

Vintage Times

Newsletter of Vintage Gliders Australia

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President	Alan Patching, 22 Eyre Street, Balwyn, Vic 3103 Tel 03 98175362 E-Mail: calbpatc@netspace.net.au
Secretary	Ian Patching, 11 Sunnyside Crescent, Wattle Glen Vic. 3096 Tel 03 94383510 E-mail: patching@westnet.com.au
Treasurer, Editor and Membership	David & Jenne Goldsmith, PO Box 577, Gisborne, Vic, 3437 Tel:03 54283358 E-mail address daveandjenne@gmail.com
Membership \$20 every October	Articles for Vintage Times are welcomed
The account number for deposits is BSB 033624 Account 176101, please also advise daveandjenne@gmail.com	



The Phonix at VGC Tibenham Rally – another may soon fly in Australia

The largest gliding club in the world

By Martin Simons

With about a thousand members, the Vintage Glider Club must be the largest in the world. The annual subscription for flying membership is the lowest at £27.50.

The club has no permanent base and no aircraft. The members own and fly a great variety of sailplanes. They spend many hours in workshops restoring, maintaining, rebuilding, admiring and gloating over their beautiful and occasionally downright strange aircraft. They are enthusiastic, friendly and perhaps a little eccentric. They have a lot of fun.



A stylish Ka4

Someone asked recently if the VGC was for old pilots or old aircraft. The answer is yes. There is now also a healthy intake of young people and some of the gliders are new, having been built recently from ancient workshop drawings with traditional materials and skills.



A Slingsby with an engine!

There is an annual International Rally which may be anywhere but usually is held somewhere in Europe. A suitable airfield with all the facilities is necessary to provide for a hundred or so sailplanes of widely different ages and capabilities. The owners, crews and families also come in various shapes, sizes and ages. At least three, Martin Simons, Mike Williams and Mike Cleaver, visited from Oz.



The Steinadler

A VGC Rally takes place in a relaxed spirit of amity and mutual assistance, bringing back memories of years when soaring was a game rather than a kind of fierce combat. Finding a site for the International Rally is difficult. The club hosting the meeting has to provide launching machinery and ensure the safety of operations for pilots, crews and spectators. Every type of glider taking part is different from every other with special requirements for launching and shelter. Translators are needed at briefings and on the airfield. Space and facilities for campers, caravans and glider trailers have to be found. On-site catering is required; lists of hotel and other accommodation are compiled and distributed in advance. Liaison with local businesses is important to cope with the influx of strangers to the district.

Efficient organisation is vital. A large number of competent and knowledgeable volunteer helpers have to devote hours of thought and work to prepare and manage the complex operation. Local pilots sacrifice at least a week of their normal club flying operations.

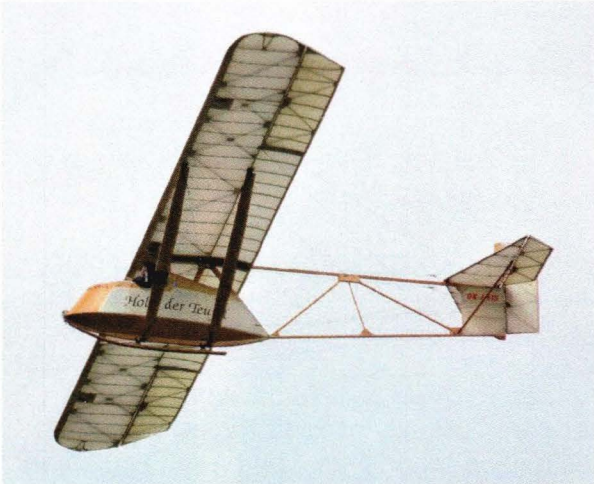


Tibenham Airfield

There are few sites or clubs equal to the Norfolk Gliding Club, based at Tibenham south of Norwich, which provided everything needed for the VGC Rally from July 31st to August 7th 2010. Preparations had to start weeks and months in advance. The effort reached its climax in the week of the rally. Afterwards there remained more to be done to restore normal activities. Effectively every member of the club was involved in the work. To attempt to name and thank them all would occupy more space than is available in this brief account.

Competitive pilots near home and far away were occupied at this time in other, but not happier, meetings while the VGC were having

a wonderful time in East Anglia. A few hours of difficult or impossible weather occurred but there was soaring every day. Sometimes conditions from dawn till dusk were excellent, although VGC members do not feel obliged to rise anxiously and rig hurriedly before their leisurely breakfast. Tasks may be set but no one has to fly them and nobody loses points by taking a day off, or by landing out.



The Hols der Teufel

Ninety nine gliders were registered as entrants. There were some forty different types. Most numerous, with seven examples, was the Slingsby T -21b two seater which after 1947 became the standard trainer with civilian clubs and, known as the Sedbergh, the Air Cadets. In terms of design the oldest was the *Hols der Teufel* (*Devil take it*) plans for which were published in 1928. The *Hols* flown at Tibenham was very new, having been built in 2004 in the Czech Republic from those drawings.



Scud III

Probably the oldest sailplane still airworthy anywhere, is the 75 year old Carden Baynes *Scud III*. Flown in 1935 this was the first self-launching sailplane with a fully retracting motor and propeller. After early successful flights, following an accident it was repaired without the motor, becoming a 'pure' sailplane. It was accompanied here by the second immaculate example of its type. Both rarities

showed they were still capable of soaring as high as any other. The opportunity arose for someone to buy the original *Scud III* for the bargain price of £4000. A deal was agreed before the end of the rally.



The glider pilot's dream - a Minimoa

The Minimoa, Rhönsperber and Weihe represented the best of pre 1940 competition sailplanes.



Nick Newton flies his Hutter 17

The first plastic sailplane, the Phönix designed and built by Herman Nagele and Richard Eppler, flew in 1957. A few with modified tail unit were produced later and an example built in 1962 was at Tibenham. Both structurally and aerodynamically this aircraft was revolutionary in its time. The most advanced of the non-plastic gliders were the Standard Austria of 1959 and the Swiss Elfe S4a (1972). The Austria wings were built in an accurate female mould from wooden laminations. The Elfe wing has a main spar of aluminium alloy with a sandwich skin of plywood and paper honeycomb. These aircraft have retained remarkably accurate wing profiles which almost match the perfection of the modern composite moulded aircraft.



Slingsby T-49 Capstan with a relaxed crew!



Christoph and the Habicht

The recently constructed 1936-designed aerobatic Habicht, showed what sailplane aerobatics can be when flown brilliantly by the youthful Christoph Zahn.

The site was visited by the DH Moth club. In the late afternoons, radio controlled scale model sailplanes and powered aeroplanes including spectacular jet fighters were demonstrated and a local team of Morris Dancers performed and initiated some VGC innocents into these pagan rites.

Time was found for a meeting of the International Council and the Annual General Meeting, both presided over by Chris Wills, founder and Life President of the VGC, and chaired by Jan Forster. Decisions had to be made about where the next International Rally would be: 2011, Spitzerberg in Austria and Lithuania in 2012, and some vacancies on the Committees were filled.

Thanks to the stalwarts of the Norfolk Gliding Club this was a highly successful and enjoyable meeting. There were no accidents and no gliders were damaged.

The well-produced and colourful quarterly VGC News contains reports and articles from all over the world for a keen international readership. For more information check the web sites:

www.vintagegliderclub.org
www.norfolkglidingclub.com

Next year's rally:

**VINTAGE GLIDER CLUB ANNUAL RALLY
 SPITZERBERG, AUSTRIA
 30.7.2011 - 7.8.2011**

**With sincere thanks to Martin,
 Vincenzo Pedrielli and Mike Williams,
 who provided the wonderful photographs
 for this story.**

Xenos Motorglider



Xenos #35, built by Steve Nelson and Chris Dearden, became the first to fly in Australia on the 12th of August 2010.

The Xenos motorglider is an all metal 2 place motorglider with 1:24 glide performance and a range of over 400nm. Produced by Sonex Aircraft, (www.sonexaircraft.com) it uses either an 80hp AeroVee or 120hp Jabiru engine. There are currently over 40 Xenos under construction around the world, with 5 customer built ones flying. John Monnett from Sonex is well known for the Monerai sailplane, Moni motorglider, Sonerai, Sonex and WaieX sport aircraft.

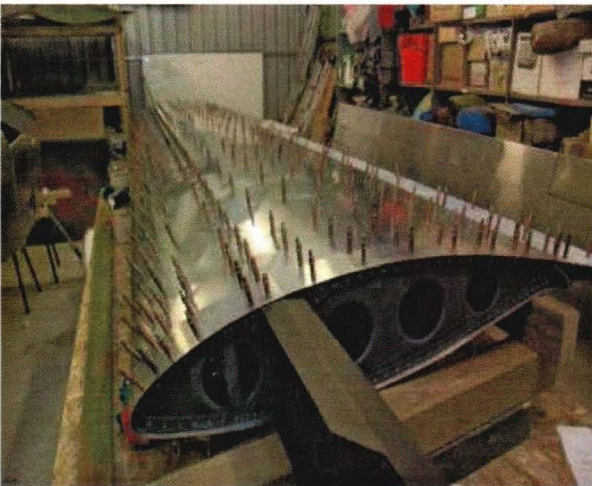
The kit arrived in December 2007 and as we unpacked the large quantity of aluminium extrusions, laser cut parts and reviewed the plans we began to wonder if we had bitten off more than we could chew. The 15,000 rivets in bags didn't help.

The excellent and very detailed plans and a clearly documented building tree got us started. Our kit required a large number of brackets and other components to be cut from the extrusions and shaped by hand. This turned out to be a very enjoyable and satisfying process, but did take quite a bit of time. It is now possible to optionally purchase premade aluminium parts as part of the kit, which will speed up the construction process significantly.

A significant number of parts are laser cut, including the tail and wing spars and all the skins. All rivet and bolt holes are pre drilled and only required drilling out and clecoing together. Of course, once assembled and drilled, it all has to come apart and be deburred, alodined and etch primed before reassembly. We really like deburring! The fuselage went together quite quickly and pretty soon we could sit in it and make aeroplane noises.



Xenos was first rolled out into the sunshine on the 26th July 2010



The first flight was very straightforward and the Xenos flew perfectly. Handling is light and shows great promise for soaring. With only a small amount of throttle required to achieve better than 1:40 we expect very economical cross country trips. Once the engine is run in and good soaring conditions arrive we will report back with detailed performance figures.

We plan to be at Natfly at Temora next Easter.

Chris Dearden

chris.dearden@daedalus.net.au

The main spars are made up of 8 layers of aluminium sheet and machined spar caps held together with about 2,000 solid rivets. The ribs are all preformed and the ease with which they and the skins fitted together is a testament to the high quality of the cad/cam parts. Everything fitted to within 1mm. There are a lot of holes to drill when fitting the skins and we needed a lot of clecos!

Did I mention how much we like deburring?



The AeroVee engine arrived as a kit and we wisely obtained help from an expert in building VW racing engines to put it together.

After 2500 hours of enjoyable work spread out over two and a half years the completed

Schweizer SGS 1-35

www.glidingcaboolture.org.au



Kevin Rodda arrived back at Caboolture with his recently purchased Schweizer SGS 1-35 sailplane VH-WUC. It was a 6,500 kilometer road trip (Brisbane, Dubbo, Broken Hill, Port Augusta, Coober Pedy, Alice Springs, Tennant Creek, Mt Isa, Longreach, Roma, Chinchilla, Kingaroy, Caboolture, Brisbane) that included 3,040 kilometers of towing from Alice Springs to Caboolture.

WUC is the only 1-35 sailplane located outside of USA/Canada ... it was imported new from the factory in 1977 by Keith Woodward and was flown at Tocumwal until 1988 (350 hours and 250 landings), then stored in its trailer in a hangar for some 20 years. Around two years ago, David Riley towed WUC from Tocumwal to Alice Springs where it was again stored in its trailer in a hangar until it was collected by Kevin on 26-Jun-10 to be towed back to Caboolture The SGS 1-35 is an all-metal American 15 meter class, single-seat, mid-wing, t-tailed, high performance 38:1 sailplane (built by Schweizer Aircraft Corporation of Elmira New York).

They were first flown in 1973 and a total of 101 were completed by the time production ceased in 1982. Because the 15 meter class allowed for flaps, the SGS 1-35 is equipped with plain flaps that can be selected from -8 to +32 degrees for soaring and inter-thermal speed and +32 to +82 degrees for landing (it does not have air-brakes). Over eighty SGS 1-35 sailplanes are still in service. It is a very safe glider, experiencing relatively few accidents in over 50,000 flight hours. It is a low cost to own/maintain aircraft, and is well suited for cross country and sport flying. It can out-climb most 15m gliders due to its low weight and has a respectable speed range.

MELBOURNE CUP RALLY

A Vintage Rally is to be held over the four days of the Melbourne Cup Weekend

30-31 October 1-2 November, 2010

Included on the Sunday is an Australian Gliding Museum open day, which will include a barbeque lunch and T31b flying if the weather co-operates. Normally many Bacchus members take their gliders away, so it is hoped that there will be hangarage available. Launching is expected to be by Super Cub, an Auster is possible and there is a small possibility of the Geelong Club's winch being available if needed. Bacchus Marsh has a good clubhouse with accommodation, good facilities etc, and has been the venue for pleasant rallies in the past. Catering will be "ad hoc" with the kitchen, fridges etc in the clubhouse, and excellent pub meals, restaurants and supermarkets etc available in the town close by. The clubhouse charges, for use of services, are very reasonable.

For any enquiries please contact Ian Patching or Dave Goldsmith. We hope to see you there!

MY INSTRUCTOR FINALLY SENT ME SOLO

by Geoff Hearn, with some photos by Ray Ash

Funny title for an article in "Vintage Times", let me explain:-

Over a good many years both Ian Patching and I have teamed together to travel to far away places either delivering or collecting glider airframes for various individuals or organisations.

Generally because of Ian's work commitments it has been necessary to leave at odd times which found us traveling through the night to arrive at our destination to meet strict timetables.

My role has been that of relief driver and an extra pair of hands when loading or unloading our precious cargo.

The latest trip was undertaken at the request of J.R. Marshall ("JR"), who asked whether I would like to travel to Gulgong in NSW from Melbourne to collect two Hutter 17 airframes.

Unfortunately Ian's work commitments did not allow him the time to be involved in this long range retrieve. I subsequently approached an enthusiastic person and as backup had asked my wife and son, giving them the opportunity of a three day driving holiday. Ha! Ha!

We all know that the best laid plans of mice and men can nearly always go astray, this proved to be the case, as all pulled out within 24 hours of my intended departure. This was going to be a new experience for me, having to navigate, arrange fuel stops, pit stops, driving and meal breaks plus the concentration levels required whilst travelling on unknown roads and at night by myself.

At this stage I must thank Tighe Patching for the loan of his tow vehicle and Mark White for his gracious loan of his Foka 5R trailer.



"A quaint little cottage"

After an eleven and a half hour solo drive I arrived at my destination and found accommodation, in a quaint little cottage at the rear of a hotel in the main street of Gulgong. Contact was made with Ray Ash who lives in Gulgong and we arranged to meet the next morning and travel to the gliding club to attend to lowering of one Hutter from the hangar roof, which then necessitated de-rigging and placement in the trailer, whilst the other Hutter was taken out of it's storage trailer and also loaded into the Foka 5R trailer.



The Red Hutter



Hutter 17 VH-HDQ

All of this was accomplished in a five and a half hour time frame by both Ray Ash and myself, not bad considering Ray is in his mid eighties and myself with some limitations of mobility. I might add that the only glider which needed partially moving to the outside of the hangar was Ken Caldwell's Cherokee VH-GLU, and no, Ken, we didn't damage your machine or any others during the process. The remainder of the day was spent recovering with a snooze by myself.



Dickson Primary

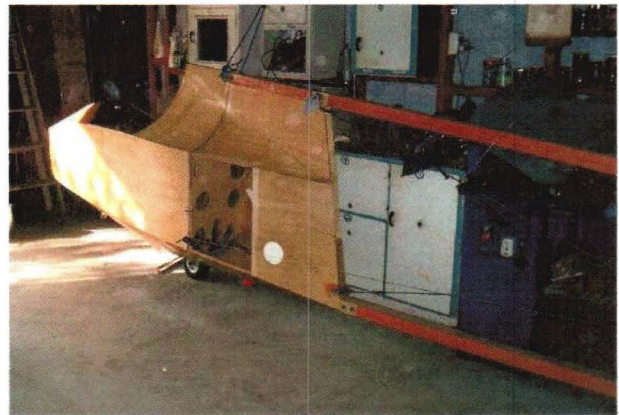
Ray had graciously made me a meal that evening and offered me accommodation at his place, which was great as it allowed for an early departure the next morning for a return to Melbourne.

At this stage it might be in order to give a little history of the two airframes that were collected.

Firstly VH-HDQ was originally built in Western Australia during 1949 and is one of two built by Neville Wynne and Allan Milligan. It originally had a nose title of "Fleetwings" applied. The other Hutter and sister ship to Fleetwings is "Sweetwings". This airframe registered VH-GQM has been partly restored by the Australian Gliding Museum and is under their ownership and presently stored at Bacchus Marsh.

The second airframe collected with no apparent registration is believed to be the "Red Hutter" built by Norm Hyde in Melbourne during the latter part of 1945.

After a successful twelve and a half hour return trip to Melbourne both Hutters are now ready for JR to collect and return to his home base of Millicent in South Australia.

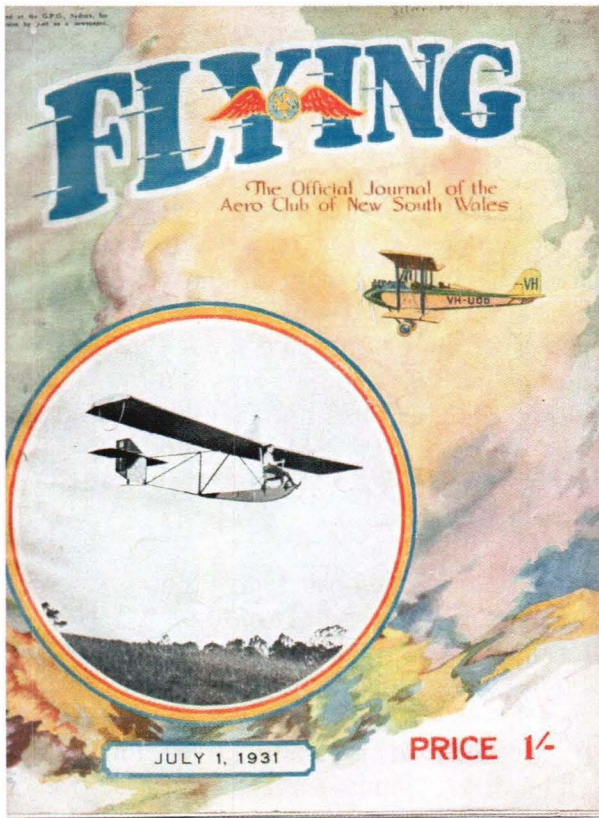


Salamandra being built by Ray Ash

VH-HDQ will only require a thorough form 2 and removal of a number of wasps nests before returning to the air. The red Hutter is another matter and will take some time to restore before possibly returning to the air.

Thus ends my two part successful 24 hour solo adventure. Would I do it again? Sure, the 2500 km odd three day trip proved an entertaining experience, with proper planning anything is possible!

DOONSIDE GLIDER CAMP 1931
FROM ANDREW FULLARTON
Source "Flying" magazine July 1, 1931



Some 30 members of the Sydney University Glider Club held a camp for the study and practice of gliding at Doonside, about 4 miles to the west of Blacktown, from June 4 to 8 last. In order to more thoroughly achieve the objects of the camp, invitations were given to the Gliding Section of the Aero Club of N.S.W., the Pelton Glider School, the Granville Club for the Promotion of Aviation, the North Shore Gliding Club, the East Sydney Technical College Gliding Club, and the Central Technical College Gliding Club to participate.

The first three clubs materially enhanced the value of the camp by bringing their own gliders. These machines were the "Pelton Hawk", built to conform to the latest ideas of the modern German training types; the Aero Club "Brolga," a modification of the well known Dickson type, which has been developed in England and America; and the Granville Club's year-old "Zoegling," a type which has been used in Germany for many years.

The University Club conveyed their first training glider to the site in a partially completed state, and commenced a series of investigations worthy of a research club.

Through the courtesy of Messrs. L Bridge and Mitchell, the club was permitted the use of a

site between Doonside Railway Station and the main Western Road, which includes a conical hill which rises to a height of 130 ft. above the surrounding ground.

The organization of the camp was in the hands of the President of the University Glider Club, Mr. T.D.J. Leech, and a committee, while the detail work was carried out by the following officers: R.L. Ashton, M.Sc., B.E., instrument and records officer; H.W. Ross, D.F.C., and J.V. Connolly, B.E., flying instructors; L.J.R. Jones, Ground Control Officer; Staff-Lieut. D. Veron, Camp Officer.

Mr. Ashton was in charge of the topographical survey of the site, the recording anemometer, (kindly lent by Mr. Mares, State Meteorologist), and temperature and barometric records, also the details and collection of data concerning the aerodynamic properties of the various gliders.

The evenings were devoted to the reduction of data noted during the day, and to lectures, discussions and fireside talks on the day's work. In these, Mr. Alfred Pelton, the local representative of the world famous Rhoen-Rossiten Gliding Association of Germany, contributed much valuable information.

For instruction the towing car and 100 ft. of Manilla rope was used. All members were given a slide up and down wind, which was only about 5 miles per hour, with varying results on the part of the pupils.

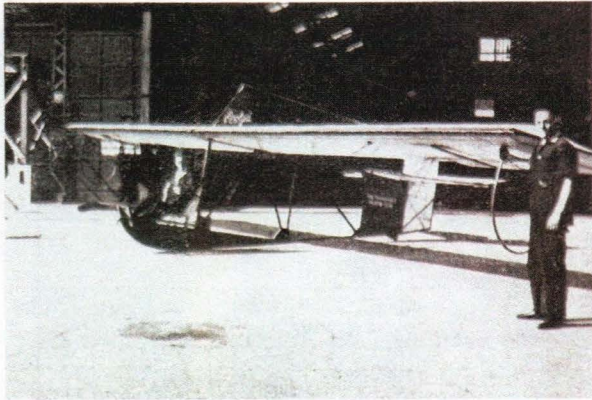
Mr. Warner, whose previous experience helped him considerably, made hops at about 10 ft. above the ground. He proceeded cautiously, not lifting the machine to any height until he had the feel of all the controls.



The "Hawk," designed and built by Alfred Pelton, Principal of the Pelton Glider School, Cronulla, is shown just after launching at Doonside.

Afterwards the party went to the top of the hill and flights were made, powered by a rubber rope. On the first flight the Brolga behaved very well, but the flight was not timed. On the

next, which was made with the aid of Mr. Pelton's rubber rope, the record time of the day, 24 seconds, was made. Towards the end of this flight the rising air currents could be distinctly noticed, the machine being lifted and sustained whilst it glided further down the hill.



"Brolga," the glider of the Gliding Section of the Aero Club of N.S.W., made several successful flights at the Doonside Camp.

It was then decided to combine 300 ft. of cotton rope with 100 ft of Manilla rope, so as to get all the height possible before leaving the top of the hill. Mr. Morley, in the Brolga, made the first attempt with the extra rope. When it was waved off, the machine was about 200 ft. above the bottom of the hill. A slightly curved flight was made, lasting 40 seconds. The Granville glider then went off, flown by Mr. Perry, under the same conditions, and after 43 seconds landed in the paddock across the road at the bottom of the hill.

Specifications of the "Brolga" are:- Wing span 36 ft.; chord 5 ft.; length 17 ft. 3 ins.; height 7 ft. 6 ins.; weight 193 lbs.; tail area 29 sq. ft.; aileron area 17 sq. ft.; rudder area 11 sq. ft.; section mod. Black 7.

Modifications from the "Dickson" type consist of differential inset ailerons, wing tip bends and streamlined fuselage. Items that may be of interest are that the wings are silk covered, the controls are ball bearing, and the bracing wire comes from the famous monoplane the "Southern Cross".

The members of the University Club appreciated the fine spirit of co-operation displayed by the visiting clubs upon the flying field and in the camp. They look forward to more similar meetings. Special mention must be made of the sportsmanship of Mr. Pelton for the loan of his rubber rope and of the North Shore Flying Club for the use of their car for general service.

DATE	Glider	Launch	Distance	Time
5/6/1931	S.U.T.1	Rubber Rope	630 ft	10 ¾ secs
7/6/1931	Hawk	Rubber Rope	1122 ft	21 ¼ secs
7/6/1931	Hawk	Rubber Rope	882 ft	22 secs
7/6/1931	Brolga	Auto-towing		40 secs
7/6/1931	Granville	Auto-towing	2200 ft	47 secs
8/6/1931	S.U.T.1	Rubber Rope	800 ft	16 secs

Comments by Mr. Pelton

I was delighted to see the camp, which was the first of it's kind, turn out such a success. All those present had an opportunity of comparing the performances of four different types of machine, to see different methods of training and to learn from the mistakes of others. By such work gliding enthusiasts can attain to the sport in it's highest development, viz., cloud soaring, when it transcends mere sport and becomes a science.

Glider pilots are not necessarily born to the job. Almost anyone, by careful, progressive training, can learn. Soaring, which means gliding without losing height, can be attained with any primary glider, as I proved a few days ago by flying my Hawk at a height of 60 ft. above a sand dune in a strong westerly wind at Cronulla.

Knowledge and experience are the main necessities for anyone attempting this kind of flight. The type of machine is of secondary importance, since it is the pilot who with his skill keeps the glider up and not the other way round, as many people think.

It cannot be too strongly emphasized that the two necessities for successful gliding are a stable machine and the right training. How important the right training is to the prospective soaring pilot can only be realized by those who have mastered soaring flight.

In the past few weeks several members have proved themselves so capable in handling a machine, that it has been found necessary to establish a soaring section of the school and start the construction of a sailplane of the latest design.

Until this machine is finished, the "Hawk" which has proved on several occasions it's efficiency by obtaining heights of 40 to 65 feet above the starting point on short soaring flights of 60 to 80 seconds, will be used by the pupils in their first attempts to soar.

It is needless to say that only those able to pass the necessary tests on the Hawk will be able to fly the more expensive sailplane.

FLYING IN THE RAIN

Noel Matthews

In 1965 we took our (Clare SC, now Balaklava GC) Kingfisher to the ASC Easter regatta. The weather was lousy and we got nowhere. Gary Sunderland was at Gawler that year, and put us on to Reg Hancock who had a Ka6 that he thought didn't get a lot of use. Gary and a Kiwi pilot had flown it in the recent nationals where it had won a day.

I quickly wrote to Reg and got a reply straight away. "Don't want to sell the '6", he wrote, "but if you come to Colac you could have a flight in the Blanik."

At that stage there were two Blaniks in Australia, and only one was flying. So the next weekend four of us got into my EH wagon and set off, armed with a number plate to put on the trailer, and a cover note for the glider in case we got lucky.

After an all night drive once to Narromine, I'd said "never again" and insisted we stop at midnight in a motel somewhere. We settled on Ballarat around 12.30am. Reaching Colac next morning, it was drizzling, low cloudbase, and th ESKa6 VH-GNQ was in its trailer.

The hospitable locals nevertheless got the Blanik out, and Bill Riley taxied out in the Tiger Moth. I hopped into the Blanik with the local instructor, Bill Goldstraw and we took off. Into cloud at about 300ft, he pulled the bung and we landed.

Neil Brownlow and I headed back to the hangar end with Reg, and negotiated. The others (Dean Hill and Dene Newton) organised flights in the Tiger. They soon found that the cloud was in rows from about 300ft to 1,000, so were able to fly.



Ready for take-off on aerotow at Colac, 8 May 1965.

Eventually Neil and I went back to the flight line, having arranged to buy the '6, and borrow the trailer (and electric turn and bank which was in the panel, in the glider, in the trailer.) It was getting late and I was anxious to get going home. Neil wanted to fly the Blanik. "You've flown it", I was told, "go fly with Neil." He wanted to do the aerotow, and I said I wanted to see where I was going so would sit in the front. Off we went. He said he lost sight of the tug in the cloud, but I could see the rope so we hung on, and went to about 4,000ft

It was great. At the time the Blanik was a super-glider, at least compared to a short-wing Kookaburra! We threw it around, having a ball. The view was great, too - there was Lake Wendouree, and below us the airfield, with the Tiger Moth and white markers easily visible.

Of course it couldn't last and eventually we had to plan a landing. I lined up with one of the gaps in the rows of clouds and down we went. Couldn't see anything! I might mention that this Blanik was still metric. The ASI was in km/h, which we all know about now, but didn't then! The altimeter had zero at the bottom and was in hundreds of metres.

We came out of cloud with the altimeter somewhere between one and two and where was that bloody airfield? We did a 360 - nope, can't see it. We did another one, and there it was. We were over a valley and damn near looking up at the strip. Could we make it back? Dunno. Was the wheel up or down? Dunno - not important right now. We headed in. Would we stretch the glide if we used a bit of flap? Dunno, and not a good time to experiment!



The instrument panel of the Blanik. Note the rain on the canopy

We made it, just, with the wheel up. Phew! We were convinced that Blaniks could glide uphill. It sounded hairy, but until the last minute could have turned and landed

somewhere down in the valley - except we knew there was no trailer for the Blanik. More pressure!

The next launch and the Blanik got into cloud, and outlanded anyway. By the time it was towed back and put away it was getting late. At least with four drivers going home the all night drive wasn't too bad, at least until I dropped the others off in Adelaide and continued on to get home to Balaklava around 4.30 am.

By 7.30 people were coming round to see if we'd actually bought it. By 9.30 I was at the airfield, just in time to see the second winch being loaded on to a truck. The club was barnstorming that weekend at Price, on Yorke Peninsula, and it was busy - so another long drive before being able to rig and have the first flight in our new kite.

Footnote: Some years later I was talking to Reg; he apologised for the price he'd put on the '6, as he thought he'd asked too much. "I didn't really want to sell it," he said. "but Bill Riley talked me into it." Apparently the funds went to help Bill import some more Blaniks! I told Reg not to worry. "We were happy, it was the best move the club had made, and it really got things going with the interest it created."

Later that year when the new Boomerang arrived we had as good a high performance fleet as any club in S.A. How times change!

COMING EVENTS for your diary



BORDERTOWN 2011

1st-9th January

It's on again - all welcome!

Contact Ian Patching 03 94383510

OLD MATES WEEK, BENALLA

14th to 18th March, 2011

Contact Jim Barton 03 9309 4412

VINTAGE GLIDER CLUB ANNUAL RALLY

SPITZERBERG, AUSTRIA

30.7.2011 - 7.8.2011

GLIDER CRASH INVESTIGATION

From Peter Champness

(*Editor*:- Peter has a substantial analysis of this accident and if you wish to see it you can contact him at plchampness@gmail.com)

In October 2007, a Cobra Glider (SZD 36A) crashed in the USA when both wings separated from the fuselage in flight at an altitude of about 1,500 ft. The report of the US National Transport Safety Board is printed below. It is not recorded whether the pilot was wearing a parachute. However even if he was, he had insufficient height to use it.

What happened?

NTSB Report: On March 31, 2007, at 1530 central daylight time, an amateur-built experimental Szybowcowy Zakland DO, SZD-36A glider, N6SZ, registered to a private individual, was substantially damaged when both wings failed and separated from the glider during a personal flight in Sylacauga, Alabama. The private pilot received fatal injuries. Visual meteorological conditions prevailed for the flight, which departed Merkel Field Sylacauga Municipal Airport (SCD) Sylacauga, Alabama, about 1500. No flight plan was filed for the local flight conducted under the provisions of 14 Code of Federal Regulations Part 91.

A horrifying accident!! A Foka 5 is very similar to the Cobra and has the same wing spar pin mechanism. However the exact cause of the spar attachments failure was difficult to determine from the report. The report has one or two inconsequential errors, eg the SZD 36A Cobra is not an amateur built aircraft.

NTSB ID: ATL07LA066 Occurrence date:03/31/2007

<http://www.nts.gov/ntsb/GenPDF.asp?id=ATL07LA066&rpt=fa>

<http://www.sylacaugasoaring.com/SZD%20COBRA%20WARNING.htm>

Good websites:-

www.luftarchiv.de click on the English button (thanks to John Welsh!)

www.flickr.com/photos/tibenham/collections/72157624659791542/ (it's worth typing it!)

MORE PHOTOS OF TIBENHAM!
With thanks to Martin Simons,
Vincenzo Pedrielli and Mike Williams



Olympia



Habicht



Slingsby Skylark 2



**Chris Wills, President of the Vintage
Glider Club, with Vincenzo Pedrielli**



Slingsby T6 Kirby Kite



Scheibe Zugvogel IIIA



Slingsby T21b Plywood Overcast



Rhonsperber

EDITORIAL

Well, it's been a busy time putting this issue together - and rather a challenge. A crashed motherboard, a new computer, with new programs and installations taking up more than a fair share of time!

Once again, thanks to all our contributors!

We hope to see you at some of the events, and especially at the Gliding Museum open day on the 1st November.

Until next time, stay safe,
Dave and Jenne