AT THE TIEDOWNS**

**Sunday 10<sup>th</sup>** was undoubtedly the best day of the rally for those lucky enough to be at high altitude, with thermals to about 14,000 ft for those on oxygen! 22 Vintage flights were made.



Fourteen year old Amy Marshall started the day off with five training flights in the Kookaburra with Caleb White in the back seat.

Ahhh, the joys of Kookaburra training!



**KOOKABURRA PHOTOS BY VINCENZO PEDRIELLI**

Then the boys got serious! Leigh Bunting first, 128.14 km in the Grunau (!) Ken Caldwell had 2 hrs 17 in the Cherokee to 9,200 ft. John Mackley flew 210 km in his Ka6cr. Kevin Barnes took the Boomerang to 10,100 ft because the day was "too hot!" Neil Hardiman covered 335 km in his Boomerang via Dimboola and Warracknabeal. JR did 228 km in the Oly, while Phil Prapulenis took his Oly for a 105 km jaunt. Dave Goldsmith

flew 382 km in his Ka6E, turning at Gerang Gerung, Keith and Lillimur. Cath Conway in her Boomerang did 294 km. After his five instructive flights in the Kooka, Caleb covered 500 km, but I cannot mention the glider type in a vintage gliding magazine, even though it was a great effort! What a day!



**THREE OLYS LINE UP ON THE GRID**

**Monday** brought nothing to mention from the flying side, as we were grounded by a "catastrophic" bushfire warning, though fortunately there were no fires in the area.



**THREE OLYMPIAS AND FIVE PILOTS**



**KEN UYAMA, JR MARSHALL, KEITH NOLAN, DIANE DAVEY AND PHIL PRAPULENIS PROUDLY DISPLAY THEIR TEAM OLYMPIA T-SHIRTS**

**Tuesday** also brought no flying as the cool change brought light rain for the day. We usually

find that the weather wisely tells us to take a day or two off in the middle of a rally, in order to spend some time socializing, sharing films and photographs, and recharging the human batteries! Ken Ueyama arrived after an epic effort to get his 50 year old English Olympia trailer registered in Tocumwal, and plenty of helpers assisted him to rig.

**Wednesday 13<sup>th</sup>** was a pleasant day, with nice cumulus and best climb to about 6,395 ft. by Jenne in her Ka6E during a 94 km flight. Erik flew 187.3 km in his Ka6E, Rena covered 145 kms in his Boomerang, and Leigh 66 km in the Grunau. He found 8 knot thermals and got "a bit cold!" Emilis made 130 km in his Super Arrow, Bob Hickman 101 km in his Boomerang, and JR 45 km in Rena's Boomerang. Philip Beale in a local flight found "brilliant cloud streets", Keith Nolan stayed local for 1 hour 23 in the Yellow Witch, and Ted Bowden spent over an hour "just cruisin'" in the Boomerang. Flights to almost five hours were made, Ged having 3 hrs 41 mins in the Yellow Witch and Gary Crowley 2 hrs 18 mins in the Kookaburra. John King had nearly three hours in the Dart, and Diane 1 hr 28 in her Oly. Forty vintage flights were made.

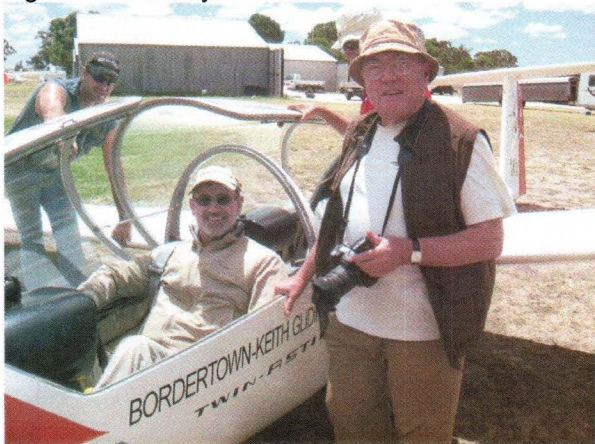


**KEN AND ALAN IN K7 GNU**

**Thursday 14<sup>th</sup>** brought a blue day with an inversion at about 4800 although John Mackley called his flight to 5,410 ft late in the day "hard yakka!" and Jenne saw 5,582 and 133 km on her logger! (what is vintage gliding coming too?). Best height was 18,000 ft in a two and a half hour 500 km flight in the Boomerang, but then Dave Howse woke up!!! Keith claimed O & R Mundulla to 4,400 ft – did the Sapphire run low on fuel? John Ingram continued kindly sharing his flights in the K7, taking Sylvia Sharman for 1 hr 23 minutes. Amy continued her Kookaburra training with Caleb, again having five flights. JR says his 2 hr 32 min Olympia flight "is one of the most pleasant flights I've had, sharing the sky with Ken and Diane in their Olympias!" Not an easy day, with 35 mainly

local vintage flights completed, and a few low scrapes to get away mentioned! The flight I have not mentioned was by Gary Crowley, who, while running the Kookaburra wing tripped and took off without the glider! Unfortunately a very painful broken upper arm resulted from the heavy landing that followed, and an ambulance came and took him away for treatment and a night in the Bordertown District Hospital! Gary's wonderful sense of humour dragged him through the drama and earned the admiration of his friends. We continue to support the local health services, last year John Ingram had some nights in the same hospital with pneumonia. Is it just that the nurses are extra cute?

**Friday 15<sup>th</sup>** saw an improvement in the weather with climbs to 6,890 ft by John Mackley in a blue sky and a good number going cross country. Erik flew 242.3 km, Bob Hickman 197 km, Dave Goldsmith 175 km, Emilis 170 km, John Mackley 168 km, and Leigh 129 km in the Baby! Hans Prem had 3 hrs 21 mins in the Pirat. Ian Patching had an hour feeling "like a true aristocrat" in the Dart, and JR took Vincenzo Pedrielli for a flight in Australia's venerable two seater, the Kookaburra! Amy's training continued. Ted Bowden visited most close turnpoints but feels he was wrong in "chickening out" on a longer run due to shadow from high cloud. John Ingram kept busy taking VGA members soaring in the K7. All up 33 vintage flights for the day.



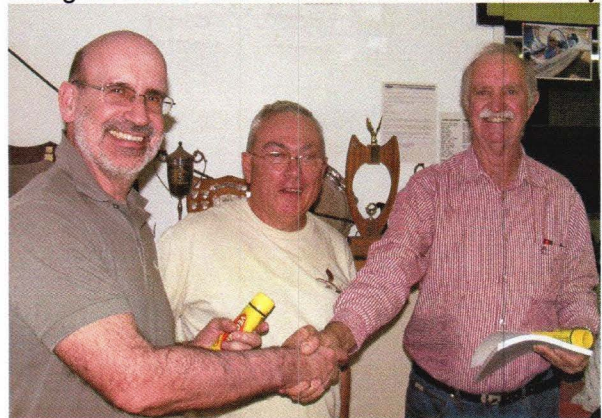
**MARCO'S FIRST GLIDER FLIGHT**

**On Saturday 16<sup>th</sup>** only 6 short flights took place in the increasing wind. Amy had four in the Kookaburra, John Ingram and Kevin Sedgman shared 17 minutes in the K7 and Mike Renahan had 11 minutes in the Boomerang. And so another Bordertown disappeared into the sunset as the de-rigging party commenced and people made ready for the biggest party of all – the Annual Dinner!

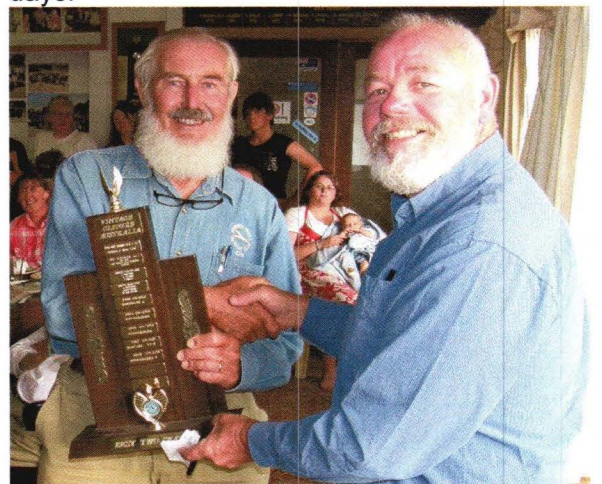
*Annual Presentation Dinner*



Now a well established social event in vintage gliding, the Annual Presentation Dinner was a chance to relax and share some fun with good friends. The Bordertown/Keith boys did their spit roast to perfection, and the "fines for dark thoughts bottle" ensured that no-one went thirsty.



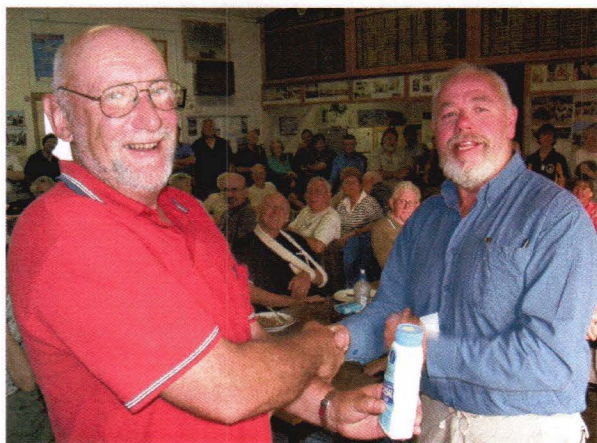
A presentation to Vincenzo and Marco acknowledging their efforts to come to the rally from Milano included some Aussie culture – Vegemite! Vincenzo had expressed considerable interest in this Aussie icon during the previous days!



**IAN PRESENTS JOHN WITH THE BEST 2 SEATER AWARD**

The presentation for the best two seater went to John Ingram's K7, VH-GNU Best single seater was John Mackley's Ka6cr, VH-HNA.

The Schneider Trophy for the best Schneider glider present went to David Howse for "Yellow Bird", Boomerang VH-GQO.



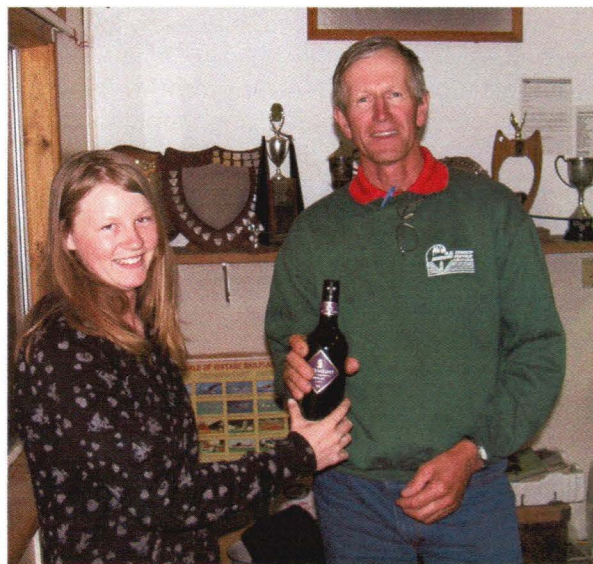
**BOB RECEIVES A TEMPORARY STAND-IN FOR HIS GEOFF GIFFORD TROPHY**

The Geoff Gifford trophy for the longest flight between rallies went to Bob Hickman for his 363 km flight in the Boomerang.

The Renmark Trophy for the best flight at the Annual Rally went to Neil Hardiman for his 335 km flight on Monday.

The League Two trophy for flights at the rally went to Phil Prapulenis with Olympia VH-GLY, and League One to Dave Goldsmith with Ka6E VH-GEA.

The Feathers encouragement award was presented to Ken Caldwell who flies his Cherokee II VH-GLU at every opportunity.



**AMY PRESENTS A FINE RED TO PETER**

### **MARTIN SIMONS BOOKS**

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

## *Vintage Times Raffle*

The Raffle was drawn with great enthusiasm by Amy Marshall.

**First Prize**, "Sailplanes 1920-1945", by Martin Simons was won by Barry McCarthy.

**Second Prize**, "Gliding in Australia", by Allan Ash, was won by Brian Gerhardy.

**Third Prize** "Gliding and Advanced Soaring" 1947 style, by Ann Douglas, was won by Graeme Barton.

**Extra Prizes** were donated by Ken Ueyama, a beautiful handmade silver glider tie-pin won by Phil and Diane, and a bottle of vintage wine donated by John Ingram, won by Peter Brookman.

**Congratulations to the winners, and thanks to all those members who participated in the raffle, and to Ken and John for their contributions!**



**VINTAGE GLIDERS AUSTRALIA  
33<sup>rd</sup> ANNUAL GENERAL MEETING**

Held before morning briefing on  
Thursday 14<sup>th</sup> January, 2010  
The present Office-bearers were  
re-elected unopposed

**PRESIDENT'S REPORT** VGA President Alan Patching noted that Vintage Gliding continues to grow, with over 1,000 members of the International Vintage Glider Club and our own Vintage Gliders Australia membership reaching 140. Queensland is booming with surveys and restorations underway and at least seven vintage gliders imported to fly. In Victoria Mal Bennett is well advanced with building a Minimoa for Fernando Salazar.

The major events for the year started with the 2009 Annual Rally at Bordertown, made possible by the efforts and hospitality of the Bordertown Keith Gliding Club. In addition to 21 gliders, crew, visitors and aeromodellers swelled the numbers. A successful Rally was held at Raywood with fifteen gliders and members and visitors from 3 states flying seven out of the eight days available. Many VGA members attended Old Mates Week at Benalla and enjoyed flights in the K7 which John Ingram had brought from Adelaide. Martin Simons attended the Vintage Glider Club International Rally in Achmer, Germany.

Alan congratulated Ingo Renner for his inclusion in the NSW Hall of Champions, a four times world champion who owns and flies a Schneider ES52 Kookaburra with his wife Judy.

David and Jenne Goldsmith have maintained the excellent standard of our newsletter which is read world wide and provides Australian content for VGC News.

Alan thanked all members who assist keeping VGA running in assistance to members and other tasks especially airworthiness matters, and wished all many hours of safe and pleasant gliding.

**SECRETARY'S REPORT.** Ian Patching reported a busy year, and a considerable volume of correspondence in and out, mainly by email, has taken place.

**TREASURER & MEMBERSHIP REPORT.** Dave Goldsmith reported that from a balance of \$5972 last year, the account balance has built up to \$7694. Major expenses were Vintage Times \$1228, raffle costs \$85, internet Domain Name \$48 and Raywood rally prizes \$95. Income from membership was \$2620, interest \$81, donations \$77 and raffle profit \$399. Other assets are the Ka4, trailer, and trophies. Membership has increased to 140.

**EDITOR'S REPORT.** Vintage times continues to receive the support of members. Ours is a good Newsletter because of the quality of member's and friend's contributions, and Jenne and I wish to thank them. Overseas magazines (International VGC, USA, and NZ) are professionally printed at considerable expense. We hope to improve the software for more flexibility in the format, but the small print run and acceptance of email seems to preclude sufficient hard copies required to justify professional printing. Feedback and assistance from members is always welcome.

The VGA website has received 13,856 hits for the year, with a large overseas interest. Anne Elliott has designed a new and attractive website format which should be accessible soon. We wish to thank Anne for her efforts with the website, and for support in maintaining an interesting Vintage Gliding Corner in Soaring Australia.

**GENERAL BUSINESS**

JR Marshall and Dave Goldsmith are organizing monogrammed winter and summer long sleeve polo tops for sale at cost to members. More details are hopefully to be finalized by next issue of VINTAGE TIMES

Jenne Goldsmith is working on a "Wooden Silver C" and a "Wooden Gold C" to be issued to those pilots who achieve the requirements in their vintage glider during the year. Only one of each is to be issued to each qualifying member.

A subsidy for Amy Marshall to assist with the cost of launches at Bordertown has been recommended.

After discussion it was decided that the next Annual Rally is to be held from 1<sup>st</sup> to 9<sup>th</sup> January, 2011

**KEN'S OLYMPIA COMPLETED!**  
**BY KEN UUYAMA**

My Olympia restoration work is finally finished. Mike Burns and Ingo Renner did a fantastic job restoring it just like they did for the Condor IV a year ago.

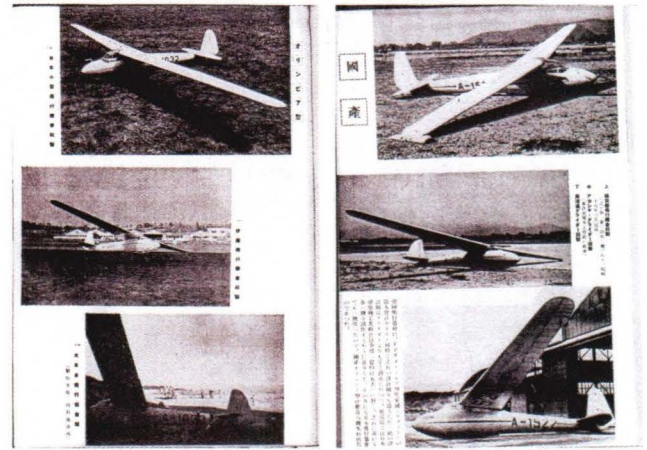
This EON Olympia 2b was first registered in 1958 by RAF GSA (#246), BGA1386. When Mike and Ingo were working they found its wing and fuselage was built in 1947 and the horizontal stabilizer was built in 1958. I guess this was one of those 100 built in 1947 that could not find a buyer for ten years even though it was offered for a mere 425 pounds.

In 1966 it was sold to a syndicate in Rufforth. It stayed in Rufforth till 2004. I was in York in 2004 as a contestant for the world electric model glider championships. After the championships I went to the nearby glider field which was at Rufforth to see if there were any interesting gliders. When I found the Olympia it had been in it's trailer for the past three years.



For Japanese glider maniacs the Olympia Meise is a very special glider. Not many Europeans know about Olympias in Japan but we actually built six Olympias in Japan. The 1940 Olympics were originally scheduled in Tokyo but the Japanese invasion of China upset countries around the world and the Olympics moved to Helsinki in Finland. Japan was allied with Germany in those days.

The Japanese Imperial Aviation Association ordered from the German DFS one complete Meise and the building plans. The plans came immediately so they ordered six different domestic aircraft companies to build one Olympia each from the DFS plans. By the time the German built Meise arrive in Japan, March 1940, we had six Olympias completed.



From top left clock wise Nippon light aircraft Olympia, Fukuda light aircraft Olympia, Akashia glider Olympia, Mizuno glider Olympia, Dai Nippon aircraft Olympia, and Ito aircraft built Olympia. Unfortunately all of these domestically built Olympias were destroyed during the war. I wanted to restore my Olympia to look like a 1940 Olympics Japanese entry glider.

All of above pictures were taken right after they were built. I'm sure they would have added the Japanese flag on the fin when they entered the contest just like the Swiss and French ones on some other pictures. These pictures are all black and white and I couldn't tell the coloring. I assume it was a red stripe on white since that is our national colors.

I also added the Olympic ring logo on the nose just like the one in display at the National Soaring Museum in Elmira NY.



All Japanese built Olympias did not have a landing wheel nor bubble canopy since they were a copy of the DFS Meise. I like a landing wheel on the EoN Olympia for the ease of ground handling but for the canopy I like the looks of the original German canopy. It has very authentic vintage looks. Mike Burns is building one for me at this moment. I hope it will be ready by the time we meet at Bordertown Vintage Rally.

#### FROM KEN – after Bordertown!

Again it was a very memorable glider trip to Bordertown. First I found my 50 years old Olympia trailer needed to have all new suspension and new brake pads to pass inspection just a week before the Bordertown rally. Mike Burns finally located 1950 Vauxhall brake pads at a Shepparton store. It was finished on Friday and I had to wait until Monday for the RTA office to open.

Another two days wasted. Then when I got to Bordertown I found out I had to winch launch which I always avoided any way I could. I lost two of my friends in winch launch accidents.

But there was no other way and with excellent instruction by Alan Patching I managed to have my first winch launch in Australia. Thank you John for letting us use your beautiful K7.

It was a very special occasion for three Olympias to be at Bordertown. It is always a pleasure to talk with Keith and listen to his old time stories about Yellow witch experiences. I also enjoyed conversation with modelers and watching model gliders fly at twilight time. I shall bring my model glider next year.

My utmost appreciation goes to the organizer and helpers of this wonderful event.



PHOTO BOB HICKMAN

## **468 KMS IN A K7**

FROM MARK BLAND

Hi David, as requested I looked up my log book and located the long flight I did in a Ka7.

It was the last day of the inter-service gliding comp/camp held at Narromine over the Christmas, New Year period of 1990/91 and on the 11 of January 1991 we thought (tongue in cheek) that it would be a good idea to try and fly our club Ka7 back to RAAF Base East Sale. Of course we all new this was an impossible task but the idea to fly south as far as we could would be worth a try. Even if we only managed to reach Peak Hill 50km down the road it would be worth while. There was quite a bunch of us from Sale including several younger members and they were all enthusiastic after having just had a great couple of weeks. 15 year old Trevor Smith was chosen to accompany me in the back seat, and the rest would be following with the trailer. Not to be outdone when hearing of my plan the RAAF Laverton Blanik also decided to follow us flown by Dave Pobjoy with his Dad Mike driving the trailer. As a joke we declared Euroa in Victoria as a destination.

When one of Narromine's visiting German pilots thermaled away before 1100 am we decided to go and slowly drifted off away to the south in weak lift. I recall we had a weak northerly so even though we weren't getting very high we started covering some ground and taking nearly every thermal ensured we stayed up. Who new what lay ahead? Passing Peak Hill we were satisfied that we had at least achieved our first goal and anything else would be a bonus. The conditions slowly improved and we seemed to be getting away from the trailer, but still had good communications with the crew. We had planned to follow the Newel Hwy but by the time we got to Parkes we were getting up to six or seven thousand feet so could afford to deviate away from the road to shorten our track.

Exact memories of the flight are now vague after nearly 20 years but we did get to 11,000' and as we crossed the Colombo Plain down to Jerilderie we could hear Ingo Renner and some of the hot shot pilots from Tocumwal talking about concerns of thunderstorms along the Murray. I think they were doing 1000K flights and were worried about getting back. We had our last good climb near Jerilderie to around 10,000' and then floated under a huge black decaying CU in zero sink. We could almost see the runway at Tocumwal in the distance but suddenly we hit off the clock sink. There was no sun on the ground anymore and as we got lower and after 7 hours and 49 min decided to land at Finley airfield. A friendly Crop Duster pilot quickly helped us put the glider in the hangar as another storm was coming. The Blanik had landed about 50 KM further back and our crew was also helping him so we walked into town where we all met at the pub for a beer and a hamburger. We all slept in the hangar that night on camp beds and about 0500 am were alarmingly awoken by the crop duster pilot starting his huge radial biplane. We packed up and drove the rest of the way home. Total distance of 468km. A bit further than Peak Hill!

# A LONG DAY IN A BOOMERANG

by Bob Hickman



I'd launched too early. Wiser heads had waited but I hadn't. I had taken the third tow for the day at Raywood. The first two launches had been two-seaters doing training circuits. I got away in GQY at 11:05. What was I thinking! The day was predicted to go quite late but no one had suggested that it would start early. Now, almost two and a half hours later, I was still more than 15 km short of Boort and had averaged an appalling speed. Let's see: 50 km divided by 2.5 makes for easy arithmetic. 20 kph! Ok, I was flying a vintage Boomerang but this was still ridiculous.

Anyway, there would be plenty of time for reflection later. I was at 1000' AGL and about to enter the downwind leg of a circuit into the latest paddock that I had selected. I had picked it a good 20 minutes before and had been trying to work weak lift in its vicinity for what seemed like ages. I'd gained a little and lost a little but just couldn't get away. Now it was time to concede defeat and to focus on the out landing.

This was the fourth paddock that I'd picked along the way. Actually, if you count the two that had turned out to have SWR lines that only became visible when I got a little closer, this was my sixth. Why was I doing this?

My goal had been to do a long flight. I wanted a distance that I could enter in the Geoff Gifford Trophy competition for the longest vintage glider flight between January Vintage Glider rallies. I had no illusions about winning the trophy. I don't have the requisite skill level. I would have been happy with a distance that would be a credible entry. Not having the ability to fly fast, my strategy for a good distance had to be to launch early and land late. It had seemed like a good idea at the time, though I had needed to simulate a little false confidence when I had called that I was at 3500' above the

Raywood field and was departing for Quambatook, some one hundred km away. I hadn't seen three and a half thousand since then and hadn't been over 2500' for a long time. So much for my early launch strategy!

Positioning myself to enter downwind I felt a bit of a bump and turned into some weak lift. It wasn't much, only about one knot but I was going up again. After I had gained about 500' I saw an eagle circling only about 500m away. These magnificent birds had been my salvation on a number of previous cross-countries and here was another one come to my rescue. Over I went and was immediately rewarded with a 5 knot climb that took me to over 5000'. I was on route to Quambatook again, finding another thermal that took me to over 6000' along the way. The day was eventually coming good.

My plan had been to turn right to Kerang but as I approached Quambatook there was a well defined line of cumulus off to the left. It had been all blue until now so these looked particularly welcoming. A quick glance at the map and Charlton became my next turning point. Once I had contacted the CUs it was more or less 10,000' all the way to Charlton. Meteorology remains a bit of a mystery to me but the clouds were clearly forming at the intersection of two different air masses. To the West the air was clear, to the East there was a murky inversion layer some 1500' below the base of the CUs. Helpfully, the clouds were moving to the East. On the way to Charlton I selected my next turning point: Elmore, 115 km distant and in the more or less in the direction that the clouds were going.

The leg to Elmore was delightful and a good chance to relax a little. Once I came out from under the cloud there was, of course, no more lift until I descended through the inversion layer. After this it was plain sailing in the blue with widely spaced but fairly strong lift to about 8000'.

Turning Elmore for Raywood township things eventually turned sour and I found myself struggling at just over 4000'. Four thousand feet! Early in the flight I would have been relieved to be this high. Anyway, I wasted a ridiculous amount of time in the vicinity of Elmore before I eventually got enough (too much) height to set off again. Though it was getting quite late, on reaching the Raywood Township Woodvale seemed achievable. I didn't find any lift of merit on the way to Woodvale and prudence dictated that I turn there for Raywood AP while I still had final glide. I was half-way back to Raywood when good luck favoured me again; 6 knot lift to 7800' (at 6:50 pm). I had enough height for a dash to Bridgewater before returning to Raywood AP via the township.

And so it was. I landed at 7:22 pm after eight hours and seventeen minutes in the air. I had covered 363 Km. My speed was terrible (though great for the last 45 km, since I hadn't turned). I didn't care. It was the first time that I had exceeded 300 km in the Boomerang.

This flight was, to my mind, a triumph of naive optimism, persistence and good luck (and an eagle) over lack of skill. Thank goodness I launched so early.

**EDITORS NOTE:** Bob won the Geoff Gifford trophy for this excellent flight.

### SOARING AUSTRALIA COVER PHOTO



SOARING AUSTRALIA FEATURED CABOOLTURE CLUB'S THREE Ka6s FOR IT'S COVER IN JANUARY, 2010. THE PHOTO WAS TAKEN BY KEVIN RODDA

### COMING EVENTS FOR YOUR DIARY

#### Old Timer's Week

15th to 19th March 2010

- All pilots and friends of all clubs welcome, age no barrier
- Dinner on Wednesday 17<sup>th</sup> March bookings essential
- Mystery tour Thursday 18<sup>th</sup> March with John King
- Call Jim Barton on 03 9309 4412 for flying enquiries
- Ring Rhonda for reservations on 03 5762 1058

Gliding Club of Victoria, Benalla

### INTERNATIONAL RALLY

VGC International Rally 2010 Web Site

<http://vgc2010.norfolkglidingclub.com/>

see also:-

[www.vintagegliderclub.org](http://www.vintagegliderclub.org)

#### 31st July - 8th August 2010

2010 is the 51st year of the Norfolk Gliding Club, what better way of celebrating than hosting the International Vintage Glider Club Rally at Tibenham. Our club members are looking forward to renewing old friendships first made in 2000 when we last hosted the event and forging new ones. Many of those who organised the previous rally are involved again, there is huge enthusiasm to make it a great success.

You will find that this web site has all the information that you need to register pilots and book camping and caravan facilities. There is a list of events which will take place over the week, including "Dwile Flonking" back by popular demand. For those of you who are unfamiliar with this famous Norfolk sport, full rules and instructions will be published.

The Norfolk Gliding Club looks forward to the 31st July 2010 when we can welcome you all to our wonderful airfield.

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Photographs by Peter Brookman  
from the

#### VGA Rally- Bordertown 2010

can be seen at:

[www.brookmanonline.com](http://www.brookmanonline.com)

download order form from website.

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#### General Tadeusz Gora

FROM CHRIS MCDONNELL

At rest Jan 4, aged 91. Polish pilot who completed a remarkable glider flight on May 18 1938 when he flew a PWS-101 glider from Bezmiechowa, in south-east Poland, to a small town near Vilnius, a then world record distance of 577.8 kilometres. **For this he was the first recipient of the Lilienthal Medal** awarded by the Fédération Aéronautique Internationale. During the war he flew with the RAF, serving on three Mustang-equipped Polish fighter squadrons which flew ground attack sorties during the Normandy landings and intercepted the V-1 flying bombs. For his wartime service he received two of Poland's highest awards, the Virtuti Militari and the Cross of Valour.

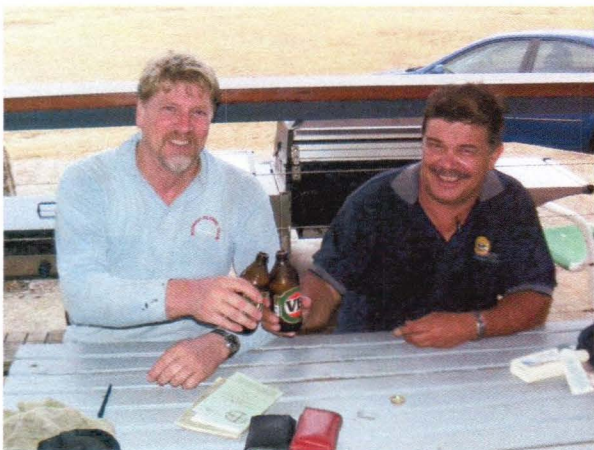


## ***HOMEBUILT SAILPLANE CORNER***

Hello Dave.

My name is Scott Johnson and I have just put a BG 12A (VH-GAC) into the air for the first time. The project was started sometime in the early 1960s, there is a stamp mark on the original ply "May 1962". When I acquired the aircraft in the early 1990s it was at about 40-50% completed and needed some repairs as well. Yes it has taken this long to finish, in fact GAC has a temporary flat wrap canopy, simply to get the thing into the air. A very nice aircraft to fly.

Laurie Simpkins also put GHJ back into the air on the same day, Sat 19 - 12 - 2009. I have attached some photos of the day.  
Regards, Scott Johnson



CONGRATULATIONS SCOTT & LAURIE!

### **From Laurie Simpkins and Stewart Hamey:-**

They said that they would never finish, then they said that they would never fly, then they said the rain would make them fall apart !

But despite the weather and after double and triple checks first GHJ lifted off for it's for flight in many years after extensive refurbishment and a new paint job by Laurie, and then later after more checks and rain Scott and GAC lifted off for it's first flight ever.

Both flights went well with no major problems, but as is usual both pilots are already talking about little changes as soon as they got on the ground, but the two beaming smiles were the brightest part of what was a pretty dismal looking day, and well deserved with all the work that went into both aircraft.

Both Pilots report that the BG12 is a nice flying aircraft and the performance feels pretty much as quoted.

Later in the day just to prove it was not a fluke both went for second flights.

Some pics of the moment attached.  
Regards                      Stewart Hamey



LAURIE SIMPKINS READY IN VH-GHG



SCOTT JOHNSON READY IN VH-GAC

## Minimoa Construction

*(Ed. Fernando Salazar of Mt Martha, Vic., has long wanted to build a Minimoa, and even had some bulkheads made up in Europe. He was fortunate to hear that Mal Bennett, already a successful home builder of sailplanes, would be able to take on the project.)*

By Malcolm Bennett



**MALCOLM, FERNANDO & MINIMOA**

I solved the challenge of constructing two-way bent spars by using a table bent in the middle to the sweepback angle for the spars. I laminated the caps using 20 X10 Oregon laminations in the straight sections and 10X10 around the two-way bend. These were steamed, clamped and dried before gluing to get around any springback problems. These sections were spliced and glued together to build up the required cross sections.

Metalwork sections required for wing joining, drag spare fittings, tail plane attach fittings, control stick, torque tube, aileron mixer bellcrank etc. were all obtained in lazercut flat shapes which I then proceeded to bend to shape, match drill.

Machining bar steel to main wing pins, drag pins, pivot pins etc. including the cottonreel sections required to be fitted to form the main wing attach bracketry. This was then all welded and cleaned up. Undercoated and painted for corrosion control.

Main spar fittings required saw kerfs to be cut into the spar caps, tapered in depth to take the inner attach straps.

To fit these fittings to the spars the main fuselage frame has to be jugged up to the spar to ensure the correct dihedral and alignment for the wings. When all is in alignment the bolt holes can be drilled, swabbed in epoxy internally, then the bolts fitted.

Before any of these bolts are tightened

the saw kerfs must be epoxy filled to closely fit the steel strap so that the cap can not be collapsed by any bolt tension.

When both spars are fitted to the main frame then the next step is to construct the fuse. All fuse frames are finished and ready to assemble. It will be built inverted on a ladder frame jig with the cockpit sill edge batten sitting on top of the ladder as this batten is a straight line from nose to tail in the vertical plain.

Once this is set up the fuse will be ply clad with various different thicknesses and grain directions called upon in the drawings.

We have all the timber for framing and ply for cladding in stock for this aircraft so supply will not be a problem.

All gluing is being carried out using Epiglu, a two pack approved epoxy which is quite good to work with.

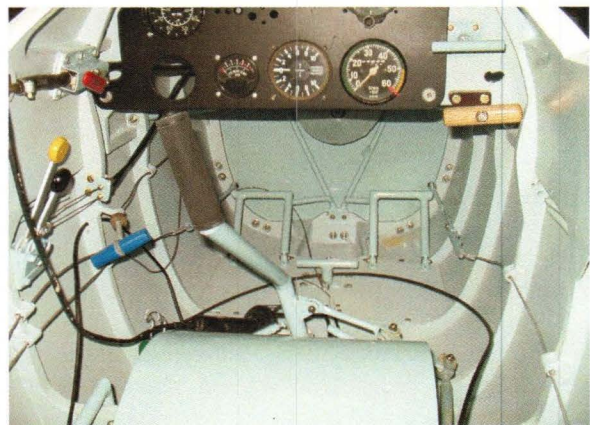
Sealing of timber and ply has been carried out to date with Everdure, a thinned two pack epoxy by the same manufacturer. Work is proceeding.

The fuse is now set up with stringers spliced to obtain the lengths and tapered to suit. These have been glued into place in the frames and I am at this time fairing the frames and stringers to the fuse tapers before ply cladding. This I have commenced.

Only two wings and the tail feathers left to go!

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### K14 PROGRESS UPDATE



Hi Dave

Real work is keeping us very busy so ASK-14 progress has slowed a bit. The engine and new prop are now fitted though.

Great news letter, keep up the good work. Our numbers are growing.

Cheers, Speedy ( Bernard Gonsalves )

Garrett Russell is looking for a trailer suitable for his Ka6. Please contact him on (07)38702433 or [gjr@powerup.com.au](mailto:gjr@powerup.com.au) if you are able to assist.

## Vintage Birds at Women in Gliding Week at Narromine

BY JENNE GOLDSMITH

The vintage birds of which I speak in the title are, of course, vintage gliders, wonders with wooden wings. We had two attending the meet, the beautifully restored K7 VH-GQX owned by Anne Elliott and her partner Keith Dixon and, also from the Schleicher stable, the Ka6E VH-GEA belonging to myself and husband David. Another member of Vintage Gliders Australia present was Sylvia Sharman, past owner and pilot of a Ka6CR along with her late husband.

The week was an invigorating experience for me which I would strongly encourage any woman (teenager, young or not so young) with an interest in any aspect of gliding to attend no matter what their level of experience. The week is tailored around helping you achieve your own goals in a relaxed and very supportive atmosphere.



On registering prior to the event, you are asked to complete a questionnaire designed to help the organizers create a programme that will help you achieve those goals and learn a whole lot more as well. I think it is safe to say that the husbands/partners who were there had a great time too – they certainly helped to make it a great pleasure for the 16 or so women who attended.

Following on so hot on the heels of our National VGA Rally at Bordertown, David and I were unable to attend the first day of Women in Gliding Week due to being on the road traveling the 1100km between the two events. Pity, because according to the programme and comments by other participants, we missed some very interesting talks, including one given by a chiropractor. The weather, as we knew from the strong, hot tailwind we had experienced on the road (we were not complaining about the assistance it gave us!), had been not much to write home about.

Over the rest of the week we had a couple more days when we decided that the safer option for the lighter wooden birds was to stay in the box, tie-down or hangar, but on the other days some very pleasant and at times challenging flying was done on mainly blue days. GEA flew over 15 hours and 600km (including one flight of 312km) in the 4 days that she stretched her wings. The best thing was being able to put into immediate practice the things you learned in the valuable morning or evening before talks, briefings and debriefs. I gained a tremendous amount from the week and saw many milestones reached by other participants – one went solo, Silver and Gold C's and Diamond goals were achieved, a first non training outlanding safely carried out (with good retrieve by the all female crew!) and just plain good fun had. Many (including David and myself) went home with Official Observer ratings following the excellent mind stretching training given by Beryl Hartley.

The catering was wonderful (Beryl is amazing!) and the quality of the lecturers and discussion leaders outstanding over a very diverse range of subjects as was the coaching and instruction given in the air.

Maybe the best flying day was the last when a trough line lay to the south-west of Narromine with associated Cu bringing climbs to over 13,000ft for those who were oxygen equipped. One gold height was gained and a lot of fun had flying lift streets, though no huge distances were planned in the interests of being able to attend the presentation dinner. We had the thrill of seeing two visitors return on straight-in approaches from over 1,200 km flights as we were demolishing dessert. The gliders stealthily appeared at last light with the runway lights turned on after carefully managed final glides.



ANNE AND KEITH WITH THEIR MIGHTY K7

Women's Week next year will be at Benalla towards the end of January, giving a little respite after the National VGA Rally at Bordertown before what promises again to be a full-on week with much to learn in a very encouraging atmosphere.