

Vintage Times

Newsletter of Vintage Gliders Australia

VINTAGE GLIDING REPORTS 2023



FROM THE EDITOR

In this issue :

We report projects underway around Australia.

Emilis reports on the work at the Monarto Workshop .

I give a report on the project in my workshop, Olympia VH-GVO.

Peter reports on his Vasama (PIC 16C) project.

Kevin Rodda was our reporter at the Vintage Rally at Warwick Qld, thanks Kevin.

Dave Goldsmith reports on the museum AGM

Dave Howse

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Peter Raphael, Kevin Rodda ,
Dave Goldsmith

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GIVING AIRFRAMES LIFE

Emilis Prelgauskas

VH-GRH

In March 2023 Schneider Kingfisher ES-57 Mk3 VH-GRH rolled out of the Monarto workshop in its refurbished skin and colour scheme.

VH-GRH is one of 120 airframes built by E. Schneider Ltd. in a succession of places around Adelaide across the 3 decades the family was operational in Australia after their Prussian origins in the 1920s. Originally owned by the Barossa Valley Gliding Club, the sailplane was owned and operated at a variety of places across South Australia including Murray Bridge, ending up in storage in a backyard shed in Whyalla, abandoned there by its last known owner. A quarter century later Chris McDonnell relieved the shed owner by offering to take it away and give him his shed space back. Over a subsequent decade various parts of refurbishment were undertaken at Monarto. In the last 2 years it all started to come together with fabric covering and paintwork. The future tasks are the reporting and testing

stages before the airframe can be considered operational. The exit from the workshop immediately saw the wing of Kingfisher VH-GLS moving in to begin its structural refurbishment in its turn.

Prior to GRH being worked on, Kookaburra VH-GHN went through a refurbishment there. That paint scheme was Ted Bowden's work, and Noel Matthews set out to create a matching 'smaller brother' with GRH. Concurrently small work was done in other sheds on the late John Lynch's 'Pioneer' flying wing sailplane VH-UIX and Erik Sherwin's Ka6e VH-GGE.

Waiting in the refurbishment line-up yet to come include several ULF-1 with component work being done by Chris Dearden, the damaged hull of Kookaburra VH-GPF awaiting its turn, as is a partly completed homebuild Miller Tern started 30 years ago.

GLS was brought back from Gulgong by Erik, GPF was offered to us by Robin Crouch and was found under a farmhouse veranda in Karoonda as a rebuild project begun by Cleve Gandy, the ULFs variously came in parts from Port Augusta and Inman Valley, the Tern was being built from US plans by Trevor Smart at Tailern Bend. And so on.

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Olympia GVO

David Howse

Work to restore Eon Olympia VH GVO has started. I thought I would start with what looked to be the easy part first, the tail section.

Removal of the side skin revealed the extent of the structural damage and allowed good access for repairs. Once this was done, reskinning was done as per the manufactures drawings. Copy of the drawings came from the Australian Gliding Museum.

I took the time to paint strip all the metal work in the back end and gave it all a detailed inspection for cracking.

As the back end is the Olympia's weak point, I was very happy with how ridged it all is once the repairs were finished.

Now on to the forward fuselage repairs.



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By Peter Raphael

Several years ago during a visit to the Finnish Aviation Museum I spied a de-rigged glider languishing in the background of the collection. As it had a very unusual wing root connection structure I became curious and investigated further. It turned out that it was a PIK16C, one of the last competitive wooden types built and the winner of the 1963 OSTIV Standard Class design competition.



I was aware at the time that there was one in Australia so I became determined to track it down. With the help of Dennis Hipperson I located it in Bridgewater not far from my home club of Bendigo, and after a period of inspection and negotiation it was mine. So the work began.

At the outset it was obvious that the glider had been given a hard life, but this was a glider of some significance and I felt up to the challenge. The internet is a fantastic resource and I was able to obtain the drawings from a VGC member in France. These have been of immeasurable



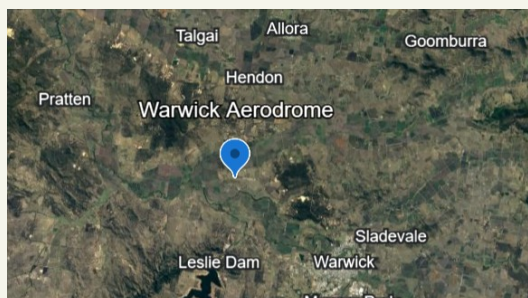
assistance in rectifying and replacing a lot of the damaged components and it would be fair to say the



project would have been near impossible without them. The glider had been crashed early in its life and the repairs, to say the least, were not in accordance with the plans.



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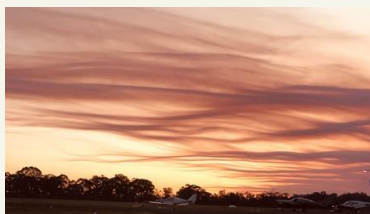
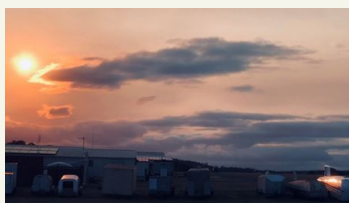


Earlier in the year, Laurie Simpkins sent out the word to “rally” an **eccentric group of glider pilots and their eclectic group of vintage/classic gliders** to Warwick Aerodrome at Massie (14km northwest of the City of Warwick on the beautiful Darling Downs in South-east Queensland) for a week of fun flying and friendship.

When he was thanked by the VGA’s Dave Goldsmith for organising what was an excellent week of gliding, Laurie humbly commented ... “I just told them that the tug was organised and that they should come to Warwick for the week!”



A fun time was had by all as can be seen from the following pictorial report. Most of the nine days (Saturday through to Sunday of the following week) were very productive. However, we were grounded on a couple of days due to windy conditions. There were some spectacular sunrises and sunsets ...



Pilots and gliders were on hand from Warwick, Grafton, Hunter Valley, Mangrove Mountain, Caboolture and Bendigo and we had visits from Bert Persson, Peter Pretorius, Syd Decker, Denis Costigan, Dieter Hildenbrand and John Zoenetti which made for lots of “catching up” opportunities.



In the bottom hangar (Warwick's original hangar) ... Kevin Rodda, Graeme Manietta, Bruce Edwards, Brian Gilby, Laurie Simpkins, Bernard "Speedy" Gonsalves, Bert Persson, Rob Moffat, Jenne Goldsmith and David Goldsmith.

Bert Persson has recently retired from flying gliders after a legendary career in gliding as a world class pilot (flying back home to qualify and represent Sweden for many years) as well as an excellent aeronautical engineer. He and Ingo Renner were good mates and worked together for Bill Riley at Sprortavia for many years. Bert has only ever been to Tasmania twice ... on both occasions he landed there in a non-motorised glider after releasing from aero-tows behind a tug piloted by Bill Riley (the aero-tows were from Tocumwal on the NSW/Vic border across Victoria and Bass Strait). Bert also mentioned to us that the previous time that he had been at Warwick Airfield was when he flew an L-13 Blanik over the Great Dividing Range from Caboolture to compete in a gliding competition there.



The solution to getting a Blanik to Warwick when you don't have a trailer... fly it 210km over the range via "the Saddle" at Kilcoy from an aero-tow launch at Caboolture!

Some of the vintage/classic gliders that were at the rally:



**1970 Schleicher Ka6Cr VH-GSR
(Bernard Gonsalves)**



**1970 Scheibe SF27-MA VH-ZOT
(Peter Rundle)**



**1965 SZD 32A Foka5 VH-GQN
(Laurie Simpkins)**



**1974 Grob Standard Cirrus VH-GOP
(Lesley Milne & Phil Southwell)**



**1967 Carman M-200 Fohen VH-GTG
(Rob Moffatt)**



**1976 Schweizer SGS 1-35 VH-WUC
(Kevin Rodda)**



**1977 Eiravion PIK-20-D VH-WVE
(Steve Scotchmer)**



**DG-200/17C VH-HAD
(Arie van Spronssen)**



**1965 Schleicher Ka6-e VH-GEA
(Dave & Jenne Goldsmith)**



**1967 Schneider Boomerang II VH-GTR
(Anthony Weatherspoon)**



**1967 Schleicher Ka6-Cr VH-GTW
(Tony Scarlett)**



**1966 Schleicher Ka6-Cr VH-XFF
(Brian Gilby)**



Speedy Gonsalves and Dave Goldsmith. The flight line got very busy at times. Bruce Edwards' "cap with false hair" complimented his beard really well.



It was great to welcome Graeme Manietta back to Warwick (and his bright coloured gliding shirts). He is in the process of reinstating his gliding credentials in Warwick's PW-6 in readiness to again fly his 1963 Cherokee II (VH-GNR).



A panorama photo of a pool of pilots and pals patiently plotting in the penumbra of the Peter Plunkett Pavilion (lots of "p" words there) ... Bruce Edwards, Peter Rundle, Bernard Gonsalves, Arie van Spronsen, Rob Moffatt, Graeme Manietta and Dieter Hildenbrand.

Some of the week's vintage and classic flights can be found on www.weglide.org (see next page)
Regards,

Kevin Rodda

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Name	Saturday	Rego	Glider	Flight	Distance
Les Milne	30-Sep-23	GOP	Std Cirrus	2:44	181
Peter Rundle/Rob Moffatt	30-Sep-23	GTG	M200 Foeht	2:06	144
Tony Scarlett	30-Sep-23	GTW	Ka6Cr	2:07	157
David Goldsmith	30-Sep-23	GEA	Ka6E	3:20	146
Bernard Gonsalves	30-Sep-23	GSR	Ka6Cr	3:47	235
Laurie Simpkins	30-Sep-23	GNE	SZDFoka5	3:48	268
George Brown	30-Sep-23	IYY	LS4A	4:38	503

Name	Sunday	Rego	Glider	Flight	Distance
Stephen Scotchmer	01-Oct-23	WVE	PIK-20D	0:20	17
Les Milne	01-Oct-23	GOP	Std Cirrus	2:11	75
Bernard Gonsalves	01-Oct-23	GSR	Ka6Cr	4:21	99
Kevin Rodda	01-Oct-23	WUC	SGS 1-35	2:17	61
Jenne Goldsmith	01-Oct-23	GEA	Ka6E	3:33	139
Peter Rundle	01-Oct-23	ZOT	SF27MA	4:39	220
Arie van Spronsen	01-Oct-23	HDA	DG 200	3:25	298
Stephen Scotchmer	01-Oct-23	WVE	PIK-20D	0:13	10

Name	Monday	Rego	Glider	Flight	Distance
Tony Scarlett	02-Oct-23	GTW	Ka6	1:20	54
Kevin Rodda	02-Oct-23	WUC	SGS 1-35	3:07	114
Bernard Gonsalves	02-Oct-23	GSR	Ka6Cr	3:35	128
David Goldsmith	02-Oct-23	GEA	Ka6E	3:21	140
Laurie Simpkins	02-Oct-23	GNE	SZDFoka5	3:36	182
Arie van Spronsen	02-Oct-23	HAD	DG200	3:15	250

Name	Tuesday	Rego	Glider	Flight	Distance
Bernard Gonsalves	03-Oct-23	GSR	Ka6Cr	2:18	49
Stephen Scotchmer	03-Oct-23	GPM	SF25BFalke	1:04	68
Jenne Goldsmith	03-Oct-23	GEA	Ka6E	3:13	102

Name	Thursday	Rego	Glider	Flight	Distance
Bernard Gonsalves	05-Oct-23	GSR	Ka6Cr	0:24	19
Tony Scarlett	05-Oct-23	GTW	Ka6Cr	0:57	30
Bernard Gonsalves	05-Oct-23	GSR	Ka6Cr	1:12	39
Laurie Simpkins	05-Oct-23	GNE	SZDFoka5	1:12	48
Laurie Simpkins	05-Oct-23	GNE	SZDFoka5	1:30	52

Name	Friday	Rego	Glider	Flight	Distance
David Goldsmith	06-Oct-23	GEA	Ka6E	4:07	132
Kevin Rodda	06-Oct-23	WUC	SGS 1-35	4:01	130
Tony Scarlett	06-Oct-23	GTW	Ka6Cr	3:13	188
Bernard Gonsalves	06-Oct-23	GSR	Ka6Cr	5:07	217
Laurie Simpkins	06-Oct-23	GNE	SZDFoka5	4:41	255

There was also quite an array of other vintage, classic and more modern gliders not mentioned above that made it to the flight line during the rally:

GCI	1973 Standard Libelle	Michelle Dodd	IKZ	1995 Rolladen-Schneider LS8-A	Val Wilkinson
GKP	1995 PZL-Swidnik PW-5	John Preimonas	VEN	1982 Schempp-Hirth Ventus B	Scott Johnson
GPU	1981Centrair ASW-20F	Paul Hogan	WGQ	2012 Politechnia PW-6U	Warwick GC
GWR	1976 Rolladen-Schneider LS1-F	Ivor Harris	XNK	2011 Sportine LAK 17B	David Kinlan
GXT	1968 Schleicher ASK-13	Brian Gilby	ZBK	1993 Schempp-Hirth Discus A	George Polak
IYY	1981 Rolladen-Schneider LS1-F	George Brown	GKR	1991 PZL KR-03A Puchatek	Bob Klipatrick

V I N T A G E G L I D E R R E P O R T 2 0 2 3



Australian Gliding Museum Open Day 2023



The Australian Gliding Museum held its Annual General Meeting, Open Day and Barbeque lunch on Saturday 5th November 2023, as is the usual practice to coincide with a Vintage Gliders Australia Melbourne Cup Rally. Unfortunately the weather did not co-operate for the rally this year, with strong winds forecast during the 4 days. However the Open day was well attended at Bacchus Marsh airfield.

To make room for the event the Museum's Slingsby T31b, Woodstock and Schleicher K8 were moved to the Geelong Club's Hangar. The Annual General Meeting commenced at 11 o'clock, AGM President Peter Champness reporting an active year, with work continuing on restorations and development. He thanked those contributing to the many facets of our activities. Membership, including our colour magazine, only costs \$30, and donations are tax deductible. More information is available at <https://australianglidingmuseum.org.au/>





Remember to call J R Marshall for your GFA
Form 2 concession approval on 0407 417 747

Vintage Gliders Australia was formed to help and promote the flying and maintenance of older gliders. With their unique flying characters and individual airworthiness problems this group sets out to assist anyone interested in these wonderful flying machines.

WWW.VINTAGEGLIDERSAUSTRALIA.ORG.AU

Upcoming Events

JANUARY 2024

- VGA National Rally - Millicent SA. 6 to 13th January, 2024.

March 2024

- Bendigo Gliding Club Vintage Rally - Raywood Vic. Labour Day weekend 9 - 11 March 2024.
- Hunter Valley Rally - Singleton NSW, will be held over the Easter long weekend from 29 to 31st March, 2024.
- Warwick Vintage Rally Qld, October 2024.

November 2024

- The Australian Gliding Museum Open Day, AGM and Barbeque Lunch will be held on Melbourne Cup weekend 3rd -6th November.