

Vintage Times

Newsletter of Vintage Gliders Australia

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Membership \$20 every October	Articles for Vintage Times are welcomed

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PHOTO TREVOR MILLS

ASK-14 Post-Restoration Evaluation Flight

Story by Kevin Rodda. Photos by Kevin Rodda and Trevor Mills

On Saturday 10th March, as I turned downwind on Caboolture's runway 12 I noticed Speedy's white van with glider in tow on the taxiway to 12. My immediate thought was that he was bringing his Ka6 out to the flight line. Then I recalled that Bert Persson had mentioned to me that Speedy's motorglider was ready for its post-restoration evaluation flight and that the flight would probably take place this weekend. I glanced left again across 12 to the taxiway ... yes indeed, it was the ASK-14. I couldn't wait to get back on the ground and to the pie-cart so that I could be at the flight line for the launch!

Soon GYP was safely back on the ground after a hour long flight where Bert tested motor re-starts in the air etc. By the time he returned, a sea-breeze front had dispersed all cloud and lift and the Caboolture Gliding Club operations were in hangar flight mode. Bert came in to land on 06 "grass right" (after spending the final 15 minutes or so of his flight scratching around very impressively just to the south of the field in a sky that by then was devoid of any real lift). His verdict ... "she does everything that she should do and flies very nicely!"

We can only imagine the pride and satisfaction that Bert and Speedy share after 15 months of restoration work. Well done guys ... a truly world-class restoration job on a beautiful little aircraft.



IT DOESN'T GET BETTER THAN THIS!

The ASK-14 is basically a motorised version of the K6 using the wings and tail surfaces of the K6E. It is a "wood and fabric" aircraft with a fibreglass cowl and a few fibreglass fairings.



ENCOURAGEMENT FROM SPEEDY

With thanks to the Caboolture Gliding Club website.
 More pictures at:
<http://www.glidingcaboolture.org.au/ASK14%20first%20flight.htm>

ASK-14 VH-GYP UPDATE

May 2010

BY BERNARD (SPEEDY) GONSALVES



AT LAST SPEEDY FLIES HIS K14!

Hi Dave, yes I am out flying my ASK-14 every weekend and more. Bert and I have restored a Ka6, a K7 and now an ASK-14 all in the last three and a half years. Now I am going to enjoy flying a lot more, I am already planning further work on my Ka6 just to bring it up to standard.

ASK-14 VH-GYP History

The instruments were installed at the factory on the 22/12/1970

The first owner was W. Hudson of Royal Park SA, and the second owner was W.B.(Bill) Iggulden of Bellingen, NSW

It was purchased in 2008 in a very deteriorated condition by non other than Ian Patching from whom I purchased it on 9 / 12 / 2008

Ian saved it from total destruction as the hangar it was stored in at Bellingen was washed away in the floods last year.

The last flight recorded in the log before Bert Persson and I got to the restoration was on 2nd May, 1991, and it's total hours flown were 619.

It re entered service when Bert did the evaluation flight on 27th March, 2010

Lots of hard work from Bert and I but now I am enjoying flying a beautiful little motor glider that flies nice and straight hands off. It has the beautiful handling handed down from the Ka6 glider it was designed from. My logbook has come alive again!

OLD MATES WEEK



Alan Patching assists John Ashford and Ross Birch to commit aviation in the VGA Ka-4 at Benalla

Old Mates Week, a traditional event on the gliding calendar catering to those of all ages who do not fly regularly, took place at Benalla from Monday 15th March to Friday 19th March. Organised and run by Jim Barton and his team from the Gliding Club of Victoria, it's usually quite a busy week. Many club members and visitors line up for some flying, and the club's and visiting two seaters work well to keep everyone satisfied. This year the Vintage Gliders Australia Ka-4 and the Vanstan-modified Kookaburra of Graham Garlick and Dave and Jenne Goldsmith provided the vintage element, while the Gliding Club of Victoria's IS-28's, Duo-Discus and K21 were all kept busy. Single seaters also keep the tugs busy. The weather was absolutely magnificent, beautiful blue skies with an occasional cu, light winds, and warm temperatures. Best heights reached were about seven thousand feet, while the Friday's forecast of stability encouraged visitors to de-rig and leave in a leisurely fashion without taking a launch.



GRAHAM GARLICK AND GRAEME BARTON
PREPARE TO FLY THE KOOKABURRA

The Annual Dinner on Wednesday evening was well attended with about eighty diners, many of whom each year make it a point to catch up with friends of gliding days gone by. Not just restricted to present and past club members, overall gliding scene members are welcome, and do attend the event. This is followed on Thursday by another tradition, John King's magical mystery (bus) tour. Do they really keep the destinations in a sealed envelope to be opened only after departure? Again, the joy of gliding and the sharing of friendships highlighted this popular week, and ensured it will continue for many years to come. Many thanks are due to the club and all those members and visitors who go out of their way to make it such an enjoyable event.



FOR SALE **PILATUS B4 VH-GCF**
Contact Bill Lowther at Tumut
(02) 6947 2540 or 0429 445 379

FOR SALE Foka 5 (currently in storage) and
BG 12 (flying at Boonah). Both have fully
enclosed trailers. Laurie Simpkins, telephone
0447 542 882 or email lahina2@hotmail.com.



Bordertown 2011
Vintage Gliders Australia Annual Rally
from 1st to 9th January, 2011
Contact Ian Patching on 03 94383510

JASKOLKA MEMORIES

BY RAY ASH



Mention of Ian Bogaard's acquisition and restoration of the Jaskolka in the October, 2009 issue of Vintage Times brought back some fond memories for me.

I was a part owner of this lovely sailplane from about 1974 to 1976. Our syndicate, Fred Brown, Brian Hemmings and myself were interested in buying a two seater at the time and were negotiating the purchase of a K7 from the Southern Cross Gliding Club. They were procrastinating over the sale, so when the Jaskolka became available we purchased it as a stop gap measure. Leo Diekman, the then owner, had just completed a major repair to it with the help of George Detto. It had had the front cockpit area damaged when Leo was attempting an outlanding ahead of a storm after a short cross country flight from Forbes. He was hit by some severe gusts on his final approach resulting in a heavy landing.

When designed, the Jaskolka was ahead of it's time, with a 16 metre wingspan, Frieze type ailerons and flaps, rear sliding canopy that could be opened a few inches in flight for ventilation, a folding tailplane, retractable undercarriage, water ballast, and all the controls automatically connecting when rigging. It also used a modern NACA wingsection, the 43012A, which to those familiar with the numbers indicates that it had a very shallow wing thickness of only 12%, most cantilever sailplanes were then in the 15 to 18% range. This resulted in a spar that at the root end was only about 150 mm deep but about 150 mm wide, rather unusual for a sailplane at that time.

The first prototype, built in 1951, when test flown went into a flat spin that appeared at first to be uncontrollable and was only saved when the pilot leant as far forward in

the cockpit as he could. Later models were modified to prevent this. Having said that, the only time I saw it spin was when Fred Brown tried to spin it after an annual inspection. He only intended to do an incipient but a full spin developed and despite full recovery action on Fred's part it kept spinning and continued past four complete rotations until the controls finally bit, and it came out after the nose going down past the vertical.

Fred had initiated this below 3,000 ft altitude so he was somewhat shaken and just had enough height left to reach the airfield. I suspect that in both instances there may have been a C of G problem but this is only my humble opinion.

Despite all this I found the Jaskolka an absolute delight to fly, we often referred to it as "a gentleman's flying machine". I myself did at least two 300 km cross countries in it and I can't recall what the others may have done. It had about the same performance as a Ka6, I guess.

This particular Jaskolka, one of only four now left in the world, was built in Poland in 1955, and designated an SZD8bisZ. The Polish registration was SP1602, only being registered from 25/6/55 to 31/12/55. It then appears to have been put into storage as records then show that it was exported to Finland in April 1958 after having a total of only 6 flights. It was first registered in Finland in April 1958, and was owned by Oulum Imalukerho and registered as OH-JAA. This was cancelled on 21/9/65 when it was exported. A chap named Henry Hingston imported it into Australia in an unusual circular trailer and it was first registered here on 12/2/67. He did not keep it long however and it passed through another couple of hands before Leo owned it.

I have often regretted parting with the Jazza although our eventual ownership of the K7, which we flew for over 20 years and did thousands of kms cross country in, including several over 400 kms, more than made up for this.

It was sad to see the apparent damage to this fine aircraft, and I hope Ian restores it quickly and enjoys his flying in it, as I am sure he will - just remember to check the C of G carefully and make sure you have plenty of height if attempting a spin for the first time!

LETTERS

Dear David & Jenne,

Reading the latest (and very interesting) issue of Vintage Times (which came to me via a gliding friend in Japan), I came upon the article by Bob Hickman on his award-winning Boomerang flight. May I ask if this wonderful story could be reproduced in our monthly newsletter, the Krautkoerant? I'm from the Cape Gliding Club and we fly at Worcester near Cape Town, South Africa.

Unfortunately here in South Africa, we only have about 580 glider pilots, and there is no vintage glider movement, apart from those few with the odd Ka6, and of course the standard training Ka8's and ASK 13's. Incidentally, our club was fortunate recently to obtain another ASK 13, so now we have two (a member is busy installing a nose wheel at present).

As for older gliders in our club, apart from a few Ka 6CR's and Ka8's, there is a Ka2. I used to be a partner in a very nice Goevier ZS-GCN (or Goe 4 if you prefer), but this was later sold to someone who didn't give it the care it deserved, so I doubt it will fly again.

I am envious of what I observe must be a wonderful camaraderie among your "vintage" pilots. Unfortunately we have been taken over by an "every man for himself" attitude, which leaves our sport all the poorer, but I guess this has something to do with the turmoil our country has devolved into.

Yours sincerely,

Peter Wooley

Editor,

Krautkoerant newsletter.

Our club: www.cgc.org.za

EDITOR: Bob Hickman's article "A Long Day in a Boomerang" duly appeared in the "Krautkoerant".

I ASKED Peter for more information about the Goevier, and he kindly sent the following article and photos, from various sources including Krautkoerant (KK), with assistance from Mike Pascoe.

The Goevier - ZS GCN.

The arrival of this new glider made a story for the newspapers:-

"The Argus": 14 March 1955.

The Goevier was unpacked at No III hangar, Youngsfield, on the 12th March 1955. Date of registration was 1/7/1955 -- Registration letters ZS - GCN (SN 403). It was test flown by me with Mansell Williams as passenger on the 13th with Tim Biggs as tug pilot on Tiger Moth BUK. (H von Michaelis.)



Goevier 13/3/55. It's second flight in Cape Town by Tim Biggs with Mike Howse as pax. And the 3rd flight with T Biggs and Giso.



KK June 1975, Tim Biggs:-

I am sorry to report that the Goevier will be leaving us and going to Natal. The Goevier has been with the club since 1955 when it was presented to the club by Sir Thomas Sopwith. The new price at that time was £1200. While we are sorry to see GCN leave the club after so many years, we hope that she will see a lot more use in her new home than she did in recent years at Worcester.



KK Jun 1994.

The money, or part thereof at least, that enabled the club to purchase the Goevier was donated to the club by Sir Thomas Sopwith (of Camel fame). The glider was a 1938 design but was originally built in 1947/48. The GOE4 was in regular use as the club trainer for many years, from the time of its arrival in the Cape until 1974 when vandals damaged it. GCN did not fly again until after being rebuilt by a syndicate.

This syndicate purchased a half share of the glider at R 1000.00 with the club retaining the other half share. The syndicate rebuilt it and returned it to regular flying at the Kraal. In March 1980 the club purchased GCN back from the syndicate, and it was operated as a club glider again. This purchase was intended to replace the Blanik that had been written off in an accident. The Goevier was subsequently sold to a local syndicate and eventually to a Natal syndicate where it was reported to be flying regularly. The Goevier was unfortunately left standing outside and rain entered the wing causing considerable damage.



This venerable old machine is to undergo a total rebuild.

FROM EMILIS PRELGAUSKAS:-

At the 2010 Vintage Rally at Bordertown, Italian visitor Vincenzo Pedrielli brought along European film footage which would not usually be accessible in Australia.

One was of recent Italian vintage gathering, which in the European situation of course meant pilots and vintage sailplanes from neighbouring countries also came, the urbanity and scenery also being quite different to our experience. My thanks to Peter Brookman for his efforts and equipment to permit the evening's entertainment.

What particularly caught my attention was the disk of home movies of Wolf Hirth, which thereby captured the German gliding scene in the early 1930s. Not just because of the immediacy of the black & white film, but further the mindset which was visible. Sure, there were crew numbers we no longer see, being able to physically carry large span sailplanes around the flying site, and the obvious increase in bungee crew numbers over that short time span as year by year giant strides in sailplane size & complexity were made. And the gawking public numbers mixed in would have added its own tensions.

The trigger to my interest further was the footage of the German expeditions to USA & Brazil. It is one thing to read about such occurrences, another to see the footage of slope soaring the Hudson River embankment, or sideslipping a gull wing big span sailplane onto a horse race track with crowds close to the landing area edge, seemingly at the wingtip.

I try, but fail, when I imagine a request to a national federation (any gliding federation) to envisage or sponsor or sign off on any sort of visionary effort such as that today.

BENDIGO VINTAGE RALLY
The Sixth Melbourne Cup Vintage Rally
 will take place from
30th October to 7th November
at Raywood, Victoria.
A separate runway for winch
operations will be in use.
Coaching course lectures and
catering on the first four days.
For more info and feedback please
contact Dave Goldsmith

HUTTER 17 VH-IUW RESTORATION



By Stephen Kittel

I have just started doing the 20 yearly (a bit late) on Hutter 17 VH-IUW

I bought my Hutter from Alan Bradley in about December 1992. His father Harold built the Hutter in 1986. Harold never flew it as he was too old and frail by that time. When I bought it, it only had about a dozen hours on it and was flown chiefly by Alan. A couple of others, including Fred Foord had single flights in it.

I flew it reasonably often from 1993 to 1995 and sporadically till 1998 from Port Augusta, including a number of hour+ flights, a couple of short XC (including one of 50kms in 80 minutes, which was published in Vintage Times 64 in 1994). I also had a very long (158 minute) soaring flight at Lochiel on their ridge on the Barunga Ranges. I came to Adelaide in 2001 and flew only a couple of flights in the years since (change of jobs, no hangar, divorce!, airfield redevelopment at Gawler etc; time does fly). In total the glider has only done about 30 hours.



At Stonefield Vintage Rally, January 2003

In the great register upheaval of CASA, they lost my paperwork (twice) and the glider was deregistered as I gave up trying to deal with them, so has been unregistered for about 5 years.

However, after a year or more of thinking about it I finally put it back on the register earlier this year and managed to get the same rego it had before. Then I took the Hutter to the Adelaide University Gliding Club's maintenance shed at West Beach. I still don't have a workshop but we shouldn't put the job off any longer!

I have now started to take some of the fabric off the wings and am checking the glue joints. It doesn't look too bad so far. The fabric used by Harold was simple unbleached calico or cotton with red dope and car acrylic paint. It was exceedingly heavy, but by now it has gone brittle. It cracks and tears very easily. I am hoping, even with the small wings, I will be able to save a bit of weight with a new fabric job.

Apart from the normal 20 yearly things and a new fabric job, I am also thinking about doing a couple of other things.

First is to relocate the winch hook. It was originally built with the winch hook on the 1st former back from the nose (same one as the rudder pedals). I took it out about 10 years ago as it was very problematic when doing a winch launch. I want to put it back in somewhere further back. I've got some thoughts on how to do this and have also found a number of pix of Hutters on the internet (including a good selection of G-ALRK in the UK)

The other thing that is a possible is to mount the instruments into the fuselage. Currently they are in the horse collar. I am not sure I will do this yet as the instruments are actually fine where they are but they hide the airbrake and spoiler levers when the horse collar is on.

More photos can be found at these websites:

<http://toohardtoto.blogspot.com/search/label/Hutter>
<http://picasaweb.google.com/swkswk62/Huetter17#>



New Zealand Kookaburras

BY ROGER BROWN, VINTAGE KIWI

PHOTOS JEVON SNOWDEN & NICK WISNEWSKI,
ROBERT SMITS, RAE KERR
AND THE CHRIS WILLS COLLECTION



Edmund Schneider's first Australian based design was the Kangaroo two seater, followed by the ES50 "Club", another two seater, which was then followed by an improved version of the Baby, the Grunau Baby 4. Then came the Kookaburra two seater side-by-side trainer. Here was a two-seater trainer that had equal or better performance than a number of high performance single seaters that were actively flying at that time in the world. The original MKI version first flew 20th June 1954, followed by the MKII a short time later. MKIII, MKIV and Longwing models eventually followed.

Two examples of the Kookaburra MKII were imported into NZ, ZK GAV and ZK GBB. Two kits were also exported to Brazil, however only one was ever completed, and also one with a steel tube fuselage was built in Europe as a self-launcher.

ZK-GAV s/n 52-11-18

South Canterbury Gliding Club 9 April 1956
Te Kuiti Gliding Club 12 June 1964
Crashed 20 March 1965 – Gordington,
Hamilton - Cancelled on 3 June 1965

ZK-GBB s/n 52-11-26

Marlborough Gliding Club, 11 Sept 1957
Whakatane Gliding Club, 3 June 1971
Eastern Bay of Plenty G Club 18 Aug 1988
S.L Stonnell, Rotorua 1994
The Vintage and Classic Gliding Club of NZ
(Vintage Kiwi) June 2009

During its time with the Marlborough club ZK-GBB clocked up some 1800 hrs with many happy memories of "away camps" in the Nelson Lakes district (Top House airfield near Lakes Rotoiti and Rotoroa), and to an airstrip at Seddon, plus giving flying displays at various air pageants at Nelson. **Oh happy days.** Then she got sold and was shipped off to the North Island where she eventually got dinged at Kawerau Airfield 18/3/73 (low circuit – stalled and crashed – substantial damage).

ZK-GBB was virtually rebuilt by SOAR, (Sailplane Overhaul and Repair) based at the Matamata airfield, and re delivered back to the Eastern Bay of Plenty Gliding Club. Here she stayed over a long period of time, occasionally flying, until for reasons unknown she was "rested" in the back of the Kawerau hanger.

In 1988 the club made a decision to get GBB flying again. She was totally recovered, given a new paint job and was test flown on May 5th 1991 by Ben Stimpson. A new C of A was then granted. However, more drama was to unfold later when, a Cessna got 'tossed' by very strong winds and yes, you guessed it, landed some how on top of 'BB'. She really was not having a great North Island experience, it has to be said.

She was this time "permanently rested" in the back of the Kawerau hanger, until one day Sandy Stonnell who was the commander of the local ATC squadron in Rotorua, decided to take over the ownership with the hope that one day it could be rebuilt and used for ATC experience flying. However with time rolling on and with "BB" having now taken over the garage, the original idea of Sandy's was starting to diminish.



The plight of "BB" was well known within the VK ranks so "Vintage Kiwi," as an organization, decided to approach Sandy early in 2007 to see if a dialogue could be opened to hopefully save the Kookaburra from potentially one day going to the tip. GBB deserved better than that. An agreement was struck, and in 2008 she was soon on her way down to Taranaki with the boys from the Norfolk Aviation Sports Club.

However whilst on route the one-piece 11.7-meter wing decided to fly off the open trailer and land back on the open road damaging a number of ribs and its trailing edge.



With help from a couple of the local lads and with a bit of 'Taranaki Gate' ingenuity, GBB's wing was once again tied onto the trailer and the long journey to Inglewood continued.

With master repairer Jevon Snowden (NZ's unsung hero from Wellington) and with a lot of help from Kevin Wisnewski (Inglewood) New Zealand's only remaining Schneider Kookaburra has gradually come together. Her official debut "coming out" party will be at the next Vintage Kiwi rally at Inglewood on Easter weekend 2010.



Vintage Kiwi is hoping that Sandy will accept an invitation to attend BB's coming out and have a fly with her over that Easter weekend. She will now be operated by the Norfolk Aviation Sports Club, on a permanent loan scheme from the Vintage and Classic Gliding Club of NZ. Her role will also to be part of the 'Young Vintage Kiwi' scheme and of course to fly the local ATC Sqdn cadets as required



What was, now is, and she is really starting to look fabulous. Come and join us for the Easter weekend rally and have a fly of her. 'BB' truly is very unique and now has a new lease and purpose in life. **Oh happy days once again**



PHOTO RAE KERR

My personal thanks to the following people who's contact, support, technical advice, and donation of a box full of 'bits and pieces' from ZK-GAV's left over's, certainly filled in the missing blanks at the appropriate times to make 'BB's resurrection possible
Dennis Hipperson Melbourne
Ian Patching. Secretary. Vintage Gliders Australia
Stu Rogerson, Vintage Kiwi, Hamilton

From an article in Soaring NZ
Produced with thanks to
Ian Dunkley and Robert Smits

From The Australian Gliding Museum newsletter

AUSTRALIAN GLIDING MUSEUM HOSTS ABC "COLLECTORS"

The production team from the ABC "Collectors" program visited the Australian Gliding Museum at Bacchus Marsh on 14th March to record a segment for an upcoming program. The segment's producer, Justin Murphy, was accompanied by presenter Andy Muirhead, a photographer and a sound technician. During over five hours of preparation and filming, the team introduced the collection of gliders in storage, under restoration and in the case of the Slingsby T31b, flying. Filming included rigging of the Olympia by Diane Davey and Phil Prapulenis and culminated in Andy taking a ride in the T31b launched by the Geelong Gliding Club's winch. We are hopeful that the publicity gained will be beneficial to the Museum and to gliding in general, and hope to see the segment on air in July.

TAYLOR GLIDER REPLICA HANGS IN THE NATIONAL MUSEUM OF AUSTRALIA



PHOTO RUSSELL DARBYSHIRE

A group of Australian Gliding Museum members met in Canberra on 28th April to mark the presentation of the Taylor Glider replica, built by the Australian Gliding Museum, to the National Museum of Australia. This represents a culmination of a project begun in 2006 by Gliding Museum volunteers, to build three replicas of the famous aircraft. The National Museum of Australia replica was built to their own specifications, including coverage with cotton fabric similar to that used on the original glider, whereas the other two were covered with the more durable polyester.

The aircraft has pride of place in the ceiling of the Museum entrance hall, and presents an inspiring view of the first successful Australian glider to museum visitors.



HOMEBUILT SAILPLANE CORNER

Hi Dave

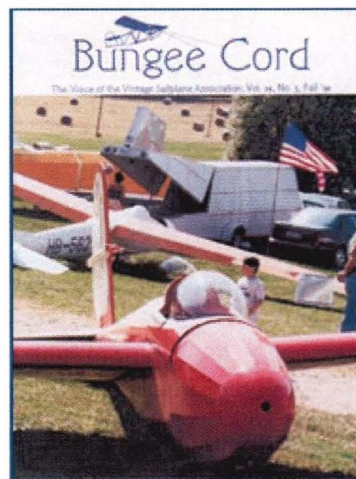
No work at this stage on the Habicht as I have acquired a 1948 SV4B Stampe that I am trying to get back in the air. Once complete, I hope to make a start on my Habicht. I am planning for them both to have matching sunburst colour schemes and use the Stampe for aerotowing the Habicht. Should be fun!

Kindest Regards,

Craige Bryson

BUNGEE CORD - *Voice of the Vintage Sailplane Association. (USA)*

"Bungee Cord" is published quarterly.



<http://www.vintagesailplane.org/>

EDITORIAL:

Well, it's been quite a summer, with lots of flying fun, and also lots of activity in building and getting them back in the air! Now, in the winter months, time again to prepare for the coming season – and please, tap the keyboard and send in your story and photos! Stay safe,

Dave and Jenne