

Vintage Times

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Newsletter of Vintage Gliders Australia

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Membership \$15 every October

Articles for Vintage Times are welcomed



BORDERTOWN 2006 VGA Annual Rally

ONCE AGAIN VGA MEMBERS HAD A GREAT WEEK AT BORDERTOWN AND MUCH ENJOYED THE HOSPITALITY AND FACILITIES OF THE HOST CLUB. EIGHTEEN VINTAGE GLIDERS ATTENDED AND A RECORD 280 FLIGHTS WERE MADE.



THE PRESENTATION DINNER WAS GOOD, TOO!

Some enthusiastic members showed up days early, and by Saturday there was a strong attendance. In all 18 gliders attended, which was 4 up on last year.

Sunday 8th January was probably the best soaring day, with flights to 11,750 feet and many cross-countries flown. The first few weekdays were overcast with alto stratus, and occasionally some light rain. Flights were made on all days of the rally, although a solid inversion about 3 to 4000 feet persisted on a few days, providing pilots with a real challenge!

Other notable flights were made by Mike Williams who flew his Silver C distance with an 86 km flight, landing at Nhill, and Lyle Whitfield who scored Silver C height. Although no competition was held, long flights were acknowledged at the next morning's briefing.

Gliders attending were:

Duster HDT with Peter Raphael and Mal Bennett

Golden Eagle GFC with Alan Patching

Grunau Baby II GDN with Leigh Bunting

Ka2 GHO with John Ashford and Hans Prem

ESKa6 GNO with Wal & Rob Stott

ESKa6 GNB with Dave & Jenne Goldsmith

K4 IKK with John Ilett and VGA members

Dart 17R GLT with John King and Stan Henderson

Olympia GFW with JR Marshall

Super Arrow GTJ with Emilis Prelgauskas

Boomerang GQO with David Howse and Mike Williams

Foka 5 GZD with Peter Champness

Foka 5R GQN with Mark White

Boomerang GTR flown by Ian Patching

Boomerang GTK with Lyle Whitfield

ES 57 Kingfisher GKN with Ged Terry

ES 52 Kookaburra GNZ with Caleb White and Gary Crowley

EP2 IZZ with Caleb White

ALSO, Luton Minor LUT was a welcome visitor brought by Peter Boreham, which he hopes will aerotow his "new" Kookaburra to the next annual rally!

Other members included John Ingram, Leo Dowling, Martin Simons, Alan and Margaret DeLaine, Erik Sherwin, Kevin Sedgman and Ann Portlock, Dennis and Marion Hipperson, Bill Johnston, Chris McDonnell, Geoff Hearn and Kevin Barnes. Wayne and Gabrielle Hadkins, VGA & Wagga Wagga members, supported Leeton for next year's rally.

AT THE MORNING BRIEFINGS notable flights from the previous day were announced by VGA Flying Director Caleb. These included Ian Patching who had three entries, the longest of which was 180 km in 2 hours, Jenne Goldsmith who flew for 5 hrs 6 min, Dave Goldsmith for a flight of 180 km in 2 hrs 17 minutes, Wally Stott for a flight of 135 km, and JR Marshall for 100 km in the Oly. In League 2, Leigh Bunting with 69 km in the Grunau 11, Alan Patching in the Golden Eagle, Caleb White with 27 km in the Kookaburra and David Howse 33 km in the K4, while Gary Crowley went to 11.300 feet during a 3 hour 29 minute flight in the Kooka. Proficiency prize winners were Ian Patching League 1 and Leigh Bunting League 2.

Presentations:

Concours d' Elegance Award, presented to Wally Stott for his Ka6 VH-GNO

Best Single Seater Trophy presented to John King and Stan Henderson for Dart 17R, GLT

Geoff Gifford Trophy awarded to Neil Bennett, for his amazing flight of 302 km in Kookaburra GLM

Best Schneider Aircraft Trophy presented to Lyle Whitfield for Boomerang GTK

Proficiency Tasks Award presented to Ian Patching for flights in Boomerang GTR

Congratulations to Kevin Sedgman and Martin Simons, who were awarded **LIFE MEMBERSHIP** of Vintage Gliders Australia by popular vote at the Annual General Meeting, for their vision and efforts in laying the foundations for Vintage Gliders Australia.



THE CONCOURS d' ELEGANCE AWARD WAS WON BY WALLY STOTT, ASSISTED BY SON ROB, FOR THIS BEAUTIFUL Ka6



CALEB WHITE PRESENTS THE SINGLE SEATER VINTAGE TASKS AWARD TO IAN PATCHING



BEST SCHNEIDER SAILPLANE TROPHY GOES TO LYLE WHITFORD FOR BOOMERANG GTK



MARK WHITE CHECKS OUT HIS FOKA 5R



LEIGH BUNTING AND GDN, WINNERS OF LEAGUE 2



KEITH WILLIS LOGS HIS 100th TYPE RATING IN THE HISTORIC GOLDEN EAGLE! Hans Prem photo



THE LUTON MINOR - A FUTURE VINTAGE TOWPLANE?

2006 VINTAGE TIMES RAFFLE

FIRST PRIZE, a signed copy of Martin Simons fabulous book "Sailplanes 1965 – 2000", was won by Bevan Martlew, a Bordertown-Keith Gliding Club member.

SECOND PRIZE was won by Dennis Hipperson, a member from Mt. Waverley, Vic., and the prize selected was the DVD "A Fine Week of Soaring".

THIRD PRIZE went to Rob Dowling of Port Augusta, and his brother Leo collected his prize, a signed copy of "Born to Fly" by William Schweizer.

Congratulations to the lucky winners!!! Next year we hope to raffle the remaining book in the "Sailplanes" series, sold in Australia by Future Aviation Pty Ltd. of 10 Antigua Grove, West Lakes, S.A. 5021.

Thank you to all those who participated, as proceeds support improvements to VINTAGE TIMES. **Thanks** also to Ann Portlock, who, amid much excitement, drew the winners names at the Presentation Dinner!

Bordertown-Keith Gliding Club generously donated 5 free launches as a door prize at the dinner. These were put to very good use by winner Lyle Whitfield!



JOHN ASHFORD AND HANS PREM FLEW THE Ka2b (was that REALLY H2O in the flask?) Hans Prem Photo

The AGM

Alan Patching

About 30 members from 13 local and one overseas club attended this exciting event held during our Annual Rally at Bordertown. This short account is to let those unable to be there know what transpired.

The first big surprise was that everyone got re-elected to the committee with only minor changes.

I am still your President, Ian is Secretary/Treasurer, David - Membership Secretary, David and Jenne- Newsletter Editors and Caleb our Proficiency Director.

My report mainly consisted of items already seen in Vintage Times, and the fact that in the past 5 years 25 gliders have been returned to service plus two recently imported from the UK by a new member, Ken Ueyama who lives in Japan.

David and Jenne have been so successful raffling copies of Martin Simons' books that they have been able to continue printing Vintage Times in colour.

Ian reported that we are still financial despite having an operating loss last year, with membership between 80 and 100. He is still waiting on some renewals to come in so PAY UP or else we will have to stop VT being posted out to you.

The Annual Subscription was voted to remain at \$15.00 for the coming year.

The meeting was very appreciative of the efforts by Keith Nolan and Ian in conducting wood repair courses and encouraged others to run such courses; in addition they voted to assist with out of pocket expenses where appropriate.

Life membership of the VGA was conferred on two of our founding members, our Patron Kevin Sedgman and Martin Simons.

Finally an organisation such as the VGA can only continue to function thanks to the efforts by members and the hospitality for our Rally and Regattas by clubs such as Bordertown and Keith, our Rally hosts for 2005 and 2006.



ERIK SHERWIN, WALLY STOTT, KEITH NOLAN,
JOHN ILETT & BILL JOHNSTON AT THE WOOD
REPAIR COURSE

Keith Nolan had lots of interest from students and teachers alike in his wood repair course, and good progress was made on wood and glue selection, standard parts, glue joints (making and destructing!), laminating, and minor repairs. The course raised awareness in wood repairs and was very inspiring to students, so hopefully this activity will continue to develop the skills of more members as time goes on.



JOHN WITH HIS MODEL SOPWITH PUP

In the late afternoon the modelers amongst us take advantage of the calm to enjoy and display their talents. A wide variety are now flown each evening to the great entertainment of those enjoying the sunset with a quiet drink. This has become a part of our rally as the models just keep getting better each year!

Once again the Bordertown-Keith Gliding Club members excelled themselves as hosts, indeed many VGA members expressed regret at our policy of moving our rally every two years to share the traveling among our far flung members. However, although next year's rally will be somewhere else, one day we will be back to Bordertown! Sincere thanks to all the club members – it was great!

Ultralight gliders

Emilis Prelgauskas

At one time GFA considered the potential to collaborate with the HGFA and cover the middle ground between both sports with glider types represented by ultralight 3 axis control gliders. Neither rag wing, nor VH registerable rigid wing. Something in between.

Examples of such gliders have been produced over many decades both by individuals and companies. In general these have not been 'successful'. Neither in appealing to a wide pilot sector, nor being produced in large numbers.

Inevitably, single examples of these types have then drifted to places like museums.

At the same time the old truism in gliding has been at work - that as soon as new shed space is created, so stuff multiples to fill it.

So it is at the Monarto sailplaners' museum.

With Stage 2 built, additional airframes drift in. In this case, the John Harris owned ULF-1. This 1977 German design of an ultralight glider has a 10.4m span, light wood and fabric construction coming in at 45kg empty weight, with a 15:1 glide performance from an airframe suited to foot launch, bungee or autotow. It was a private initiative offered for home construction from plans.

This particular airframe currently lacks most control surfaces and is stored derigged with fabric removed showing the lightweight structure.

It fits neatly with other existing airframes in the museum. The front & rear wing body shift glider shows the thinking in the 1920s. The composite CRP/FRP/wood/steel tube 'Hippie' shows later thinking by the Start&Flug factory reinventing the 'primary' glider.

Both fit the same span & weight mind set of the ULF-1 and continues the rationale of the museum building its collection.

Chris McDonnell has Kingfisher VH-GRH in skeleton state which may also eventually join the Stage 2 material and extend this display range.

Bendigo Regional Rally

29th October to 1st November, 2005



From this...



to this!

The idea was to enjoy the warm spring weather and dust off the winter cobwebs with four days of flying at the Bendigo Gliding Club's Raywood gliding field. The reality started off very differently as Saturday's grey weather turned into heavy rain and transformed the airfield into a lake! Despite this, and more rain on Sunday morning, on Sunday afternoon the sun came out, gliders flew, and the birds began to sing...!



PETE BOREHAM HAS BOUGHT THE MARK 2 KOOKABURRA VH-GLF FROM KEVIN OLERHEAD



Ten Vintage Gliders showed up, coming from as far as Lake Keepit, NSW (Wally Stott, son Rob & daughter-in-law Judy with his Ka6) and Balaclava, S.A. (Leigh Bunting with his Grunau Baby). Others were Scott Penrose with his Cobra, Peter Champness with his Foka 5, John King & Stan Henderson with their Dart 17R, Pete Boreham's Kookaburra GLF, Peter Raphael & Mal Bennett with the Duster and Woodstock, and the Bendigo Club's K7 and Bill Hughes' Bocian.



WALLY STOTT READY TO GO



SCOTT PENROSE AND HIS COBRA

The weather on Monday and Tuesday made up for it all – a blue sky dotted with cu's. Scott Penrose joined the cross country coaching course being run concurrently with our rally, and he did some creditable flights, including his first cross-country. Many used the Sunday to gain currency on the winch, although two tugs were available if required because of the cross country course.

Overall the rally was very relaxed with no formal program or tasks set, though best height, distance and duration from the previous day were announced at briefing. Pilots enjoyed doing what they wished and a number flew aircraft other than their own, while the K7 and Bocian were also kept quite busy. The weather was good enough for cross-country on Monday and Tuesday.

On Sunday the best duration was Scott Penrose with 47 minutes, while Leigh Bunting reached the best height of 3200 feet.

On Monday Wally Stott had the best distance on handicap, with 151 km and best duration of 3 hr. 51. The highest altitude was by Scott Penrose with 5,003.3 feet recorded on his logger.

Tuesday's best distance was 116 km by Scott Penrose, with the longest duration of 3 hr 51 by Wally Stott, and Peter Raphael and Terry Whitford getting the highest altitude with 4,600 feet. Wally Stott and his crew won the hotly contested best T-shirt contest.

Most visitors camped in vans or tents on the airfield, and excellent catering was provided by Helen Dilks and her family, assisted by any glider pilot who happened to be in the area!

Thanks to the Bendigo Gliding Club members for providing such a great venue, comfortable facilities and excellent hospitality for our regional rally. We hope to do it all again next year!

LETTERS

***A fashion splash?* FROM Erik Sherwin**

I was most impressed with the ES 52 Precision Kookaburra Team tops (*ED. See photos, Caleb and Ian*) of the VMFG members as worn recently at the Bordertown Vintage Rally, though there is a feeling of a touch of 'one upmanship' prevailing. I wonder whether the owners of H17 and Dagling Primaries could make a similar stunning fashion statement. On second thoughts, as there aren't many Dagling primaries anywhere, perhaps Ka 6 owners could make a fashion splash?

GFB AT GYMPIE FROM Gary Sunderland

Recently I had the good fortune to call in at Gympie and go for a flight with Ron Geake, the President of the Gympie Gliding Club, in their ASK-21 with the registration GFB applied to the fuselage. The registration rang a bell, not least because VH-GFA was the very first Australian Glider to be registered, and was the Iggulden brother's Slingsby Gull 4. When this glider was written off much later, the registration was taken up by the Schneider Platypus, which is still active and flying at Bacchus Marsh with a private syndicate.

On returning home, a check of my original logbook confirmed that the next historic –GFB registration had indeed been borne by the VMFG's Slingsby T31b Tandem Tutor, which was the first glider I ever flew, and the aircraft I made my first solo in. I had been told that the old T31 still exists, but it had evidently been written off, as far as the GFA was concerned, and the registration re-allocated to Gympie's ASK-21.

My log book indicates that my instructors were Alan Patching (of course!), Derek Reid, Ron Roberts and Rupert Brown. My first solo on 4/3/56 was a magical flight, with the setting sun behind me and a rising full moon ahead on the winch launch. Despite it's looks the T31 was nice to fly solo.

Despite being an old VMFG member Ron Geake was not aware of the significance of the –GFB registration, probably because he missed out on the charms of open cockpit flying as he trained later, during the Long-wing Kookaburra era. Incidentally, Ron sends his best wishes to all, and a general "invite" to come up and try the soaring at Gympie. They operate on the far side of the local airport and have excellent facilities and a modern club fleet, including the ASK-21 and the Puchacz.

Ron is also a vintage enthusiast and owns an ES-59 Arrow, not currently flying, and a Boomerang, which is. Other club members own various glass sailplanes, plus a K7 and a homebuilt Hall Cherokee under restoration.

A monthly rally?

FROM Dennis Hipperson

What do you think about having a Vintage Regatta at Bacchus Marsh on the second Saturday of every month (**SSVR**) starting **Saturday 11th March?**

This will be a fun non competition, run to both entice owners of vintage aircraft to fly them and for some to gain experience in cross country flying, as well as giving the more experienced pilots a wee challenge.

Format could be something like:

9 am meet at a "The Loot" cafe in Bacchus for breakfast and coffee, chat etc.

Glider prep rigging etc

10:30 Briefing-task set-weather etc.

Does not need to be a huge task and could be a short task which experienced people could go around twice or more if the so desire, or help newbies struggling. Or some could take others in the two seaters for cross country training or just two people going for a ride etc...endless possibilities. Difficulty could increase as experience in the group grows. Or Later on two tasks could be set ala League 1 and League 2.

10:45 Coaching session-Conditions of the day -things to look for or some such? Tips from experienced pilots, pairs for pair flying coaching?

Lunch. we could do a lunch run maybe or everyone bring their own

No formal grid. Launch at pilots discretion, Gate open until set time.

6pm BBQ? Bulls..t session etc.

If scoring is deemed necessary we could do that via Seeyou and pilot's Gps , or data logger for those so equipped.

Entry could be via email to

d.hipperson@aerosonde.com

on the preceding Thursday by 8PM. We could then organize seating at our preferred Cafe. I already have one entrant.

Suggestions and comments are invited.

**CONGRATULATIONS
TO GARY SUNDERLAND CELEBRATING
50 YEARS OF GLIDING!!!**

First glider flight 13/11/1955, 3 minutes in T31b VH-GFB with Instructor Alan Patching.

Fifty years later 60 minutes with Alan Patching in the new DG-505 VH-VMF!

Congratulations also to VGA President Alan Patching, sharing Gary's milestone on Alan's 9,000th glider flight!

The Australian Homebuilt Sailplane

3 Magnolia Ave., Kings Park, Vic 3021

www.geocities.com/capecanaveral/hangar/3510

WELL DONE GUYS – VOL 10 ISSUE 38 & 39 IN GLORIOUS COLOUR! As usual, very interesting issues and 18 pages! I enjoyed the article about the SCUD 1 replica – and the rundown with photos on canopy making!

OH WHAT A DAY!



By David Howse

The Task

Flying around Bacchus Marsh had been fun but it was time for me to pass "The Right of Passage" to the X country league by attempting my Silver C distance, 50k. To make it all a bit more challenging I was going to do it in my Grunau Baby IV VH-GHK. The thought of doing the Silver C in something like a Discus or LS8 did not appeal to me. How can I hold my head up high at the bar at the end of the day if all I did was a long final glide? After all, when every one else is talking 500 or 1000k tasks all I had to offer was my huge 50k (but done in a Grunau) it's all relevant.

The Prep

Well I am not rich, so the capacity to do the task using all the latest satellite technology was out of contention. It would have to be done the old fashion way. This was a problem as the club barographs had to be dug out from under the pile of old tyres, and it took two of us a day to find the declaration board under a pile of old wood destined for the bonfire. So all I had to do was assemble the few items required to do a task the old way, like, find a camera, some way to smoke the barograph, chalk for the declaration board, landing certificate, maps, water, food, phone, radio, an OO (on the field early and relatively sober), trailer with all its fittings (Hopefully with a registered number plate), ELT, Parachute, Tie down kit, battery (forgotten for the last two months and put on charge the night before), Sunglasses, Hat, Warm Clothing, Lucky rabbit foot, and any thing else that I could cram into the Grunau! As you see I travel light.

OFF WE GO!

The launch was normal up to the 500ft point. This is when the VERY experienced tuggie turned 180 to my intended track and for the next 8 min defied all radio calls and me tugging on his tail, plowed on regardless. All I could see was his grin as he dived away back to the airport. It took two thermals to get back to my start point!

Off up the Rowsley Valley looking for lift. I went down as the land slowly rose. At the end of the valley, as I was looking for a landing site, I was joined by David Goldsmith in his Ka6 and Caleb White in his EP-2. This was good as Caleb had only just swapped VH-GHK for my EP-2 he was now flying. All at the same time we hooked into a beautiful thermal which took us up to cloud base of 5000ft. Me in the Gurnau working the core and Dave and Caleb blasting around me tucked in tight. What a sight!

Dave and Caleb headed west with me in their wake. I got the call from Dave at Gordon that he was in a 5kt thermal so over I went. Well he might have been in lift but by the time I got there he must have used it all up. All I found was sink. It was at about this point Dave and Caleb called it a day and blasted off home. I again was looking at the landing site when I hooked into another good one and was soon at cloud base. If only it would last. I knew that it was too early to rely on the Jousting at Kryal Castle to kick off a thermal so I stayed south and hoped that the farmer who was plowing a large field would do the same. Regrettably it was not so, and as so many times during this flight I was looking at a landing field. At 1hr 45min it was all over and I was on the ground, but had I traveled far enough? On my map it was close so I went through the paces as if it was. I did hit one problem. I handed my camera to the teenage son of the farmer who owned the field and asked if he would take a photo of me with the Gurnau. He looked as if I had handed him a snake and explained that he had never used one! He whipped out his phone/camera and said that this was all he needed. Oh well back to reality all too soon. Did I do the distance? No, in the end it was 49k but I did have fun and it's early in the summer yet.

OLD MATES WEEK AT BENALLA

To be held from 27th to 31st March, 2006

Dinner on Wednesday – booking essential
Mystery tour on Thursday – places limited
Pilots, friends and gliders of all ages welcome!

MORE IVSM 2005 PHOTOS



Bob Gaines' Kirby Kite at Elmira, New York



ALAN PATCHING COLLECTS THE GFA LOGO, A GIFT TO GFA FROM THE VSA



JEFF BYARD'S BABY BOWLUS IN ACTION

GLIDING CLUB OF VICTORIA

P.O. Box 46, Benalla, Vic. 3672

Telephone (03) 5762 1056

gliding@benalla.net.au I told you I could fit it in
www.gliding-benalla.org somewhere! C U there!



Ken's Olympia & T21

AFTER AN EVENTFUL ARRIVAL, Ken Ueyama has successfully imported his Olympia and T21B to Tocumwal, NSW and both are now flying. Pictured here is the T21B



JENNE GOLDSMITH'S HUTTER 17 IN 1987, WITH DAUGHTER KYLIE (NOW 27) PLANS ARE AFOOT FOR A RETURN TO SERVICE!



BRUNO de WOUTER'S Ka2b IN BELGIUM. HE IS CURRENTLY BUILDING A HUTTER 17B

Members will be saddened to learn that Cathy Lambeth, wife of Charlie, died late in September after a long illness. Some of us were able to help them celebrate 50 years of marriage earlier in the year. Charlie is now restricted in his travels and appreciates a phone call on (03) 97002298.

A MIGHTY SPAR

By Fred Foord

Time – Winter 1948,

Place – Friston Airfield, Sussex, UK. Home of the Southdown Gliding Club

Activity – Everything 'safely' hangared overnight

I had a distressing phone call one morning, My pal Bill Jordan to say "I've got some bad news, the hangar blew down last night"

We had only started post-war gliding the previous year, 1947, that is when Gliding became legal again after the war. We had started with a Dagling Primary a Grunau Baby 2b and a privately owned Scud 2, had suffered a fatal prang with the Dagling in July 1947, we purchased a Slingsby Cadet a few weeks later to replace it, and then had splashed out to buy a new Slingsby T21 in July 1948. We had collected our old hangar from the pre-war site at the Devil's Dyke, near Lancing on the north slope of the South Downs, and had erected it in a quarry at Friston, but hadn't got around to bracing it against likely gale force winds. And, of course, the inevitable happened, the gale force winds arrived.

Our pride and joy, the new T21, took the brunt. It finished up with five roof trusses sitting along its massive wing spar, and apart from a few ply and fabric punctures, and some damaged ribs and trailing edge, that was it. It was higher than the Grunau Baby which was nestled alongside and had protected that from almost all the damage. The Scud 2 was not so lucky, the diamond shaped fuselage, a square-on-edge in cross section, took all the load and simply squashed flat, it was thereafter called 'the kipper'. That sailplane was later restored by Vic Ginn (one of our members at the time) at Dunstable where it flew for many years, it is shown in one of Martin Simon's books, with a red painted fuselage. I have forgotten exactly what shape the Cadet was in, but it was flying within a few weeks, thanks to an all out effort by Ray Brigden and team in Ray's Brighton workshop.

The Club survived, we only had a handful of members but almost all of them stayed with the sport, and the club, for many years.

FOR SALE

SUPER ARROW : VH – GTM

Total Hours : 3392

ASI & Altimeter, plus Borgelt B21 VarioB24 & B25 Final Glide Computer

National 425 Parachute

Landings : 4471 (Winch 2127 A / T 2344)

20 Yearly completed : 19 / 11 / 1996

30 Yearly due : 19 / 11 / 2006

Fitted with Tost release in AFT position to improve winch launch characteristics

Trailer in sound mechanical condition, fitted with override brakes. (Needs recladding in future)

Currently based at Harden Gliding Club, this glider is in excellent condition - a delight to fly.

Expressions of interest to purchase the glider will be accepted by either owner who can be

contacted on the following numbers, or by

email : otbpsouthwest1@bigpond.com.au

John J Peisley 02 6161 9171 or John L

Peisley 02 6382 2200

GTM has been maintained for the current owners by Bill Manwaring who is available to discuss technical details on 02 6227 4215.

For Sale

Filser LX 4000 Variometer System with Integrated GPS-Receiver

System consists of three units connected by a supplied harness.

- Main computer with custom LCD, electronic pressure transducer, integrated GPS receiver and audio generator to fit an 80mm (3-1/8in) cutout.
- A control unit with rotary programme selector switch, rotary input data knob and ENTER and ESCAPE buttons for a standard 57mm cutout.
- An analogue meter unit (57mm cutout), to display:
 - TE compensated vario;
 - Flight director information;
 - Netto vario;
 - Relative Netto vario.

The LX 4000 is an advanced flight and navigation system for other than IGC badge awards. My problem - space and space available!

Erik Sherwin (08) 8344 7466

THE POLITE INTRUDER

BY ALLAN ASH

I was in England between October 1948 and January 1950. Staying with relatives in Essex, just outside London, throughout 1949 I was a member of London Gliding Club at Dunstable, Bedfordshire.

One of the members at that time was a quiet 17 year old lad named Douglas Brideson. Doug did his preliminary training on the Dagling primary glider then graduated to the Kirby Kadet, an open cockpit secondary glider that was capable of soaring on the hill if the wind was brisk.

All the trainees of the LGC obtained their C certificates by soaring the Kadet on the hill for the required minimum of 5 minutes. This included me, though I had done a bit of gliding in Australia in the previous four years. The usual method of launching at Dunstable was by winch.

One day, early in the year, the CFI, Hugh Wheatcroft, took a group of Kadet pilots, with their aircraft, to the top of the ridge to do some launching by bungee, (a long elastic rope), that catapulted the glider into the hill lift. When Doug was ready to launch he was told to turn to the left immediately after takeoff and soar along the ridge.

The launch went well but Doug made his turn too soon so that the Kadet was not far enough out to get into the lift. Instead, it scraped along the top of the ridge at about six feet altitude, skimming over the low shrubbery on the crest of the hill.

After traveling about 200 metres the Kadet settled to earth amidst a lot of low bushes. Neither the Kadet or it's pilot suffered any injuries but as Doug looked out from the cockpit he found that the bushes were inhabited by a young couple, lying on the grass in a very close embrace.

The startled young pilot, probably never having seen such a sight before, could think of nothing to say except, in a polite tone, "I hope I'm not intruding!"

The embarrassed couple made no answer but, hastily pulling on their underwear, scampered away along the hill, while the bungee crew raced up to rescue their pilot and aircraft.

The last I heard of Doug, he was an officer in the RAF and was flying jets in an aerobatic display. I wonder though whether this type of flying was as exciting for him as his first bungee launch.

CHRISTMAS AT GULGONG

FROM RAY ASH

The weather at Gulgong during the Christmas – New Year period was extreme to say the least, as it was over most of Eastern Australia during this time. Temperatures hovered around 40-45 degrees C. for the most part accompanied by hot Northerly winds. It was a mixed blessing as those who made the effort to fly were rewarded with 10 knot thermals to over 10,000 feet. The women and children were the sensible ones, spending most of the days at the local swimming pool.

John and Sue Fleming came down from Queensland with the K13 in tow and we spent the first couple of days giving it a good overhaul as it hadn't flown for about three years. When it was ready, John refused to let me help, insisting that I stay in his air conditioned car while he lined up the K13 for a launch, although with a wet towel draped over his head, and it was only when the winch wire arrived that we strapped ourselves in. We got a good 2000 feet launch and almost immediately locked into a thermal that took us straight to 9,500 feet at an average of 7-10 knots. It was wonderful to be able to scoop in the cool air through the canopy ventilator. The sky was almost devoid of clouds, only a few over the higher ground to the East. We moved over to these and were rewarded with extra height to 11,500 feet until John started to get a cramp in one of his legs, so we terminated the flight while still above 10,000 feet, and even with full brakes took over 15 minutes to reach the ground and the heat again.

Neil Bennett flew the Kookaburra a couple of times, getting to Goolma (30 kms) and back and reaching 11,000 feet. On another day he tried to repeat his last year's effort of 300 km but had to give it away after about 150 kms after a couple of anxious low points.

We had the pleasure of a visit from the USA of Dean Kramer, a United Airlines Captain and his son Nathan on one day. They had already visited Lake Keepit, Lightning Ridge, and Narromine, and were set up to go to Bathurst and then Sydney and Melbourne. They were obvious Vintage Glider enthusiasts and showed great interest in both the Dickson primary and the Kookaburra. Nathan had a one hour soaring flight with Ron Kingston in the Kooka, reaching over 4000 feet. Dean had won first prize for the best restoration of his 1942 Cinema two seater at the recent

International Vintage Sailplane Meet at Elmira in August, and was keen to meet up again with Alan Patching in Melbourne. He was disappointed that his schedule required him to be back in the USA before our Vintage meeting at Bordertown. Dean has also restored a Schweizer 1-19 and a Scheibe L-Spatz as well as several powered aircraft.

Most people elected to go home early to escape the dreadful heat, but the week was reasonably successful despite this.

THE FLIGHT

BY TERRY WHITFORD at Raywood

We'd just finished lunch & with a glance at the sky
Pete said "let's grab the Bocian and go for a fly"
I jumped at the chance to get back in the seat
Cause a flight in a Bocian is a real big treat

We jump in the seat and do up the straps
And check all the controls except for the flaps
They get us lined up and hook up the link
And suddenly we're moving, quick as a wink

Pete got the plane flying then back on the stick
We're at twenty two hundred, my God that was quick
We're at the top of the launch and he hits the release
We're as free as a bird, we can do as we please

Almost at once we're into the lift
We're going up well, this thermal's a gift
We're climbing so fast, my ears go pop
I look at the vario – it's pegged at the stop

In no time at all we're up to the base
And with the lift that's around we can go anyplace
We break off the climb and head out on track
We're out in the blue there's no looking back

From thermal to thermal we soar through the sky
Completely at ease with the clouds rolling by
We look all around for other gliders on the go
Ah! There's the K7 way down there below

The clouds are still working their tops in a mound
But it's time to go home and put this plane on the ground
Nature's a'callin and it's time to leave heaven
Let's put it away and have a beer or seven

Well we're back in the club and to our very surprise
We got the highest so they gave us the prize
In soaring, anything can happen. It just goes to show
Cause we only went up to give an old pilot a go!

FROM OUR DESK: This issue is a little delayed – anyone who has done major house renovations will understand! A small number of articles have been held over for next issue, but more contributions are requested. Thanks to Leo Dowling for an interesting back issue of "Earbash", GCV, 1947 – just like our own Vintage Rallies! – and the article "Across the English Channel".

'til next time – good gliding and stay safe,
Dave and Jenne