

Vintage Times

Newsletter of Vintage Gliders Australia

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VINTAGE GLIDERS - PROJECTS 2024



FROM THE EDITOR

Thank you for your feed back on the last issue :

We report on the restoration and rebuild projects underway. Some we have introduced back in Vintage times 158, which you can view in the web site.

A reminder that if you have any thing to say or sell, just drop me an e-mail for the next Vintage Times.

See you all at the rally this January.

David Howse

Photos credits: , David Howse, Peter Raphael, Gerry Elliott and JR .



It is an honour to bestow life membership to Vintage Gliders Australia member, Alan Delaine.

Alan started his gliding journey with the Gliding and Soaring Club of South Australia Inc. Later to become the Adelaide Soaring Club.

In 1947 at 19 years of age, Alan was learning to fly a Primary glider. They were using a Blitz ute to auto tow, in a paddock in the area now known as Elizabeth a suburb of Adelaide. His trade was carpentry, and so he was asked by the Killmier brothers to help build a Grunau baby 2. They gave Alan the bulkheads, and he did the rest. The workshop was in an old horse stable, and Alan used the timber from the crate in which John Wotherspoons Olympia was brought out to Australia in, to make up the jigs for the fuselage. The finished Grunau became VH-GHM, which is still intact and good condition at the Monarto Sailplane Museum. The Grunau wasn't the only project Alan was involved with, he also helped build the gliding clubs first 2-seater, the SA-5, thus named because it was the 5th glider to be built by the club. It was based on the Grunau, with the wing spar being twice the

width as that of the Grunau. This glider flew from the Virginia site, (near where Gawler is today) and flew quite well, until 2 pilots, 1 a Beaufort pilot, the other a Spitfire pilot pranged it and wrote it off. Alan went back to the Riverland (where he was born and raised) to help his father on the fruit block, at that time Alan had an Indian motorcycle with a sidecar, loaded with all his possessions, (the first of the tradie work utes). He continued to fly instructing at Renmark from time to time. As work and family commitments increased, he didn't get to fly as much. Alan as of September has turned 96, still lives at home with Margret in Berri. I think he is probably the oldest surviving member of the Adelaide Soaring Club. And has the sharpest mind, and the most fantastic memory.

HUTTER 17 RESTORATION

Way back in the eighties, I was working at Narromine fixing gliders for a living. This is where I met Donald Wiley. Fast forward twenty years, and there I was walking down the main street of Millicent, well not actually the main street, but on the footpath next to the main street, (there were no tell tale blood stains on the concrete, or mysterious people in overcoats lurking amongst the vegetation) when all of a sudden, nothing happened. Except that I bumped into Don Wiley ! He would have to be one of the persons on the top 1000 people you are most likely to not bump into in Millicent's main street. (Don is from N.S.W) anyway, I digress, seeing as it was lunch time, we decided to dine at the hotel. During lunch Don spoke of a glider he had, and it needed a new home, or it was going to be turned into a bonfire. I couldn't bare to think of that happening, so I said it should come and reside here in Millicent.

The poor thing had been hanging in the roof of a hangar at Gulgong. With the help of Geoff Hearn, (did I mention this glider is a Hutter 17) the Hutter, and another Hutter fuse, and bits of wings turned up here. It was in not bad condition, but mud wasps had made it their home (the rotten expletives). Fast forward another few years (maybe 10) and the annual vintage glider rally was held at Millicent. You know what happens when the weather turns not very nice, and idle hands etc., well Dave Howse , and Peter Raphael broke into my workshop, and started working on the Hutter.(thanks guys) we cleaned out 2.4 kilograms of ex-mud wasp nests. And then started on the survey work. The Hutter now has registration VH-GXV ii . I need to do a weight and balance, and get placards manufactured, and the little 17 will be ready to fly. It's life started in W.A. being built by Neville Wynne, and christened Fleetwings in 1949. The internal structure is beautiful, and the exterior isn't bad either. Thanks to those who have helped me get it to this point. JR.





PIC16C UPDATE

Follow on from Vintage Times 158.

Photos of the Cockpit assembly with new rudder pedals made to plans. Three new frames needed to be built and modern composites techniques used. Now its looking more like what it should look like.

Peter Raphael



ES60 BOOMERANG REBUILD

**VH-GDU Resurrection**

The notion of trying to preserve a piece of Australian history and an aircraft of noteworthy achievement seemed quite an ambitious challenge at the time, particularly for someone with freshly minted credentials and no previous experience in the art of classic or vintage restorations, let alone the world of wood.

Interestingly it has proven to be neither an overwhelming nor a straightforward endeavor but one demanding a vast amount of time as a process of discovery unfolded with the removal of each layer of dirt, fabric, paint, and components, laying bare the history beneath and the task ahead.

From the beginning the goal was to completely strip the aircraft, remove every skerrick of paint and fabric, disassemble every component and bring the glider back to a standard reminiscent of the day Harry first pushed it out of the factory door, if not surpassing it in places with the advent of modern products.

Pleasingly the airframe was found to be intact with sound glue joints however past repairs revealed numerous scars and secrets along with inevitable damage and general wear and tear attesting to her age and an active past.

It soon became obvious that patience, research and preparation would be the order of the day as a rhythm of setting and achieving small tasks eventually resulted in something rather more significant to sit back and admire weeks and months down the track.

With twenty-two months already served and about 40% complete, with good behavior I should see the light of day in *'goodness knows when.'*

Gerry Elliott

EON OLYMPIA UPDATE



Follow on from Vintage Times 158.

Nose Repair

First a "Strong back" was built and the broken bits fitted. Next the seat back and keel was repaired or replaced. A new lower section of frame 7 was built and fitted and now I am working up the stringers and framing. So the work goes on.
Dave Howse



FOR SALE

Ka6E VH-GGV

Survey undertaken by Emilis Prelgauskas & apart from installation of instm panel, & maybe a tyre pressure check all should be well, except, with all-flying elevator, trim in pitch sensitive so a new- comer to gliding could overcorrect into trouble - but Dave & Jenne Goldsmith have a Ka6E, who will agree the type is a most agreeable bird, & with semi-recline cockpit seat- very comfortable.

Erik Sherwin

Duster VH-HDT

Duster 13m Sailplane VH-HDT
Basic Instruments
Max Pilot 98kg
My logbook says I last flew
2006.
Any offer will be considered.

Peter Raphael

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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.AU

Upcoming Events

January 2025

- National VGA Rally– Horsham Gliding Club. January 6 - 10th 2025

March 2025

- Bendigo Gliding Club Vintage Rally - Raywood Vic. Labour Day weekend 8 - 10 March 2025.

April 2025

- Hunter Valley Rally - Singleton NSW, will be held over the Easter long weekend from 18 to 20 April, 2025.

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