

Vintage Times

Newsletter of Vintage Gliders Australia

www.vintageglidersaustralia.org.au

Issue 147 January 2020

President John JR Marshall, Tel: (08) 87334416 Email: jma99350@bigpond.net.au
New Secretary Bob Hickman Tel 0417 125 664 Email: bobhickman9@gmail.com
Treasurer and Membership, Ruth Patching, Tel: 0437 525 666, ruthpatching@hotmail.com
Newsletter David & Jenne Goldsmith, PO Box 577, Gisborne, Vic 3437 Tel :03 54283358
E-mail address daveandjenne@gmail.com

The account number for deposits is BSB 033 624 Account 176101, please also advise ruthpatching@hotmail.com

Membership \$20 due before 30 June

Articles for Vintage Times are welcomed



Peter Raphael helps Gary Crowley and Jenne Goldsmith launch in the Bocian

Vintage Gliders Australia Annual Rally 5th – 11th January 2020

The first day of the 2020 VGA Annual Rally turned out to be a social get-together as a strong southerly wind delayed flying, however Monday's forecast was for a sunny day with light winds and 29 degrees offering some good flying!

A mass rigging party took place as pilots arranged their winch launching revalidations.



Attending the rally were:-

Kookaburra Mk 4 (above) GNZ with Brian McIntyre

Boomerang GQY with Bob Hickman

Chilton Olympia "Yellow Witch" GFW with John Marshall

Ka6E GEA with Jenne and Dave Goldsmith

Boomerang GQO with Rosie and David Howse

Longwing Kookaburra GRN with Peter Butler

Boomerang GTL with Mike Renahan

Bocian GQT from Bendigo with Peter Raphael and Mike Williams.

Additional members and friends attending included Ian Wright, Ged Terry, Erik Sherwin, Peter Fietz, Colin Collyer, Peter Butler, Adam Howell, Gary Crowley, Geoff Hearn, Kim Van Wessem, Terry Ryan, Leigh Bunting, Ruth Patching, Dennis Hipperson, Keith Willis, Richard Geytenbek, and Peter Bannister, who kindly provided his usual high standard of daily weather presentation.

Ray and Christine Whittaker, of the Vintage Glider Club, were welcome visitors from England to do some touring and attend our annual rally.

Briefing for the first day's flying on Monday 6th saw a unique weather forecaster invented and presented by JR and Renna which produced amazing insights into the future weather, unfortunately not at all backed up by Peter Bannister's official forecasts! As Renna's fly net seemed to be the main method of communicating the forecasts to the worldwide inter-net,

this has not yet been picked up by the international media!

Peter Butler has been working on establishing a gliding club at Coober Pedy, S.A., and has bought the Long-wing Kookaburra for that club. VH-GRN was purchased from Gary Ryan by Coober Pedy Gliding Club, it had been living at Waikerie for the last 3 years or so, and after a form 2 inspection it was transported it to Bordertown for the rally. Until Coober Pedy build themselves a hangar it will be staying at Millicent. He hopes to welcome glider pilots to the club in the future.



Coober Pedy's Kookaburra



Ged assists Renna in the Boomerang

Monday turned out to be a good day with 15 flights, 5 of which were over an hour, to heights of over 6,000 feet.

Tuesday the bushfire smoke moved in, and extended north as far as Alice Springs, although it was forecast to improve from the South. The only flight of note for the day was Leigh's kite, which disappeared on a downwind dash from a great height, not to be found until the next day (Wednesday) following some clever searching by a drone, and a safari through the local forest to find it!



Leigh with his crosscountry kite!

On Wednesday the smoke cleared to a beautiful day and fourteen flights of up to 5 hours duration were made. The **VGA Annual General Meeting** was held this evening, with Leigh Bunting retiring as Secretary, and Bob Hickman elected as the new Secretary. All other positions remain the same. Treasurer Ruth reported bank balances of \$9,488 and \$14,612 in our two accounts. David Howse introduced a motion for us to include Classic gliders on a trial basis as these pilots do not have their own association. See more about this in a separate Vintage Times article. After spirited discussion the proposal was passed.



Now that's a winch!!

David Howse was the guest speaker. He talked about his aviation career as an engineer. This covered from apprentice with the airlines to working on Jet Warbirds and Homebuilt aircraft. One of the projects he worked on was to build a full size, working, DH88 comet for a movie about the great air race.



Geoff Hearn's model lit up the night sky!

Unfortunately the weather turned bad for Thursday and Friday. Thursday was hot and windy, rain was forecast on Friday so many visitors derigged their gliders. Saturday looked good so the Bocian was rigged, doing 7 flights, some flying by Maccas Kookaburra GNZ but the Yellow Witch had the longest with 1 hour 44 minutes by JR.

The VGA Annual Dinner took place on Saturday evening and the following awards were presented:-

The Schneider Award for the best maintained Vintage Glider went to Macca for the Kooka GNZ

The Renmark Trophy for the Best Distance at the National Rally went to Jenne Goldsmith for 215 km in Ka6E GEA

The Best two-seater was awarded to Peter Raphael for Bocian GQJ

The Geoff Gifford Trophy for longest Vintage Flight went to Laurie Simpkins for 377 km in his Foka 5 GEF.



The Concours D'elegance award went to David Howse for Boomerang GQO "Yellow Bird".

The Rally was well attended, having a strong emphasis on social activities, with the modellers quite active and many interesting models present. All round it was a lot of fun for all those attending.

Thanks are extended to the Bordertown Keith Gliding Club members who provided a safe and pleasant environment, as well as most of the catering, for our Vintage Gliders Australia National Rally. Your efforts are greatly appreciated!

VGA Classic Gliders proposal

D Howse

The history of the VGA goes back to 1977 when a group of like minded vintage glider pilots founded the VGA as a home for gliders that are no longer "The best of the best". Even though they still are quite capable of giving a great flight, they were outclassed by the latest "hot" ships. The division of the class was easy. With the introduction of fiberglass and the huge jump in performance it brought, laid the foundations of what we classed as Vintage. Also as fiberglass has its unique maintenance issues the division of class was a good point of fact

Over time many of the early glass gliders started to find that they too were being outdated. Owners and pilots of these gliders were facing the same dilemma that we in the Vintage class did.

To this point, the International Vintage Glider Club formed a "Classic" group within its own club. This group gave a home to the classic gliders and the pilots who fly just for fun.

At the Vintage Gliders Australia AGM I proposed that the VGA also form a "Classic Group" to foster a home for these gliders. This was accepted by vote of the membership in attendance.

Next came a lengthy debate on what was a "Classic Glider". Do we use the OLC model? Or the VGC model? In the end we chose a mix of many models and came up with :-

Classic Glider

- **Any Glider out of production by 25 years.**

What will this mean to the VGA?

Positives:-

- Well more membership is one. Like minded glider pilots who just enjoy flying.
- A home for what is fast becoming a forgotten glider group.

Negatives :-

- We still need a clear division of class as the performance and maintenance issues are very different from the vintage group. This is why I proposed stand alone "Classic group" within the VGA. (Just like the VGC).
- At this stage we in the VGA do not have the resources to assist this classic group to have the same privileges we have in the vintage group. This may change in the future but for now the Classic group will still have to meet all their GFA requirements.

Over the years Classic Gliders have always been welcome at the VGA. Now we have formalized this relationship by giving them a home to roost. If you wish to join the VGA just look to the website.



Ged Terry enjoys some Yellow Witch shade!

MY RECOLLECTIONS OF BORDERTOWN 2020.

By JR Marshall

Well another National Vintage Glider Rally has come and gone. We were blessed this year with the presence of 3 vintage two-seat gliders. A shortwing Kookaburra, a Longwing Kookaburra and a Bocian. They all flew doing what they were built for. Training flights, winch and site checks, and some just because they were there to fly, and what better reason is there. We had around 30 of us, with the occasional drop in and various days, who enjoyed some great flying, some fantastic model aircraft flying displays, and comradeship of the highest order.

All this and more, a new event called guess where the kite went was started by Leigh, it's a bit like Where's Wally, only you use a kite (large-ish in size) that has a height and temperature recoding device attached. This kept a few of the crew busy for a few hours. The kite was located approximately 3 kilometres away with the use of a drone and a very precise description of it's last known heading.

At the daily briefings we were introduced to the latest in weather forecasting technology - " EYE-SORE", a concept still in it's infancy, but surprisingly accurate on some days. Remember "It is a forecast NOT a promise". We did have a couple of lay days, due to circumstances beyond our control, one day the smoke was so thick (only this time no fires really close to us) that visibility was only about 1 kilometre, not that good for aviating, so we didn't.

The guest speaker this year was a real surprise, as it was one of our own. Very entertaining and enlightening, it is nice to know we have individuals of this calibre amongst us. One thing that didn't happen this year, is we didn't send anyone to the hospital, (this has been an occurrence for a few years now, for various reasons), we buried them instead...

Nah only joking. All in all I had great fun, and all you need to do is be there next year and you can as well.

Cheers, JR John Marshall, President,
Vintage Gliders Australia

Coming events:- Be there!

Hunter Valley Gliding Club

Easter Vintage Rally 10-13 April 2020

Thursday 9/4/20. Informal pre rally day

Friday 10/4 till 13/4/20 Easter Weekend. Organised Rally.

Tuesday 14/4/20 till the weekend of 18-19/4/20. As much flying as possible!

Contact Rob Moffat on 0418 183 563 or robsmoffat@hotmail.com

Vintage Glider Club Rendezvous Rally

25 to 30th July 2020 at LSV Lingen, Germany

48th International Vintage Glider Club Rally

1st to 9th August at Achmer, Osnabrucker VFL Germany j .

Registration for both Rallies www.vgc2020.de

FOR SALE

PASCOE EP2 SUPER GOOSE

VH-GXK

LAST FLOWN 2012

COMES WITH OPEN TRAILER

REQUIRES MINIMUM WORK TO BECOME
AIRWORTHY

\$2,000

STEVE CURTIS 0402 928 388



We regret to advise that Keith Nolan passed away on 3rd February, 2020.

Our thoughts are with Edna and family members. We hope to have a story about Keith's gliding exploits in the next issue of Vintage Times.

Farewell Keith

I first met Keith at Stonefield at the vintage rally 2003, if memory serves me correctly. We test flew a Kookaburra, and while we were in the air, we talked of many things. We discovered that we had done similar types of work, including servicing oil heaters. We both agreed this was a mongrel job. Our flight lasted over an hour, so most of the world's problems were almost solved, including a problem with Edna's car. The next encounter with Keith was at Bordertown, the first of the National rallies to be held there, once again we engaged in meaningful conversations, at the end of which, I owned an Olympia, and a friendship with both Keith and Edna. He ran wood working courses during the rallies, and was an enormous source of knowledge. In closing, I would like to say, Keith is one of those unforgettable characters you meet rarely in life, it is an honour and a privilege to have known him. JR Marshall

Queensland News

Laurie Simpkins at Warwick has a full in-tray of aircraft to work on! He flew Kingfisher VH-ZAG on 2nd Feb. "First one a quick trip, second one around an hour and 7000 ft. Still learning how to fly her but all went well! I am looking forward to Warkworth at Easter!"



Kingfisher VN-ZAG

Laurie advises of a couple of projects under way at the moment:-

GYV LSpatz 55. Stewart Hamey is working on and hopefully 2021 flying.

GQN Foka 5 R Fuselage is stripped back almost ready for refinish - next project I plan to complete.

Bocian ex GHC. Last flying at Keepit. Water damaged wing and generally overall bad condition. Syndicate of 4 guys (all vintage nutters!) 2 years away maybe.

XJU. Skylark 4 Trailer roll over, damaged centre section, aileron and rear fuse. Also needs a canopy. I'm doing it in between other projects so no end date yet.

GDW. T31 b, water damaged rear fuselage all repaired now and just needs fabric and survey completed. Close to completion.

Stay safe! Jenne and I hope to see you at Hunter Valley!