

Vintage Times

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Newsletter of Vintage Gliders Australia

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Membership \$15 is now due

Articles for Vintage Times are welcomed



RAAF RICHMOND GLIDING CLUB'S SCHWEIZER 1-26C

A Schweizer 1-26 story...

BY RICHARD JONES

Work is progressing slowly but surely on the Schweizer 1-26C at the RAAF Richmond Gliding Club (RRGC). The first step was to get her cleaned up after some years gathering dust and bird droppings mixed with leaking rainwater water drips that turned into a sort of dirty cement like covering over the fabric and metal skin surfaces. After the application of lots of elbow grease, detergent and paint doctor by Athol Holtham, Glenn McLean and myself she came up looking pretty smart, as you can see from the photo.

The 1-26C is a kit version of the 1-26B. The 1-26 was designed and manufactured by the Schweizer Aircraft Corporation in Elmira NY. The first prototype flew in January 1954 and there are still some 450 S1-26 A, B, C and E sailplanes registered in 7 countries, with 38 outside the USA.

VH-GQB, S/No 261, is the only 1-26 in Australia and was purchased along with a 2-22, in 1964 by RRGC and flown from Elmira to Richmond in a 36SQN Hercules that was returning to Australia. There were some benefits from being in the RAAF! Manufactured as a kit by Schweizer, dated 4 June 1964, the glider was assembled by members of the then fairly new RRGC, including the writer, under the guidance of Major Hal Doughty, a USAF exchange officer at Richmond and an early club member. Assembly was completed by 10 July 1964 and test flown by Hal on the same day. After one month she had accumulated 67 landings and all of 10 hours and 11 minutes in flight. I leave it to you to work out the average flight time. A good winch or car/truck tow launch got you 1,000 to 1,200 ft AGL. The luxury of Aerotow was not available then. However, the 1:23 glide angle was considered pretty good and on 16 August I set a record of 36 minutes, which of course over the intervening years has been well exceeded.

Many people have flown her since and in the log book I noticed that one Alan Patching flew her at Narromine. During her life, GQB spent some time with the RAAF Pearce Gliding Club in WA but was then bought back home to Richmond by the RRGC.

Forty two years later she has flown 2,194 hours and accumulated 5,978 landings. The last regular flying was done in 1991 but since then has only been flown for 20 min, in two flights by Peter Hartenthaler and then Frank Burt, immediately after the annual airworthiness check and 30 year survey in late 1998.

The 1-26 is a delight to fly. In her early life she was certified for aerobatics and in fact I demonstrated her ability in an Air Force Day display at Richmond in 1964. I am keen to get her

back into the air again and the next step is to successfully complete an annual airworthiness inspection. This is currently in the planning stages and will be worked through over the next few months.

I have made contact with Les Schweizer and others in the US who are a source of spares and data if needed, and also good engineering and technical advice. There is an active 1-26 Association, within the Soaring Society of America, whose members are devoted 1-26 enthusiasts and hopefully another good source of information and experience.

The adventure has begun and I hope to be able to keep you up to date on progress as things develop. The restoration of GQB is a team effort with Athol and Glenn giving their technical experience and skills to the project. We will be liaising closely with Len Diekman, our RTO/A in NSW, on airworthiness issues as they develop and I am hoping to satisfactorily complete any repair work and the airworthiness inspection in the first three months of 2007.

Some details on the 1-26C:

Construction

The fuselage has chrome-molybdenum welded steel tube structure and is covered in polyester fabric.

The wing structure is made from aluminium alloy with mostly aluminium alloy skin and polyester fabric covering trailing edges and ailerons.

The empennage structure is made from aluminium alloy and is polyester fabric covered.

Design Limit Load Envelope

5.54 g positive manoeuvre or gust load, maximum

3.54 g negative manoeuvre or gust load, maximum

Flying

Best glide angle speed IAS = 42 knots
for a 23:1 glide ratio

Lowest sink rate speed IAS = 33 knots
for a 21:1 glide ratio and 2.6 ft/sec sink

Never exceed speed IAS = 90 knots
for an 11:1 glide ratio

Maximum aerotow speed IAS = 82 knots

Maximum winch/autotow speed IAS = 52 knots

Richard Jones, RAAF Richmond Gliding Club
9 November 2006

VINTAGE GLIDER CLUB ANNUAL RALLY IN FRANCE



VINCENZO PEDRIELLI & VINTAGE GLIDER CLUB PRESIDENT CHRIS WILLIS

The 34th International Rally took place at at Brie-Campniers airfield, from 12th to 19th August.

There were almost twenty nations with over 110 vintage gliders and over 350 people attending the rally! The site is a very picturesque part of France, about one hours drive from Cognac, Poitier and Limoge, and about 70 miles north-east of Bordeaux.



SLINGSBY T31

Launching was both by winch and aerotow, and most of the time good thermals were available. However the weather did not co-operate on some days. No gliders were damaged, and only one outlanding was made. However, when the German team collected some local mushrooms near the airfield, and a local French chef assured them that they were OK, the whole group finished up in hospital! Luckily all survived without serious problems!



HOLZ DER TEUFEL NACELLED PRIMARY



MILAN

The international night was a big success (as usual!), lots of good food and wine from all the countries represented, however the evening ended with International dancing, a variation that produced a "friendly and exciting" atmosphere. Another great night was the "French Night" with over 400 people attending, entertained by local musicians playing on "vintage" instruments.



The award for the "Best Restoration Project" went to this Zlin Z-24 Krajanek OK-8560.



A DUTCH COUSIN TO VGA'S K4?

The VGC family continues to grow, and the rallies keep getting better! Next year the 35th rally will be held in August in Nitra, Slovakia. Start saving, guys, this is the trip of a lifetime!

The editors wish to thank **Vincenzo Pedrielli** for his assistance in preparing this article.

Melbourne Cup Vintage Regatta

It was good news/bad news at this year's regatta held at Raywood, home of the Bendigo Gliding Club, held over the four days up to Melbourne Cup Day. Good that six Vintage Aircraft attended, bad that the weekend clashed with Mt Beauty Club's 30th Birthday Bash, when it would have been wonderful to attend both! Good that the weather was great for three days, and bad that Cup Day was so cold and windy - flying cancelled!

Weather on Saturday was fine, with a cool breeze from the south. Nine of the aircraft on the coaching course landed out. Sunday was better, while the best day was Monday with light winds and cu's scattered across the sky, every one sitting on top of a nice thermal!



Gliders present were the Cobra with Scott Penrose, who also flew concurrently in the VSA coaching course, the Ka6 brought by Jenne and Dave Goldsmith, the Woodstock and Super Woodstock brought by Peter Raphael and Mal Bennett respectively, the Bendigo syndicate Bocian and Bendigo Club's Super Arrow.

Additional VGA members and friends who attended included Pete Boreham, Ian McPhee, Dennis Hipperson, Billy Hughes, Steve Baldini, John Kohan, Gary Sharp, Caleb White and Kylie, James Garay, Ross Birch, Geoff McDonald, David and Rosie Howse, Mike Williams, Patrick Roberts, Phil Organ, Craig Dilks and Steve Curtis.

The duration daily prizes were won by Scott Penrose (twice!) and Peter Raphael. Overall longest duration prize went to Scott with 3 hours 38 minutes.

The distance daily prizes went to Scott Penrose (twice again!) and Mal Bennett. Scott's best distance of 220 k won the overall best distance prize.

The best altitude daily award went to Peter Raphael on all three days – verified by logger! No – he won't sell his logger! Best altitude overall was 7,282 feet.



PETER WINS THE PRIZE FOR BEST ALTITUDE

All present regarded to regatta as a success, both socially and for the pleasant flying conditions. Overall, 35 hours and 43 minutes were flown, with a total distance recorded of 1,171 km. Launching was by Geelong Super Cub and Grampians Callair. Many thanks to Helen Dilks, who did a wonderful job providing breakfast, lunch and two course dinners for the multitude. Thanks also to the Bendigo Gliding Club members and the tug pilots who all contributed to a wonderful time had by all.

What a vintage beauty! **FROM GRAHAM GARLICK**

Kites and eagle soared with Kookaburra and Baby Grunau, over the Bogong High plains in early November to celebrate the 30th anniversary of the Mt Beauty Gliding Club.

Representatives from 7 clubs and three states flew every day. Spectacular soaring gained from both winch and aero-tow. Most pilots caught the initial and feeble lift on the lower reaches of Little Bogong, then after hugging the tree line, caught the chimney effect from the fluted mountain shafts. This increased the rate of lift on the ascent to the bald face of Mt Bogong, Victoria's highest. From the 6300 feet summit further climbs were an easy jump to a cloud base between 9 and 10,000 feet.

Ingo and Toby Geiger flew 600 km out to Tocumwal Mt Kosiosko and return. The lower performance Vanstan modified Kookaburra a lesser distance and slower in deference to age. Never the less the thrill was evened, irrespective of distance and age. The Kookaburra flew to Falls Creek, Mt Feathertop and Porepunkah before returning to Mt Beauty.

The oldest aircraft was Leigh Bunting's splendid Grunau Baby.

On the Saturday evening a birthday party was held with 50 in attendance. The weekend demonstrated the rewards and strengths to be gained from the engagement in gliding at all levels, of friendships forged, and memories retained.

Champagne gliding of the best vintage, at Mt Beauty, aptly named!

LETTERS

Dave **FROM** Neil Hardiman

I/we haven't forgotten about a 'paragraph or more' about our 'new' Boomerang. I am sure that like myself, Caleb and Bob are looking forward to the arrival of our Boomerang in Melbourne with eager anticipation for the adventure to unfold.

I am sure that CQY must have a soul and if she could talk, would have a few stories to tell and a few more stories yet to be told. On hearing the good news from Caleb by mail: Friday, 2 June, our 'New' Glider!!! Gentleman ... Boomerang CQY is ourscongratulations.

My spontaneous answer (waxing lyrical) to Caleb and Bob went something like this: Yeah!

The path has been travelled by ten thousand men and women who have soared aloft on the wings of a glider. The trail has been blazed by Cayley, Hargrave, Lilienthal and Wright. Cleared and hewn by Duigan and Richardson and Iggulden. Smoothed and paved by Patching and Hoinville and Schneider. And anyone else who has spent just an hour in the dream of flight.

- inspired by Richard Bach.



I think this is a picture of VH-CQY in WA!
UPDATE 20th November – Neil, Boomerang and trailer are thundering eastbound across the Nullabor at this very moment!

FROM GERRY WILD, Lansdale, PA, USA.
Hello there! And congratulations on getting your Hutter back in the air. I saw the photo and news in the latest VGC News magazine. I'm sure you were thrilled to get it flying again.

All is well here. I haven't flown my H-17 as much as I did last year, but I have had a few nice flights in it. We had a vintage event in Wurtsboro, NY in early July. A small gathering, but still lots of fun. We were getting towed by a Waco biplane, which added to the vintage flavor. We had one particularly great day, with thermals to 8000 ft, and almost no wind. Perfect Hutter weather! Peter McLean was there with several beautiful watercolors of vintage gliders, including two of the H-17. Very nice. I also flew the Hutter in our little airshow that we put on at the museum I volunteer at. I did an auto-tow for the crowd, and it was well liked.

FROM JR Marshall on 11th September

Hi there Goldsmiths,

Yesterday was absolutely awful over here, 30 knots straight across the strip, and as has been typical for nearly every weekend since I dont know when, fantastic (for this time of year) during the week but not nice on weekends,(curses)

But today, nice , light easterly blowing, a few cu's, so I dragged out my beloved Oly, and launched, 2000 feet off the wire, into a scratchy little 1 knotter which turned into 4 knots all the way to cloud base, 4600 feet, I stayed there for 1 and a half hours, and cruised around the country side, meanwhile the Blanik had 4 launches but couldn't get away, them's the breaks, so consequently I am now sporting that good ol Olympia grin.

Cheers, will definitely see you at Bordertown. regards JR

From Bruce Stephenson, Vintage Glider Club News, UK

I am currently working away on my Mucha trying to get the paint on the thing before the cold whether sets in. I will then start on all the fiddly little cockpit details like instruments and panels, canopy etc over winter.

I took the family down to France for the Vintage International and as usual it was a very enjoyable event. The only problem was that we only were there for 3 days as the family incorporated it in to a family camping holiday in France. I got to see a lot of old, and

made lots of new friends, such is the Vintage Family!

I was especially excited to meet some very good contacts re the book, and met Klaus Fey there who is very interested in going to print with my book after I did a bit of a presentation on it for him. (Ed. Bruce is writing a book about Olympias and the German Olympics that were cancelled in 1940). The Germans were a bit surprised at some of my material as it had never been seen before. Interestingly enough there were 4 of us at the International that are writing books at the moment, so it was almost like having the "dead glider pilots association" there!

It was nice to hear that the video I sent was so useful to the Richardson family, sadly it was not under the happiest of circumstances. Alan Patching sent me a nice email and told me all about it.

Hope you enjoyed the last issue of VGC News, it is good that Australia is getting such good coverage, I only wish the USA was as easy to précis, keep those newsletters coming David! I had better sign off, pass on my regards to Jenne and the Vintage gang down under, Happy Landings, Bruce

From Bruno de Wouters, Belgium

Dear Dave,

Thank you very much for your message and the copy of your magazine. I'd contacted the German LBA in order to get details, including the certification sheet, and please find here annexed some interesting details.

The H17a was never certified in Germany because, during tests, the authorities found that the ground control of the plane was too unstable. So, even if the drawings here annexed are for the "a" model, only the "b" model got certification approval.



I'd completed my Hutter 17b on time to go to the international VGC Rally in Angoulême, France. Unfortunately the weather (in this part of Europe, summer looks like winter this

year !) did not permit many flights, mainly because of strong crosswind, so I performed only 1 flight with the little bird. It was the maiden flight and very interesting. Still there are a few things to be completed like the canopy and instrumentation but, basically, it flies very well.

Congratulations for your magazine and best regards, Bruno.

Hi Dave

FROM David Howse

just a quick note on the progress of Kookaburra Ex VH-GLE. (Ed. - The new registration letters are GHH, originally the registration of the prototype Mark 1 Kooka).

As you can see from the photos the wing repairs are about finished and Alan Patching has signed off on the pre cover inspection. All this work due to a trailering accident. My new stand works well with the large one piece wing. By the time VT comes out I hope to have the wing covered.



David also reports that Kookaburra GRZ from WA, now owned by Caleb White and David, had it's first flight for 15 years on 14th November '06. It first flew 46 years ago. See and fly it at **Bordertown 2007!**

The yellow Boomerang GQO, ex Beaufort Gliding Club and now owned by Mike Williams and David, has completed a 40 year survey & will also be at Bordertown 2007

Hi All,

FROM Cilla Rim

Well a date has been set for the 25 year reunion of Euroa Gliding Club – Saturday, 6th Feb. 07 at midday at Wattle Park, Burwood.

There are BBQ facilities there and the school holidays will be over. Pat Houston has been dreaming of this for quite a while, and I have offered to get in touch with you to see if you would like to come along and get together with some of your friends from those days.

Please advise either Pat at misspat@bigpond.net.au or myself if you can come along.

Regards Cilla Rim

Dear David & Jenne, **FROM John Tufrey**

I would be pleased to receive your "Vintage Times" newsletter – have recently had "Gliding in Australia" by Allan Ash out from the library. They were exciting times, the early days, with so much home building being done. I read about the blue Grunau (Les Squires) and the grey Grunau, perhaps they are still going strong. The Golden Eagle on the cover looks marvelous.

Best wishes, John Tufrey

John, thanks for your letter, they certainly were great days and are not over yet! While talking about the good old days, I believe our paths crossed in the 1960s during the inter club visits by Narrabri, Tamworth & Armidale clubs in the Northern NSW Soaring Group!

Vale Geoff Richardson

On a sadder note we advise that Geoff Richardson died on 3rd August, 2006, aged 92. Geoff started the designing and building of the Golden Eagle when he was twenty. This famous glider, first flown on 26th December, 1937, is now the world's oldest glider in continuous regular use that is still airworthy. Geoff mixed his own casein glue as he was not satisfied with the products available at the time. He held a number of important positions within Australian Gliding, and ultimately became the Gliding Federation of Australia's Chief Executive Officer. He also continued negotiations with civil aviation authorities over the control of gliding. His efforts received world-wide recognition when the FAI awarded him the Paul Tissander Diploma in 1980. He was a member and supporter of VGA and the Australian Gliding Museum, and will be sadly missed.

(Ed:- I have an email attachment, a movie of the Golden Eagle on early flights, if you would like a copy please let me know).

BORDERTOWN 2007 UPDATE

FROM IAN PATCHING

6th-13th January, 2007



The fellas at Bordertown are looking forward to our attendance in January. They have been working hard to bring the rooms up to scratch and overhauling the winch. Flying will be happening in the week before the rally for those who can't wait. Last year Lyle and I had a ball so come along early if you can.

The feedback so far from people is positive and this could be a biggy so get in early!

Book a bed in the bunkhouse or a campsite with Peter Brookman on (08) 8756 5019, or brookmanp@activ8.net.au. Winch launch, accommodation and dinner cost is the same as last year - \$10 each. Breakfast and lunch are available for a small fee. It is hoped that David Howse can bring his Super Cub.

Also, don't forget Keith Nolan's wood repair course. You can ring Keith on 03 5428 6163

2006/07 MEMBERSHIP FEES ARE NOW DUE

This year we are again running a **VINTAGE TIMES** raffle, and **the prize is Martins Simons' book Sailplanes 1920-1945.**

This wonderful book is the FIRST in the series. Titles are "**Sailplanes 1920-1945**" "**Sailplanes 1945-1965**" and "**Sailplanes 1965-2000**" and they are available from:-

**Future Aviation Pty Ltd.,
10 Antigua Grove,
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Tel/Fax 08 8449 2871

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Current price for each book is \$108.90 incl GST + \$10 Postage & Handling. As Future Aviation Pty Ltd has shared with us the cost of providing this wonderful prize, please mention **Vintage Times** with your order!

The ideal Christmas present!

THE VINTAGE TIMES RAFFLE helps reduce your membership fee. Please consider supporting our raffle when you fill in your membership form. Thanks!

THE NEW WASSERKUPPE MUSEUM

STORY: VGC NEWS (excerpts), Chris Wills
PHOTOS: JOHN ASHFORD



PART OF THE NEW DISPLAY HALL

The German Wasserkuppe – Berg der Flieger (Flyer's Mountain) – is a place of pilgrimage, not only for pilots of sailplanes, hang gliders and paragliders. It attracts hikers, bikers and many tourists. On May 20th, the Wasserkuppe acquired a new attraction. The sailplane museum has re-opened with a huge extension hall of 3000 sq.m. Also, the museum now includes a new realm, the history of aeromodelling. So the place is now called "Deutsches Segelflugmuseum mit Modellflug".

The museum began in a small garage in Gersfeld, then moved to a hangar next to the airfield control tower and then to the interesting circular wooden building opened in 1994. Starting with only a few gliders the number of sailplanes belonging to the museum increased from year to year. Many of them had to be stored, de-rigged, in the cellar. An extension was necessary.



HOLZ DER TEUFEL NACELLED PRIMARY

There are 44 gliders displayed, ranging from Otto Lilienthal's first gliders from 1891, via the first post WW2 Mu 13E – Condor IV and

Kranich 3, Goevier 3, Ka-1, Ka-3, etc to the fiberglass sailplanes of 1967-68. Some from East Germany are also displayed. All exhibits are displayed in perfect condition. The museum archives contain thousands of books, photographs and construction plans.

During the opening day, the weather raged and stormed, making unskilled photography in at least the old museum almost impossible.



VGA MEMBER JOHN ASHFORD WITH FRED WIENHOLZ, THEO RACK AND KLAUS FEY.

Fred Weinholz is author of the books "Grundtheorie des Streckensegelflug" (Basic Theory of Crosscountry Soaring"). For many years Fred was in the committee of the German Aero Club and a member of the International Gliding Commission. Theo Rack is Chairman of the Verein Deutsches Segelflugmuseum and is responsible for the Wasserkuppe Museum. I think the new museum was built mainly due to his enormous efforts. Klaus Fey, of EQIP, is the publisher of Martin Simons' books.



DOPPELRAAB

The model aircraft department is 800 sq metres in area. It occupies the gallery linking the old and new museum. Not only gliders but all kinds of powered models are shown, and there is an immense collection of 300 model engines and lots of radio control devices.



GOE 1 WOLF



KRANICH SET UP FOR HIGH ALTITUDE FLYING.

The Wasserkuppe Museum is open all year except for Christmas day.

RICHARD NICHOLAS DUCKWORTH (DICK)

JUNE 5, 1913 – AUGUST 31, 2006.

Dick Duckworth joined the Gliding Club of Victoria in the early 1930's and was Life Member number 2. Whilst probably not very well known amongst modern day GCV members, he was very deeply involved for many years in the early development of GCV.

He established the Australian Gliding Association which was to become the forerunner of the Gliding Federation of Australia. The AGA was virtually a one man organization and on his tours he established contact with virtually all interstate gliding clubs, from which a loose form of a national body developed, and he was able to act on a national level in early negotiations with the Department of Civil Aviation administration. He also published a quarterly newsletter in an endeavour to keep gliding folk informed of activities throughout Australia.

Although Dick retired from active flying activities in the late fifties he was a regular visitor to Benalla and of recent times his annual visit to Old Timers' Week was a welcome chance to catch up with old acquaintances and see how the Club was progressing. With the formation of the Australian Gliding Museum he showed a very effective interest in its progress. His family has passed on his very considerable collection of Australian gliding history to the Museum.

Jim Barton.



HOMEBUILT SAILPLANE CORNER

WITH PETER CHAMPNESS



EXTENDED WOODY GFJ
FIRST FLIGHT SATURDAY, 30.9.06

From Mal Bennett

After a trip to Tocumwal several weeks ago to have Mike Burns give the aircraft the once over, as we have with all our previous home builds, we were forced to go elsewhere for the first flight as no tugs are available at Toc anymore.

Mike seemed happy enough and said to go for it. So on Saturday, 30th September we tootled off to Bacchus Marsh to use one of the Clubs tugs from this airfield.

Peter Raphael and myself drove over having arranged to meet Jim Garay and on arrival assembled the glider. A good D.I. with independent inspection by Peter and Jim and after lunch towed out to the north end of 18 for the first flight.

Jimmy organized a tow and I spoke to the tow pilot and said I would go to 4500 feet and release. Tow speed 60 knots.

Lined up and the tow started.

Quick check of control ability once on the main wheel. Waggle the ailerons - correct response. Waggle the rudder - directional stability OK. By this time I was off the ground, in position just above tugs rudder and propeller slipstream.

Climbed out to 4500 feet, with nice gentle turns - a nice first tow. At 4500 tug waved me off just as I

was about to release, proving both altimeters had a similar reading.

A couple of gentle straight ahead stalls proved out a stall speed of 28 knots with ample warning from burble on the tail from turbulent air off wing root. No wing drop either way. The nose bobs up and down with stick against the rear stop. No sharp drop when stalled slowly. When stalled from a higher speed with a nose high attitude, the nose drop was more marked but not violent, nor did it drop a wing. Left and right turns OK, but slow transition still to explore this further.

Increase speeds and check for flutter every ten knots and smoothness and controllability.

Have checked to 75 knots at present, only 10 knots to go, but no problems with controls (they are mass balanced). Sink rates seem to be quite low. Found lift and worked it quite well. Out climbed the Foka 5, a glass 2 seater and Jim's Woodstock with Peter up. Tested sink rates and controllability with air brakes open. All seemed quite good. No pitch change.

Landed after 1 hour 47 to give Peter a flight with a real greaser. Good control right down to stop. Scrubber brake band not very powerful.



FJ Lines up with WoodyRoo. Note long Wingspan and modified turtledeck.

A nice first flight.

I wasn't as nervous as I thought I might have been before the flight, in fact quite calm.

Aircraft might require a little alteration with an extension of the aileron length (standard Woodstock length and position) to increase roll rate.

This possibility has been built into the wing already, only requiring a hinge and cutting out to be done.

Woodstock GFJ wingspan 14.4 metres Standard 12 metres

Weight 154 kg

Standard 125 kg

Pilot weight range 72 - 100kg

Further test flying will be carried out to determine L:D, sink rates, polar for the aircraft before any alterations will be determined.



I am quite happy with my new toy! MBee

Malcolm Bennett's Woodstock takes First Flight

Peter Champness

The Super Woodstock built by Malcolm Bennett had its first flight at Bacchus Marsh on Saturday 30th September 2006. I received word of this from Peter Raphael a few days earlier and thought I might get there about 1pm. Happily James Garay was able to advise me that I might arrive a bit earlier because Malcolm was thinking of an early flight before the air got rough from thermal activity.

Consequently I rolled up about 11 am and was just in time to find Malcolm and his team (Peter Raphael and James Garay) helping to rig the glider. They had the fuselage out of the trailer but the wings were still inside.

Gradually the glider was put together. Peter Raphael conducted a survey inspection whilst the glider was assembled. Eventually all seemed correct and photographs were taken for posterity then it seemed like a good time for lunch before the big event.

Malcolm says his glider has been ready for some time but he had been waiting for the GFA Chief Airworthiness Officer to issue the approval to fly. The new glider is registered VH-GFJ and has FJ painted on the fin so it is now known as the FJ Holden. FJ has an Experimental certificate.

The Experimental Certificate is a type of certification adopted from the USA which allows new aircraft designs or modification of existing designs to fly in Australia without requiring extensive test flying programs. The builder assumes most of the risk of testing the new design. The requirements of the experimental certificate protect the public and innocent bystanders.

In the case of FJ, Malcolm has been asked to fly the glider with the C of G on the front half of the specified range for a normal Woodstock. The reason for this is that FJ has extended wings. This could modify the spin recovery because of the increased moment of inertia. The spin recovery characteristics are still to be determined. However spin recovery is usually easier if the C of G is forward rather than aft. The aft C of G point is usually determined by the spin recovery

characteristics. The JAR 22 Airworthiness Requirements specify that spin recovery be effected within half a turn with normal recovery techniques (opposite rudder and forward stick) after completing five full turns.

After lunch we towed out the flight line. There had been a change of runways during our lunch break and the launch direction was now 18 i.e. due South. In actual fact there was almost no wind so it was an ideal day for a first flight. Also the gliders were all coming down so thermal strengths were minimal.

James Garay did some quick negotiating with his old friends at the Geelong Gliding Club and Malcolm soon had a briefing with the tug pilot. He requested a tow to maximum altitude (which is 4500 ft QNH at Bacchus Marsh) due to airspace restrictions from Melbourne Airport (4000ft AGL) and tow as slow as possible.



Malcolm catches a few ZZZ's prior to hookup.

There was then a moderate delay whilst a few Geelong Club Gliders were launched. Malcolm was strapped in and ready to go but managed to get a bit of relaxation before hook up. Launch occurred about 13:30 and went without a hitch. The Woodstock was in the air after only a few yards and Malcolm held it in high tow position until the tug got airborne and then held high tow throughout the tow to 4000 ft. It all looked straightforward from our vantage point on the ground.

Eventually we saw him release the tow followed by some straight ahead flight. I suppose there might have been an incipient stall here but it was not apparent from the ground. This was followed by gentle turns to the right then steeper turns to the right followed by gentle turns to the left and steeper turns to the left.

By now Mal was down to about 2000 ft and camera man Peter Raphael began to set up to record the landing. However after we had waited for about 10 minutes and the turns to the left continued it became apparent that Malcolm might not be planning to land any time soon.

At this time I decided to take a launch in the Foka followed soon after by Peter Raphael in James

Garay's WoodyRoo IKL. I found lift up to about 3300 ft above ground. Peter linked up with Mal soon after and I was able to share a few thermals later on. At one stage they did a high speed run toward the YouYangs (prominent local hills) to compare comparative performance.

I shared a couple of thermals with Malcolm but was not quite able to reach his height. So it seems that the FJ Holden thermals pretty well. At one stage I decided that I would leave Mal to his test and left a thermal. Mal apparently snuck up behind me and checked the glide against my Foka. He said that he was holding my speed of 50 knots but was losing less height so his L/D seemed better at this speed. This is indeed possible since the FJ has almost the same span 14.4m. He was very pleased by this. However I prefer to think that he was soaring on my wake.

Eventually Mal landed followed by Peter and then me. I had a flight of 1:32 so I think Mal's first flight was close to 2 hours. Not bad for a first flight. Mal says the handling of the Super Woodstock is different from the Standard Woodstock. Specifically it requires a lot of rudder to initiate a turn and the roll response is a bit delayed.

I think Malcolm is well pleased with his new glider.

M 200 to fly again.

The M 200 (Foehn) GTG until recently owned by the Beaufort Gliding Club was severely damaged this year in a landing accident. The pilot misjudged his position and height on the downwind leg of the landing circuit and was unable to reach the runway. He turned and landed crosswind in a nearby paddock. The wind, which was quite strong, got under the upwind wing and flipped the glider over on its back. Both wings were severely damaged and the fuselage broken in half. Fortunately the passenger was uninjured and the pilot received only scratches.

The glider was considered a write off.

The wreck was purchased by Laurie Simpson of Brisbane as a possible rebuild project. I rang Laurie a few weeks ago. He says the rebuild is already underway. He has the front and rear sections of the fuselage jiggled up and carefully aligned so that the break can be repaired.

We look forward to further news of this project.

Saw Sets

(from the Internet)

When using a saw, you'll notice that the kerf (the technical term for the groove the saw makes as it cuts) must be wider than the body of the blade or the blade will bind. To accomplish this some saws are tapered with the steel at the cutting edge thicker than the steel at the back. But the teeth on almost all saws are bent

out a little so that they will cut wider than the thickness of the saw steel. The "set" of a saw blade refers to this the amount of clearance the saw teeth have over the width of the saw body. The more set a saw has - the more each tooth is bent out a little bit - the less chance of the saw binding the cut. But too much set and the saw will be hard to control. Most regular grade saws are shipped with too much set (which is good to remove), but after several sharpenings, you will find yourself needed to set the teeth. If the set isn't even, the saw won't cut straight: it will favor one side of the set or another. This principle applies to both Western and Japanese saws. A sharp saw is an amazing tool, so getting in the habit of setting the teeth can make a world of difference.

There are three basic ways of setting the teeth. The first, and coolest, way is by using a very tiny hammer against a small anvil to bang each tooth the appropriate amount in the right direction. First you do one side, then the other. This method goes fast, but unfortunately it requires an extreme amount of skill in order to hit every other tooth squarely and with equal pressure. To be honest, I don't know anyone with the skill to set teeth this way. The second way is by using a "wrest." A wrest is a small piece of iron with slots cut into it. To use it, you do is hook each tooth into the slot and bend the tooth that way. This method is still used for very large timber saws, but it doesn't work very well with the tiny saw teeth we normally see in back and dovetail saws.



The final method, which is by far the most popular, is to use some sort of pistol grip saw set, just like these. The set hooks on to the saw, so that when you squeeze the handle, a plunger bends the teeth a specific amount. The amount is determined by the position of a movable anvil behind the plunger. Most saw sets available on the used market were designed to work on saws between 4 - 12 pt., which was by far the most popular range in the days of handsaws. This of course leaves you out of luck for the finer dovetail and tenon saws we all use now. These saw sets, however, are made in Japan, where

very fine saws are common. The gold-handled one for regular 4 - 12 pt. saws, and a finer blue one of 12 - 26 point saws. The blue saw set also has a much narrower plunger to take into account the smaller teeth

In Memoriam

Our sympathies are with Malcolm Bennett whose mother died recently at the age of 96. Mrs Bennett lived at home with Malcolm until recently when she moved into a nursing home. Homebuilders James Garay and Peter Raphael attended the funeral along with family members.

Correction

In the last newsletter I published that Malcolm Bennett's Super Woodstock had a span of 13.5 metres and that the wing had been proof loaded to 5.3 g. Malcolm advises that this is incorrect. The wingspan is in fact 14.4 metres and the wing was proof loaded to 6g at a cockpit load of 100 kilograms and a further allowance of 40 kg for the planned engine installation.

VT Late News – Vale Grace Iggulden

Just had news of the death of one of our early members, Grace Iggulden who went on to become Grace Roberts, Grace Hoinville and Grace Bartram. All her husbands predeceased her. She did not marry her last partner, Dick Martin!!!!

Grace joined the VMFG as an Instructor when we moved from Mordialloc to Berwick. She had learned to glide with the GCV and features in the Cinesound newsreel 'Grace in Gliding' (on the VMFG New Member's disc).

Along with her husband Ron Roberts she instructed almost every weekend for many years until Ron's untimely death. She then flew with Fred Hoinville in the Schweitzer TG-3 and stopped gliding after his fatal accident in the Fisher RW-3.

Her last visit to Bacchus Marsh was in 1999 to help celebrate 50 years of the GFA when she flew with Gary Sunderland - one of her pupils!!!

Grace was renowned for writing articles and VMFG news was published in Sailplane and Gliding for some years.

Grace was a founder member of the AOPA and, as may be expected, was an active member of the Women Pilots Association.

Regards, Alan Patching

**MERRY CHRISTMAS &
HAPPY NEW YEAR TO ALL!
SEE YOU AT
BORDERTOWN 2007!**