

## AUSTRALIAN GLIDING MUSEUM INC.

PRESERVING AUSTRALIA'S GLIDING HISTORY.

### NEWSLETTER.

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#### Editor's Note.

First and foremost, welcome to you all and thank you for your support in taking out membership of the Australian Gliding Museum.

It is your Committee's intention to publish a newsletter on a regular basis with the aim of keeping you informed of the Museum's happenings and direction.

I trust you are all in receipt of the Concept Proposal for the establishment of the Australian Gliding Museum at the proposed Point Cook Aviation Heritage Site. If you haven't received a copy, please give Graeme Barton a call on 03 9802 1098 and a copy will be forwarded to you.

I hope you enjoy reading this first copy of our Newsletter. Should you wish to submit any articles or information which you think would be of interest to members, or if you have any comments about our Newsletter, then please drop me a line. Your contributions would be most welcome.

Geoff Hearn – Editor.

#### Current Activities.

##### Refurbishment Program.

Members are working on a number of projects at a variety of sites. These are as follows:

<u>Aircraft.</u>	<u>Workshop location.</u>	<u>Project co-ordinator.</u>
Olympia VH-GHR.	Bonbeach.	Dave Darbyshire.
Schneider Club 2 Seater VH-GHP.	Ferntree Gully.	John Ilett.
Slingsby T31b VH-GDB.	Gordon (fuselage).	Mal Alexander.
	Ferntree Gully (wings).	Jim Barton.
Flying Plank.	Swanpool.	John King.
Aer-Pegaso M-100S VH-GUD.	Lavington.	Eugene Blunt.
Dunstable Kestrel.	Bacchus Marsh.	John Ashford.

Additional member participation would be welcome. If you can help or if you would just like to view any of these projects, please contact the respective project co-ordinator or give Graeme Barton a call on 03 9802 1098.

*Olympia VH-GHR.* Dave Darbyshire was a member of the syndicate which imported this aircraft from England in a damaged condition in the early 1950's. When the packing crate was opened, it was found that the damage was far greater than expected as the packers, unable to fit the wing into the crate, simply sawed the wing in two so that it fitted! Now, fifty years later, Dave is refurbishing the Olympia again.

Fortunately the wing doesn't need resplicing but a problem of a very different nature has emerged – removing the wasp nests that have been built into the most difficult spots in the fuselage! The wasps found the Olympia to be a favourite nesting place during its many years of storage at Tocumwal and their nests set rock hard.

*Schneider Club 2 Seater VH-GHP* This aircraft has been completely stripped. The wing is being repaired and it is intended to sand blast the metal pod of the fuselage. Any members who can assist in having this sand blasting done are asked to contact one of the Museum Committee members or John Ilett.

*Slingsby T31b VH-GDB*. The airframe of this aircraft appears to be in very good condition but is subject to further inspection. Currently the wings and tailplane are being completely stripped in preparation for refabricating. Mal Alexander has prepared his workshop so that he can work on the fuselage - it is understood that he has successfully made his workshop chill proof from the cold winter winds!

*Flying Plank*. John King has been working on the Plank at his home at Swanpool and refurbishment to display standard is now well advanced. The Plank was taken to Mangalore for the annual SAAA Easter meeting and was used by Dave Darbyshire to demonstrate fabricating techniques. It created a lot of interest.

*Aer-Pegaso M-100S - VH-GUD*. This aircraft, which is in a damaged condition, is being restored by Eugene Blunt.

In addition to the above projects, the Museum's Zogling Primary has been completely restored by Dave Darbyshire but it has not yet been rigged. The Olympia trailer has also been extensively refurbished.

### **Ferntree Gully Workshop.**

The Museum was very fortunate to obtain the use of an ideal workshop in Ferntree Gully free of charge. We are very indebted to the proprietors of the Ferntree Gully Bridgestone Tyre Service, Peter Barton and Glen McVeigh, for making this facility available to us. Currently a group meets there on most Fridays to work on the refurbishment projects and it is hoped to form another group to work there on another day of the week. Members are welcome to call in on Fridays to see the projects and maybe lend a hand. You don't have to be experienced - there are plenty of jobs for the inexperienced. If you do call in, please do not park at the tyre service - there is plenty of parking space at the nearby shopping centre.

Considerable work has been put into establishing the workshop so that it is suitable for our use and with the acquisition of work benches, shelving, tressels, storage cabinets and storage racks, it now looks like a gliding workshop. To all those who have contributed, many thanks from the Committee.

Also, if any member needs assistance with their tyres, undoubtedly they will be well looked after by the Ferntree Gully Bridgestone Tyre Service!

### **Recent Acquisitions.**

*HiJack*. Jack Hearn has very kindly donated his HiJack self designed and built aircraft to the Museum. The HiJack has the appearance of a Primary glider but is powered by a small engine. Jack didn't draw up any plans for the HiJack, relying on his trusty 3 foot ruler for any measurements required!

*ES52 Mark 1 Kookaburra VH-GFF*. This aircraft has been very kindly donated to the Museum by the Barcaldine and District Air Sports Club. This Kookaburra is Schneider airframe number 9 and believed to be the oldest Kookaburra in existence, being the first ES52 made to order after the initial prototype. It was ordered by the VMFG and has a number of unique features for a Mark 1 version, such as a side opening canopy and full dive brakes, the latter being unusual for a Mark 1 Kookaburra.

GFF's recent history is of interest. The airframe had been stored on its trailer in a storage shed. A severe storm passed through the area dislodging sheets of iron from

the shed and causing the glider trailer to be rolled over inside the shed, resulting in some damage to the airframe. It was then stored for some years in the open under tarpaulins in the Rockhampton area where it stayed until recently. This resulted in some water damage to the aircraft, but, in spite of the sub-tropical environment, the airframe is still in good condition.

Following the gifting of GFF to the Museum, we were then faced with the formidable challenge of relocating it from Rockhampton to Melbourne. Fortunately Ian Patching came to our assistance. I, your Editor, accompanied Ian on the trip.

Co-incidentally, the Townsville Soaring Club had recently purchased the syndicate owned ES52B Long Wing Kookaburra VH-GRC which was based at the Grampians Soaring Club at Ararat. An arrangement was entered into between Bob Wyatt of Townsville and Ian Patching for the two parties to meet in the main street of Narrabri, in northern New South Wales at 10.30 am on a given Saturday morning. Bob was to leave Townsville, collect GFF at Rockhampton, and tow it to Narrabri, a two day trip, where trailers would be exchanged for the return trips.

I accompanied Ian on the trip to Narrabri. The towing of GRC to Narrabri involved a 14.5 hour drive. We left Melbourne at 3 pm on Friday afternoon and drove throughout the night to arrive at Narrabri at 5.30 am on Saturday morning. The last 50 km of the drive proved to be the most demanding with an encounter with a large wild boar on the road and hundreds of kangaroos grazing right up to the edge of both sides of the road. We did not exceed 30 kph during this section of the trip and required great concentration to avoid an accident. Contact with one of these animals could have resulted in serious consequences.

Apart from this section, the trip was incident free. Bob Wyatt arrived from Townsville on schedule and we exchanged trailers. The trailering of GRC to Townsville was successfully completed and members of the Townsville Club are now enjoying the superb flying qualities of the Long Wing Kookaburra. We left GFF in Bill Riley's hangar at Tocumwal for storage, completing a delivery process which involved a 2,500 km drive over a 48 hour period. It just goes to show that where there's a will there's a way! Many thanks to Ian for his great assistance in this matter.

The Museum of Flight at Nowra has expressed interest in refurbishing GFF to static display standard and this proposal is currently being followed up.

*Memorabilia.* The Museum has recently acquired further copies of gliding magazines which will be added to our library. In addition, Reg Pollard recently donated his Winter barograph to the Museum – thanks Reg.

*If any member who is aware of any airframes or memorabilia of which the owner would be prepared to donate to the Museum, please let any member of your Committee know and we will follow it up.*

### **Point Cook.**

Since the announcement by the Commonwealth Government last May that a Steering Committee would be appointed to determine the future use of the Point Cook facilities, there has been little progress apparent and hearings from interested parties have not yet commenced. However your Committee has been active in approaching other aviation interest groups to promote the proclamation of RAAF Williams Base at Point Cook as the National Aviation Heritage Centre and the site for the proposed National Aviation Museum. To date we have received in principle support from all of the groups we have approached.

**Design of Museum Logo.**

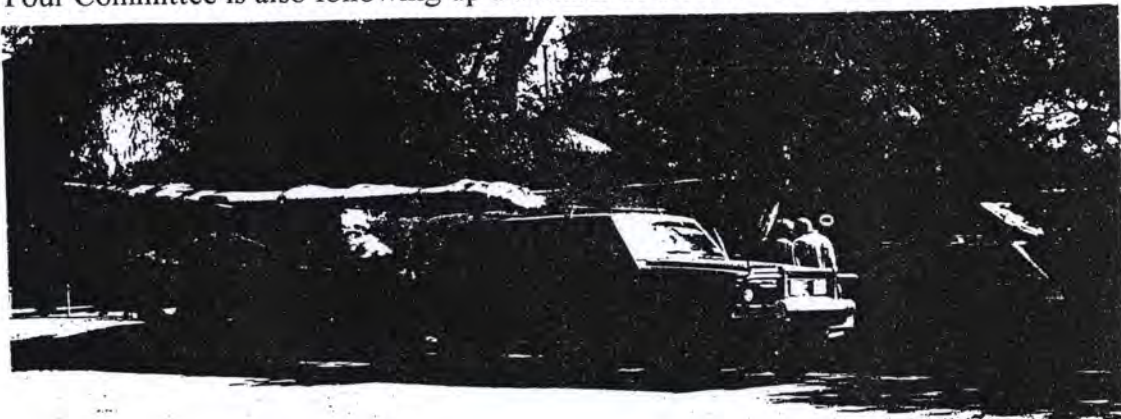
Guidelines have been agreed to pass on to the graphic designer who has agreed to design a logo for the Museum.

**Membership.**

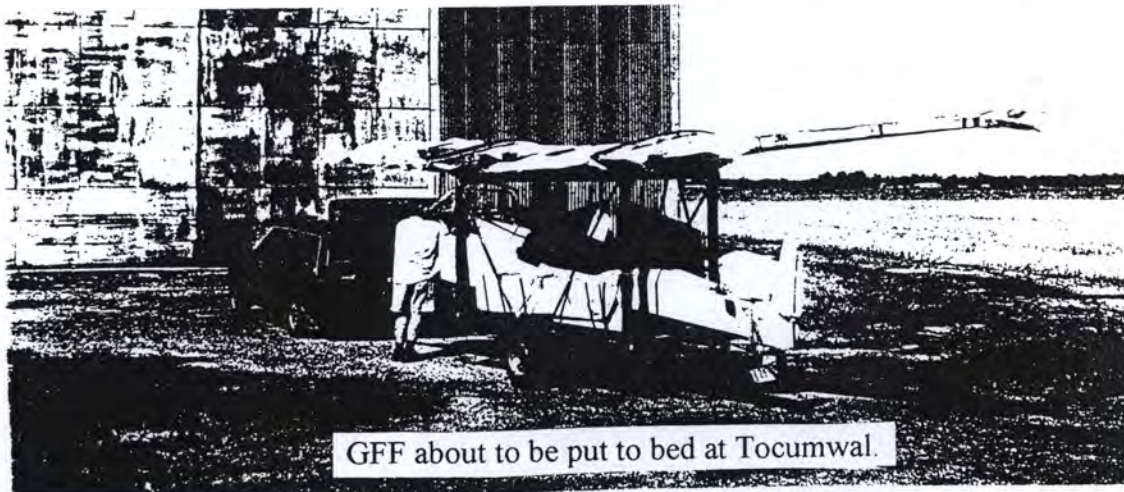
To date we have accepted 75 applications for membership of the Museum. Several of these have failed to renew their membership for the current year. If you are one of these, please forward your subscription of \$15 without delay as those still outstanding at year end will be removed from the Register of Members as unfinancial. Your continued promotion of the Museum in your own circle of acquaintances would be appreciated.

**Funding of the Museum's Projects.**

The Museum has acquired an outstanding collection of airframes. Most of these require restoration. Whilst we have a good team of volunteers to work on these airframes, the materials required cost money, broadly estimated to be in the vicinity of \$5,000 for each airframe, mainly for fabric and dopes, paint, etc. Members may wish to give consideration to forming groups to sponsor refurbishment of an aircraft with which they have a particular affinity or they may have other thoughts on sponsorship. Any suggestions you have would be greatly appreciated – please advise any Committee member of your ideas. You are reminded that the Australian Gliding Museum has received endorsement from the Australian Taxation Office as a Deductible Gift Recipient so all donations of \$2 or more are tax deductible from the taxable income of donors. Your Committee is also following up a number of other avenues to attract funding.



Trailer swap – main street Narrabri.



GFF about to be put to bed at Tocumwal.