

Vintage Times

Newsletter of Vintage Gliders Australia

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Membership \$20 every October

Articles for Vintage Times are welcomed



Vintage Gliders Australia Annual Rally

The 2019 Vintage Gliders Australia annual rally continued the tradition of great fun with stimulating flying of the gliders of yesteryear. Good weather conditions prevailed, and the Bordertown Gliding Club again proved excellent hosts. No flying days were lost, and the refurbished and re-engined double drum winch operation accentuated efficiency and economy. The spacious clubhouse catered well for the visitors, most meals being cooked up by multi-talented members in the club kitchen lead by JR Marshall.

Retired professional meteorologist Peter Bannister gave daily presentations expanding our knowledge of the art of accurate forecasting.

With most visitors arriving on Saturday afternoon, a pub meal in town was called for. Early Sunday saw most out rigging and lining up for winch revalidations. A light southerly breeze assisted, and there were some soaring flights to about 5,000 feet. Peter Raphael in the bright red Cherokee logged 125 km during three and a half hours airborne.

The pleasant weather continued for the whole week, with light winds from the south, slowly shifting to the west late in the week. This kept the temperature much below the extremes recorded across South Australia the previous and the following week. Most flights operated around 4 to 6-7000 feet, with 10,000 feet available to the East by Friday. Although every day of the rally was flyable, only two pilots braved a stiff south-wester on the final Saturday.

Vintage gliders flying in the rally were:

Cherokee II GPR with Peter Raphael

Olympia GFW "Yellow Witch" with owner JR Marshall and annual visitor from England Ged Terry.

ES-60 Boomerang GTL with owner Mike Renahan

ES-60 Boomerang GQO with owner David Howse

Schleicher Ka6E GEA with owners Dave and Jenne Goldsmith

The Bordertown-Keith Gliding Club's Twin Astir and Puchacz were kept busy including training, revalidation and mutual flights.



Helen Buzuleac



Peter Raphael

Once again a large number of impressive glider models were a feature as many flights were demonstrated, some to great altitude and one never seen again! A wonderful model of the Yellow Witch looked very realistic on aerotow launches. On Thursday morning a bus tour group of Bordertown Seniors was very impressed by all the model and gliding activities.

The Vintage Gliders Australia **Annual General Meeting** was held on Thursday evening, chaired by VGA President JR Marshall. Re-elected office bearers are JR as President, Leigh Bunting Secretary, Ruth Patching, Treasurer, reporting that 5 new members joined during the year, and webmaster Peter Raphael. The only change was Dave Goldsmith taking over as Vintage Times editor when Dave Howse retired from the position. Issues of interest to VGA members were discussed. The vintage glider GFA airworthiness concession application is now coordinated by JR Marshall for vintage gliders flying 20 days or less per year, the annual rally counting as one day.

The **Annual Dinner and Patching Address** took place on Saturday evening, with many accolades for the Bordertown members who did a brilliant job to manage and cater

for the Rally. Awards presented were the League 2 award to Peter Raphael for his 125 km flight in the Cherokee, the Renmark Trophy for the longest distance flight of the Rally to Jenne Goldsmith for 242 km, also Jenne was awarded the Geoff Gifford award for the longest distance flight between rallies of 459 km.



Jenne and Peter line up for a launch

Each year Gary Crowley organises a speaker to deliver the **Patching address**, and this year Captain Brian Surtees from the DCA/CASA Flying Unit gave a fascinating insight into the development and expansion of the unit's in-flight testing of nav aids dating back to the days of following railway lines up to the sophisticated nav aids of today. The unit expanded to be responsible for testing of much of South-East Asia, Australia, New Zealand and the Southern Pacific ocean, however later developments and ground-based monitoring techniques have reduced operations in recent times. Our thanks go to Brian for a fascinating insight into the flying unit assisting to maintain a high standard of aviation safety.



Once again the enthusiasm of those attending the Rally carried the day, with good flying and camaraderie ensuring a great time was had by all.

Photos George Buzuleac and Dave Goldsmith

BG 12/16 in the air after 30 yr build

By Laurie Simpkins



The BG12/16 now VH-GRW was started by Chris Kennedy in 1989 and largely completed by 1990 with the basic fuselage wings and tail woodwork complete. He then went to work in Saudi Arabia till 2011 so the project remained stored till 2017 when he actively started gliding again. The last 10% took until Jan 2019 to finish with the test flights starting on the 5th Jan with 2 ground hops behind a vehicle, then tows to 3000 agl.



As I was very current in my BG I was “volunteered” as the No1 test pilot and found she performed quite nicely on tow and in flight. Some high speed runs, stalls, steep turns where she was quite well behaved followed by a long landing with flaps only. Next flight I found a thermal and found she was easier to fly than my BG (has a trim which helps) followed by a much shorter landing with the very effective flaps which extend to the ailerons. (Below is a nice photo taken by Laurie in his BG).



Chris has since done 3 hours in her and has a few more to complete the first stage of testing. Great to see RW in the air and now shares a hanger with 2 other BG12a's. Can't be many clubs around with 3 flying BG's (some may say that's a good thing)and look forward to getting all in the air together. Laurie's BG12 is GHJ and the third is VH-GAC, owned by Scott Johnson.



BG12's belonging to Scott Johnson, Chris Kennedy, and Laurie Simpkins



Laurie Is also restoring an ES-57 Kingfisher - looks like it's not far from returning to the air!



Ka6 TW owned by Tony Scarlett and Laurie's BG12 GHJ

Flying the Hütter 28

"You don't sit in it, you wear it!"

By Peter Rundle



My bare heels are hard against the base of the rudder pedals with my toes curled over their metal tubes. Both knees are touching the instrument panel. I had to roll on one hip then the other to get them under. I now cannot move my legs fore & aft. I can move my right leg side to side about 1cm, however my left leg is touching the dive brake which means I cannot hold the lever by the top but must hold it someway down the shaft. My backside sits directly on the plywood seat. A cushion of any thickness is too much. A brief comical discussion in Deulish ensues about removing my shorts but I prefer to keep my modesty and that of the glider. My hips touch the fuselage on each side and my upper back is hard against the main spar carry through. My shoulders fit neatly into the wing root fairings, but I have only limited movement of my arms. It's too tight for me to do up my harness by myself and I must be dressed for flight by outside helpers. They discard my regular flying hat and I am given a thin cotton cap. The canopy is offered up and gingerly lowered into place. It snaps shut with a gentle click and I tentatively slide my fingers between my scalp and the perspex. There is just enough clearance, not a centimetre to spare. I tighten my shoulder straps and successfully test the controls. Then break out in a wide smile. I am about to fly one of the smallest and most beautiful gliders in the world.

The 12m span H28 was designed by brothers Wolfgang and Ulrich Hütter around 1935 for home building. Though not well known amongst pilots, the H28 is an important design in gliding's development. The glider that followed, the H30, led directly to the H301 better known as the Open Libelle. It's possible to see the genesis of the Libelle's lines in the little H28. The prototype had a straight wing with a clever shaped wing root which gave the appearance of a gull. The type II, which I am flying, has a "Knick Flügel" giving the aircraft its very elegant gull form. One example with a 13.5m span was built and was known as the H28-III. With push rod controls, a moulded plexiglas canopy and the main spar 40% aft, the H28 was very advanced for its time. Only six were built prior to WW2, with only one or two surviving that conflict.

Werner Kaluza, from Kassel in Germany, spent many years researching to recover the H28 plans. He has kindly let me fly his little glider that he completed around 2003. It has often been written that the Minimoa is the most beautiful glider ever built. As I sit in the little aircraft, a passing pilot states that the H28 makes the Minimoa look ugly.

I reach the head of the launch queue. Werner says "you must stay up 2 hours minimum". I secretly fear I won't last 2 minutes before I am overcome by claustrophobia. I finish my checks and the cable slack is taken up. I briefly wonder how it's possible for such a small craft to survive the winch launch process. Moments later the cable is tight and the glider slides forward. It takes just seconds to be airborne and I check the glider's desire to whip straight into the full climb. The airspeed quickly climbs to the required minimum of 110kph and I rotate. The winch driver has obviously launched the glider before as, even though the AUW is only around 200kg, the airspeed settles on the magic numbers and the aircraft rockets skywards. The glider feels great, it's climbing like it's on rails and my confidence in its ability soars. I check the layout, left wing above the horizon, right wing below, yaw string down the middle. Should I add more? Best leave it alone at this early point in my time with the glider. As I approach the top of the launch the airspeed rapidly increases and I recognise the tell tale signs of a thermal. I suppress the instinct to give a rudder wag and instead grapple with the microphone transmitting "langsammer". Did I say that right? It's all a bit weird but the acceleration stops with the air speed close on 140kph, the maximum. I start to lower the nose to ease the cable pressure but it's too late and the cable back releases. Free from the cable load, the H28 pitches nose up and I zoom upwards like an RC glider. I roll the wings level and immediately the glider "squirrels" with the yaw string waving back and forth like a demented wind shield wiper. Oops, too much aileron, too slow with the rudder. The H28 has a very short fuselage and a tiny, tiny rudder. The ailerons however, at 3.5m long, are more than 50% of the 12m span. Werner did mention easy on the "Querruder", but enthusiastic with the "Seitenruder". I centre the controls, lower the nose and establish the attitude. With no flaps, undercarriage or trim most of the items on the FUST check are redundant. I turn back to search for that thermal. The yaw string resumes its demonic swing and I resolve to get it together with my control coordination. The glider however talks to you like no other. I feel the surge of the lift and it's patently obvious which way to turn. I roll in with much better rudder coordination this time and, following Werner's advice, bank steeply maintaining 80kph. The glider whips around the turn and quickly starts climbing. I feel every bump. The stick controls are light and nicely coordinated but have great authority. The little glider feels strong and capable and I am quickly falling in love with it. Such a light glider might become tiring in an Aussie summer sky, but today in Germany it makes finding lift and staying up easy.

The vario has no audio so I decide to enable the clever app on my phone. After a few minutes though I find it's constant demanding beep annoying so turn it off. It's much nicer just listening to the glider. I find myself in a thermal with two T21s, a Kranich II, the elegant V tailed SHK, a K7 and a Grunau Baby. The need to be polite in traffic robs me of the ability to turn tightly in the core. I waffle around the thermal in an excruciatingly wide circle. However, even in a shallow turn, the Hütter's climbing ability wears the other gliders down. It's not long before I'm near the top of the stack, only the Kranich to go. A few more turns and we reach the top of the thermal about the same time as I climb above the Kranich. He leaves and I waste a couple more turns just enjoying being king of the thermal.



In the glide the little H28 is good but not exceptional. The design pre-dates the discovery of laminar airfoils so is clearly at a disadvantage to later designs from the 1950s. However, in spite of this and its small size meaning lower Reynolds numbers, it holds its own with these later designs. At high speed its narrow fuselage and very low frontal area even gives it a slight advantage. In 1936 its performance would have been astounding.

I fly from cloud to cloud but always keep the airstrip in sight. In this part of Germany the land is flat with a mixture of green and yellow fields and many red roofed villages that all look the same. I have no GPS and don't wish to embarrass myself by getting lost.

I try to make the two hours but after just on one and a half, my backside cannot take anymore and I still need to do my first landing in the type. I spiral down and join circuit at the nominated 200m. I then perform what I consider to be a very low circuit. However there are two gliders ahead of me that are both much lower. I think the kindest thing I can say about the circuits here is that they are "creative". I pull off a smooth landing and by the time the ground crew arrives I am grinning from ear to ear.

As I struggle to extract myself from the cockpit Werner remarks, "Das Huhn schlüpft aus dem Ei" (the chicken hatches from the egg!)

ANNUAL GENERAL MEETING JANUARY 2019 PRESIDENT'S REPORT

Well another year has come and gone.

I was glad that I could get over to Bacchus Marsh for the Melbourne Cup Rally, even if it was only for the Saturday, and the meal at the pub. It was good to see the Victorians in their natural habitat. I was lucky enough to share some time with Dave Goldsmith in their K13, thanks for the flight. It is always good to see that the Hunter Valley guys are doing their Easter Rally, and our vintage members in Queensland, for the rallies they are doing in their state. I must thank Ruth and Leigh for the capable way they handle their positions in Vintage Gliders Australia, Dave and Jenne for organising the Melbourne Cup Rally and the VGA raffle. To Peter Raphael for keeping tabs on the website and to Gary Crowley for organising the guest speaker for the presentation dinner, and Dave Howse for the excellent job he has been doing on Vintage Times. I would also like to acknowledge the tremendous work Alan Patching has done for the Vintage Glider movement, he has now retired from his role in Vintage Gliders Australia, thanks Alan. I must also thank the Bordertown Keith Gliding Club for the use of their gliding site, and their hospitality. And to all who keep vintage gliders maintained and flying, thank you. I truly hope that 2019 is a year of great flying and great friendship.

Regards, JR (John Marshall), President, Vintage Gliders Australia.

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A sad message passed on by Ruth Patching:- Lorna Patching passed away peacefully on 20th January 2019 after a long illness. She was cared for at home by the family to the end and visited by many friends. Lorna is well known in gliding circles for her years of work at gliding rallies and competitions and for her outspoken and witty comments. She is already missed but has flown off to bigger and better things. Alan and family thank everyone for their kind support over the past year. There will be no funeral but the family are organising a gathering for those who wish to reminisce about our remarkable Lorna. It will be held on Sunday 3rd March from 2.15 to 4.30 at The Coach, 33 Maroondah Highway, Ringwood (corner of Serbrook Avenue). RSVP by Sunday 24th February.

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HUNTER VALLEY GLIDING CLUB VINTAGE GLIDER RALLY

Easter 2019 and the following week, incl ANZAC day (19th to 28th April).

All welcome, visiting interstate gliders coming from Queensland and Victoria!

For information visit the promo poster on the Hunter Valley club website www.hvgc.com.au

or contact:-

Rob Moffat, 0418 183 563 robsmoffat@hotmail.com

or Paul Dickson, 0438 242 566, pwdickson@gmail.com

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Editor's note: My thanks the Andy Benton and Dave Howse for the years they have been editing Vintage Times, but now I am back in the chair!

Technology has changed in the intervening years, so I am wrestling with the format on an old computer, as MS word doesn't seem to like the new one!

Please don't forget to send in details and photos of your flights, Vintage Times is what you make it! Thanks to our contributors for this issue!

Dave Goldsmith