

Vintage Times

Newsletter of Vintage Gliders Australia

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Articles for Vintage Times are welcomed



PHOTO BY PHILLIP BROWN

HUNTER VALLEY 50TH ANNIVERSARY AND VINTAGE RALLY

HVGC planned a full week of gliding to celebrate their 50th year, and coupled with the now well established Easter Vintage Regatta, there was bound to be lots happening. The large club-owned airfield at Warkworth and the new clubhouse coped easily with a large number of members, visitors and gliders present. The autumnal weather throughout the event was typically sunny and pleasant, but became very stable, many days bringing up to only three hours of weak thermal conditions.



Phillip Brown, Athol Holtham and John McCorquodale

The Hunter Valley Gliding Club planned a full week of gliding to celebrate their 50th year, and coupled with the now well established Easter Vintage Regatta, there was bound to be lots happening. The large club-owned airfield at Warkworth and the new clubhouse coped easily with a large number of members, visitors and gliders present. The autumnal weather throughout the event was typically sunny and pleasant, but became very stable, many days bringing up to only three hours of weak thermal conditions.



Jenne returns in the Ka6E

During the event the collection of locally based gliders were supplemented by the ASK-13 GTU and syndicate K7 GPG from the Central Coast club, the Ka6E GEA belonging to David and Jenne Goldsmith, and two SF-27M self-launching gliders, ZOT brought by Peter Rundle of Central Coast, and GEW, by Garry Morgan from Taree. John McCorquodale and Rob Moffat brought the K7 and Graeme Martin and Rob flew back seat for many pilots in the ASK13.



VH-ZOT

Good Friday started the trend with nine vintage flights in weak thermals to almost 3,000 feet, the longest being 37 minutes. Saturday proved to be the best day, with thermals to 6,500 feet and nice cumulus. Six vintage flights yielded about seven hours flying, with Peter Rundle having over three hours. Monday and Tuesday saw plenty of short soaring flights up to almost 3,000 feet, the pleasant weather conditions making up for the lack of soaring performance.



Glen Mayall and Rob Moffat land in the ASK13

Tuesday and Wednesday were so stable that vintage flying was curtailed and other attractions on offer in the area were visited. Thursday some early weak wave was reported but was very limited and did not last for long. Gary Morgan in his SF-27M and Jenne Goldsmith in the Ka6E went looking but were unable to reach the wave before it dissipated.



Garry Morgan in his SF-27M



An exciting first flight in the K7 for Summer

Friday's showers resulted in an early close to the vintage activities, and an end to a fun week. Many visitors had called in, among them Lyn and Warren Morrow from Grafton Club, Athol Holtham with Phillip Brown, the proud new owner of Athol's Cobra, and Kevin Rodda from Queensland.

While soaring conditions for the week were disappointing, the weather was pleasant and the consolation was that summer has produced some excellent flights. The Hunter Valley guys maintained a very friendly and well run operation, while lots of activities, including a varied international dinner menu, presentations on the early days of the club, and a well supported RealFlight radio control simulator, providing plenty of interest. Thanks are due to organiser Paul Dickson, club President Mick Webster and his wife Ah-Li, and other versatile chefs, as well as all the club members, helpers, tow pilots and support team, for their enthusiastic efforts and for sharing a good time.



Glider pilots are good at improvising!

Members will be sad to hear that **Dick Georgeson**, grandfather of NZ gliding, world record holder and mentor to many glider pilots, passed away on 27th March 2014.

VALE KEVIN SEDGMAN

It is with regret that we report the passing of Kevin Sedgman on the 24th of March, 2014. Kevin was a founding member and Patron of Vintage Gliders Australia.

Kevin had a long association with aviation, but particularly with gliding and home built aircraft. Amongst his many activities, he helped build the Adelaide Soaring Club (initially the Gliding and Soaring Club of South Australia) from its inception, was the first person to launch a glider by aerotow in South Australia, with Keith Jarvis built an Olympia sailplane and the Australite (later modified and renamed the Sunbird) light motorglider.

Kevin was 93, the beloved father of Philip and Annette (Diana) and loving Pop to seven grandchildren and eight great-grandchildren.

CHEROKEE RESTORATION

Graeme Manietta

The Cherokee 2 built by Fletcher Smith, first registered in 1963, and subject to numerous owners over the years, including spending 12 years in WA, is currently being restored to fly again. It was also based in Canberra when owned by RAAF Pilot Flying Officer David Newman. Now owned by Graeme Manietta and based at Caboolture, the historic glider is to be restored by Graeme, Bert Persson and Bernard "Speedy" Gonsalves.



Bert and Speedy try out the fuselage

FAREWELL

Ian Patching



Ian Patching, "Patch", passed away on 27th February, 2014, aged 57 years. His loss will be felt in vintage gliding for many years to come. He has been our friend and mentor for a long time, and his untimely passing leaves us all with deep sadness. Ian became VGA Secretary in 1966. He became editor of Vintage Times from issue number 70 and between he and son Tighe produced our newsletter up to issue number 92. He also organised many of our annual rallies including nine at Bordertown, where he and Ruth were our an honoured guests at our tenth. The following is from "Glide Angle", the VMFG Newsletter, an article by Ben Loxton, President of the Victorian Motorless Flight Group.

Ian Martin Patching

It is with great sadness that we recognize the passing of our friend Ian Patching on 27th of February 2014 after a year-long battle with cancer.

Ian has been an active member of the gliding community and the VMFG since the 1970's, learning to fly with the club as a teenager and achieving solo on his 16th birthday. Over the years Ian has had many exciting adventures in gliding, both in the air and on the ground, including an impressive out and return from Bacchus Marsh to near Cape Otway in the Golden Eagle, facilitated by cloud streets in the strong northerly wind and heights over 10,000 feet, flying the club's Grob G109B GUM to Burketown and then flying the Morning Glory, and surfing the Ararat wave to over 25,000ft in the clubs Duo Discus.

Ian's passion for the sport was evident in not only the adventures he had, but also his infectious enthusiasm for aviation, for flights big and small, his commitment to the club and active encouragement and support of others and the wider gliding community.

Ian has been an active member of the wider gliding community holding several positions within the GFA and VSA over the

years, including his work with airworthiness as a regional technical officer, and his pivotal role within the vintage gliding movement working to preserve our sports important history through the Australian Gliding Museum and organising the Vintage Gliders Australia annual rally.

Ian has also been a keen and active promoter of the club and the sport through his work organizing and directing competitions, events, displays at the Avalon airshow and promoting the sport at countless smaller events. Within the club Ian served in many roles including the management committee holding positions of secretary, and most recently as President.

A memorial service was held for Ian on the 13th of March and was attended by more than 400 friends and family from all over the country. Ian will be greatly missed by all who knew him, his enthusiasm, his passion, his hard work, his support for others and most of all his wide Patching Grin just made you wonder what mischief he has been up to this time.



Ian surrounded by family and friends at Bacchus Marsh on 26th January, 2014

MELBOURNE CUP VINTAGE RALLY
1st-4th November 2014 at Bacchus Marsh



Preparations are in hand for the Melbourne Cup Annual Rally. The theme this year will be a feature on display of one of every Australian Edmund Schneider type. Harry Schneider, who turns 90 in October, is planning to attend, with other family members. The Museum Open Day is on 2nd November, the Annual General Meeting is at 11 o'clock, followed by a Barbeque lunch. All are welcome, for info contact Dave Goldsmith.

A Memorable Flight

by Allan Ash

A pleasant flying day was drawing to a close at a country airfield and the club members were moving the aircraft to the hangar and tie down area. Then it was pointed out that the Kookaburra was still parked a mile away at the launching point. Rather than tow or drag it to the hangar I was asked to take a launch and land it near the hangar.



Because of the no-wind conditions I got only 800 feet on the launch but as I turned to make a circuit I realised that the variometer was showing no-sink, so I continued the turn. The needle of the variometer rose a little, so I continued the turn and was rewarded with a slight increase in altitude, so I kept turning. The gain in height was small at the beginning, but it was constant, so I continued to turn, and gain altitude. We passed 2,000 feet, then 3,000 feet and the lift continued – slow but steady.

The westering ball of the sun drooped lower in the sky. Into my mind came the memory of a line from a poem I had learned at school – ***“The curfew tolls the knell of the parting day”***

Still the gentle lift continued. Altitude slowly increased, 4,000, 5,000 feet, but there was little or no noticeable reduction in the air temperature. A mile or so west of the airfield I saw a number of cows wandering towards a shed near a farmhouse. Obviously it was milking time. ***“The lowing herd winds slowly o’er the lea”***.

In the Kookaburra I was relaxed and enjoying the clear view over the surrounding countryside. Despite the steady climb, the air felt calm, almost still. It was only the airspeed indicator and the variometer that showed there was any movement in the aircraft. I felt at ease inwardly. Below me I could see the airfield. Despite our time in the air, by now we had drifted only a very short distance.

On another nearby farm I saw a tractor being driven towards a collection of sheds. ***“The ploughman homeward plods his weary way”***

The smooth, steady climb continued. The altimeter now passed 6,000 feet and showed no signs of stopping. How much longer would it continue? And if it continued, how much longer should I keep climbing? The golden ball of the sun was by now dipping towards the line of pine trees on the distant western horizon. I estimated that I had perhaps half an hour before it reached the trees. My altitude had risen to 7,000 feet and I made up my mind that it was time to quit.

At an indicated 8,000 feet, on a westerly heading I came out of the turn and lowered the nose of the Kookaburra. The airspeed rose and the altimeter began to show a rapid descent. The air coming in through the cockpit ventilator was cool but by no means cold. The altimeter recorded our loss of altitude...6,000...4,000...2,000 feet. I steered the Kookaburra towards the far end of the runway. The airfield was almost devoid of people. Most of the club members, it seemed, had moved into the clubhouse, leaving the floodlit hangar to guide me in.

The Kookaburra touched down lightly under a brilliant afternoon sky and rolled to a stop outside the hangar, to end a 90 minute flight that I still consider the most relaxing and pleasant flight I have experienced in some 50 years in the sport.

In the far western distance, the sun touched the top of the pine trees ***“...and leaves the world to darkness... and to me!”***

THE KIRBY CADET in AUSTRALIA



FROM LEIGH BUNTING

As reported in Vintage Times, June 1980, Graham Vickridge-Smith had acquired the Kirby Kadet. I recently tracked him down, to discover the current status of the aircraft. The photo shows all. At least it is still extant and hasn't suffered unduly in the last 34 years. It is in storage in Graham's workshop, in Port Adelaide, along with the remains of several CAC Wirraway fuses, the mangled remains of a P-40 Kittyhawk, some Luscombe powered aircraft and numerous other bits and pieces of aviation.

VINTAGE SAILPLANES – AVAILABILITY OF REFURBISHMENT PARTS

Emilis Pregauskas

There are vintage sailplane enthusiasts spread across the breadth of the large continent of Australia. The airframes being refurbished, maintained and flown similarly are being resourced separately within each of the regions. Because of the size of the continent, it can be difficult to either know about or source materials and parts from other places. As a result, at times replacement parts are being made from scratch. Possibly unnecessarily, when 'as new' replacement stock for some items are still available elsewhere.

There is a natural evolution occurring in the vintage sailplane movement toward us collectively becoming a 'classic aircraft type club'. Which as a collective thereby becomes the repository of knowledge about evolution and promulgation of vintage sailplane maintenance, refurbishment and operation.

One element is to know about what sailplane type materials and parts are available, and can be drawn on by an interested person from elsewhere in Australia.

These notes below begin that process of bringing this awareness together. It is hoped that other centres of vintage sailplane interest in other parts of Australia will publish similar information.

South Australia

The principal resources located here emphasise the sailplanes built by Edmund Schneider Ltd in Adelaide for the decades 1950s to 1970s. When the Gawler factory closed in the 1990s, enthusiasts collected quantities of spares and material, and deposited these with the people operating those sailplane types.

Harry Schneider himself holds only a little of such materials at his Cockatoo Valley home. This mainly includes raw material – full lengths of tubing suitable for control circuits, modern sailplane canopy Perspex, etc. There is little left in terms of plywood, metal fittings, pulleys, etc.

Catherine Conway has access to materials held by the Adelaide University Gliding Club.

Emilis holds parts collected from the factory at his Monarto home (and the site of the Monarto Sailplaners Museum) including:

some of the jigs used to manufacture some of the Schneider sailplane types, main and tail skids timbers

fabricated metal components surplus intended for sailplanes not built

The latter includes:

hinge pins for centre and top mount ailerons, canopy; some as blanks, some drilled, some from installed source

brackets for pulleys and control rod installations, tailplane fixing bracket, and a few control rods, spar fittings, split fibre blocks with metal blocking to bulkheads, etc.

Used up in recent decades have been the few tyres, skid rubber blocks, and consumables (1mm split pins, bolts, Nylok, canopy latches, etc.) formerly in the collection.

These materials are held at Monarto where the small sailplane museum is located.

It is clearly useful where practicable to replace existing items in a vintage sailplane with a 'factory original/ never before used' item, where this can be identified. Rather than trying to make a replacement part using a worn/damaged original as pattern.

With so many sailplane types, and variants in fittings between individual airframes - the challenge becomes to create a match. Particularly from far away.

To that end a photograph and critical dimensions of the original when seeking a replacement is helpful.

The other point to bear in mind is that like everything else in a group of enthusiasts forming the 'classic aircraft type club' – we all have day jobs and other commitments. Response to enquiry may take a bit of time, where a gentle follow up at times is helpful.

SF27M IN SOUTH AUSTRALIA

From Leigh Bunting



The all-flying tailplane during recovering

SF27M VH-ZAA, owned by Dave Medwin and based at Port Augusta in South Australia, is having a major inspection and is currently in the process of being rebagged. The work is being undertaken at Ian Wight's home at Evanston Gardens, SA. Leigh Bunting gave the team some advice and assistance in the process of fabric work.

The fuselage will be done after completion of the flying surfaces. Dave has owned this aircraft for many years. Two examples of this Scheibe motorglider flew at the Hunter Valley Vintage Rally at Eastertime.



HOMEBUILT SAILPLANE CORNER

The Swallow

By Ronald Sharp



Lou Pedricks and I rode our bikes to Doonside where we saw Kite-2 being flown by Martin Warner, Mervyn Waghorn and others. This was my first contact with gliding.

At the Bankstown air show soon after the war finished, the Sydney Soaring Club demonstrated their Slingsby Gull 1. I had my first flight in the Percival Proctor there, flown by Vic. Schuback, who later piloted me over Sydney in the Hornet Moth to take photos.

Urged on by Neil Cottee, whose father had owned a Moth Minor, and flew models with us in Centennial Park, I started flying Tiger Moth at RAC Mascot in December 1948, aged 19. We had to fly to Bankstown for circuits, where I soloed in VH-APG.

I soon commenced gliding from Camden, in the Hinkler Soaring Club Grunau. Merv Waghorn demonstrated a shallow approach angle in Doc. Heydon's Tiger Moth at reduced throttle to show me how it would look in a glider. In the Club's Grunau, at Camden one day, Don Johnson was taken against his will in a Cu-Nim to 8000 ft. landing safely by good luck and his presence of mind in a paddock a few miles away.

Martin Warner, Mervyn Waghorn, Len Schultz and Selwyn Owen were upgrading the Silver Olympia by smoothing the airfoil in an attempt to get some laminar flow. After helping with this I joined the Sydney Soaring Club.

Fred Hoinville, knowing something of my past projects, challenged me to make a small glider, having read of two made in the USA. I took the challenge. My first sketch included a passenger, and was printed in A.G. This was soon altered to a solo glider. Merv. Waghorn told me how Martin had made the Kite by drawing it out on the floor, including stressing, empirically from his experience.

For a start I visited the Dept. of Aeronautical Engineering at Sydney Uni. and asked for coordinates for the 4415 and 4412 airfoils, as I was designing and building a sailplane. They said, "You've done the degree course have you?" I said, "no, just made model aeroplanes". They made some derogatory looks and said that I could get coordinates from the library. When, two years later I showed photos and said that I had been two hours at five thousand feet they had nothing much to say.

In designing and building the 33ft. Swallow Sailplane I was helped with suggestions in its basic stressing by Mervyn Waghorn who was works manager at De-Havilland. Jack Davidson and others offered advice during construction. The fuselage was made on the front verandah and when brought into the lounge room from the weather, the family had to step over it for months. I was not popular. Geoff Badgery assisted in gluing the spar in his garage. Swallow's wing was tested with a load of bricks at Reg Todhunter's Glidair factory.

I did two hops on the runway at Camden, the first without canopy and then with canopy. The performance was noticeably better with the canopy. Some higher test flights followed after which Merv. Waghorn test flew it for approval, with a tail chute attached. This wasn't needed as everything went as expected. He said that this was the last glider to be approved without full stressing. It was aerobatic, red and white.

The Swallow was designed to side-slip very steeply due to having all rudder and a narrow fin post. Half the tail plane was elevator and the ailerons went all up with almost no down. The shoulder wing assisted this. On one occasion, those on the ground scattered, as if I had stalled at the threshold. It would fall at forty-five degrees on approach and then straighten quickly for a very short landing. This was not usually expected with conventional control surfaces and a high wing.

The purpose of the glider was to allow me to fly like a bird with the wings at shoulder level as though my arms were outstretched. This also allowed one to see what was coming in turns. I tried to improve the deficiencies that I had perceived in the Grunau. It was a small, fun glider that flew almost just by thinking about it. As would a bird.

I was now a member of Sydney Soaring Club and the Skylark was on the way. Being poor and creative, the Swallow had achieved its purpose, so had to go. A group from Mount Isa Club bought it with trailer for 200 pnds. Some damage occurred on the way north. I was told that without flying it, work was started to repair and, in the process, improve it. Some time later I received photos of it with a long streamlined canopy and other modifications. It had a nice

new paint scheme. I was informed that very soon after all this work, someone put it into a tree and that was the last I heard of it.

I felt that modifying a simple effective design was unnecessary, as it was adequate as it was. Perhaps 'up-graded' it did not fly as easily as originally intended. There may be more information out there to complete the story.

SYLVIA GOES SOLO



VGA members will be pleased to hear that Sylvia Sharman has done her first solo – second time around. Sylvia used to fly her own Ka6, and had a share in the Harbinger, in the 1990's but has had a long break before returning enthusiastically to gliding. Well done Sylvia!

Tim Kroeger's RF-4D update



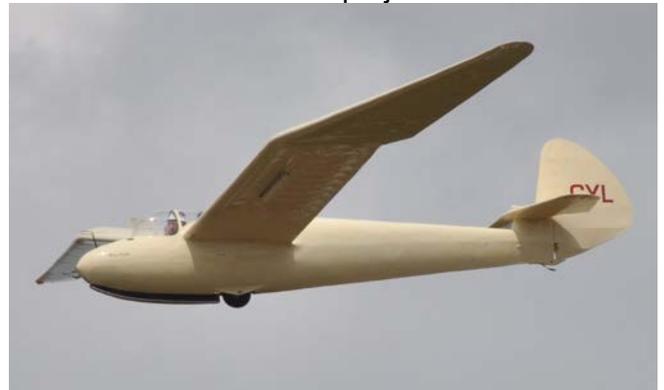
Tim Kroeger of Adelaide has sold his delightful RF-4D VH-TKD motorglider to a Stonefield pilot who is exporting it to Germany. Tim had imported the RF-4 after buying it from a USAF pilot in the USA, where it was registered N7720. The picture above shows Tim at a refuelling stop during his ferry flight to Stonefield which wasn't a problem, in May 1969 one RF-4D flew over the Atlantic Ocean!

Minimoa Update

Fernando Salazar-Cutoli, who commissioned the Minimoa being built by Mal Bennett, is not well and needs to finance chemotherapy treatment, so has sold his Minimoa project to Mal Bennett, Jenne and Dave Goldsmith. Fernando also has a hangar spot at Bendigo Gliding Club, and his Caproni high performance two-seater (with trailer), for sale. He has asked me to handle the sale of these items for him, so please contact me for information.

We wish Fernando improved health, his situation is difficult with his wife and other family members also on the sick list. Our thoughts and prayers are with him and his family.

The Minimoa is at least a year away from flying, however Mal's health has improved and he is back and active on the project.



A Minimoa flying at Lasham, UK

For your Diary

BORDERTOWN 2015

4th to 10th January



Dust off those winter cobwebs with a fantastic week of fun and flying, contact JR Marshall on (08) 8733 4416 or jma99350@bigpond.net.au

Website Update

VGA Secretary Leigh Bunting, with assistance from Webmaster Peter Raphael, has been busy updating the VGA website. The first 36 issues of Vintage Times, as well as issues 120 to 130, are available for downloading. Check it out at www.vintageglidersaustralia.org.au, along with photos from 2014 Bordertown Rally!

A rather severe winter has dampened vintage activity, maybe we can hope for an early and warm spring!

Take care, Dave and Jenne G