

AUSTRALIAN GLIDING

MUSEUM



Official Organ of the Australian Gliding Museum Inc
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NEWSLETTER No. 21, JAN 2009

Official Opening of the Australian Gliding Museum Bruce Brockhoff Annexe



PHOTO BY CLIFF PRICHARD

Bruce Brockhoff, assisted by Alan Patching, opens the Australian Gliding Museum Bruce Brockhoff Annexe



Guests, members and visitors enjoy a sausage sizzle



Australian Gliding Museum President Alan Patching explains the future plans of the Australian Gliding Museum while Vice President Bruce Hearn, Bruce Brockhoff, Treasurer Jim Barton, Secretary Graeme Barton and Master of Ceremonies Clive Phillips look on

AUSTRALIAN GLIDING MUSEUM INCORPORATED

www.australianglidingmuseum.org.au

**NEWSLETTER NUMBER 21
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EDITORIAL

Well, what a wonderful day the opening of the Bruce Brockhoff Annexe turned out to be!

With the imposing presence of the Bruce Brockhoff Annexe, and some significant gliders on display outside, leading in to most of the museum's collection of fuselages and wings in the racks on the left, the Lessing glider above and behind the museum dignitaries table, the Taylor biplane glider in the back right, the archive centre and office, and then the Plank display and winches on the right hand wall. A lot of exhibits, placed strategically for all to see. Also, evidence of the enormous amount of work put in by the museum volunteers.

Who would have imagined that the first sod had been turned just 53 weeks earlier! A lot has happened in that time, and now the possibility of a donated hangar suitable as a dedicated workshop and painting booth at Bacchus Marsh, freeing up space in the excellent Bruce Brockhoff annexe which is already bulging at the seams. The winds of change leaning towards official rejection of the Duigan Heritage Centre at Point Cook could put more pressure on us to increase the role of Bacchus Marsh in our plans for the future. However, we are still hopeful that Point Cook will one day host the "Duigan Heritage Centre" as we were promised.

Newsletter number 20 contained an error, caused by re-writing sections of the article in "Info-base Number 2", the Olympia. The article stated in separate paragraphs that the Museum's Olympia was donated by both Bill Riley and Dave Darbyshire. Dave Darbyshire was a member of the syndicate who imported the damaged Olympia from England and rebuilt it, and Dave took an active interest while he was Vice-President of the Museum. However, it was Bill Riley who donated the aircraft to the Australian Gliding Museum. I wish to express my sincere apologies to Bill Riley and the family of Dave Darbyshire, both of whom have provided wonderful support to the Museum, and also to our readers, for this unfortunate error.

HANGAR DONATED

The Museum has been kindly offered a small hangar located at Locksley, the former site of the Mangalore Gliding Club, by Phil Prapulenis.

The building, a commercial structure, is 20 metres x 10 metres, with a 4 metre apex, the hangar doors at the 10 metre width open out. The building is as new, and clad in similar material as the Bruce Brockhoff Annexe, but not painted. Included is roof insulation and four sections of laserlight in the side walls, plus a 500 litre water tank.

Should the museum accept the offer we would be required to dismantle and transport the components to Bacchus Marsh. Longer term plans would be to re-erect it beside the Bruce Brockhoff Annexe and convert it into a workshop with a spray booth for restoration work.

To develop plans to shift the building we are calling for interested volunteers to dismantle the project – perhaps two days work – late January or early February time scale. Any Museum member able to assist are asked to contact Jim Barton on (03) 93094412 or 0419562213

AVALON 2009 AIRSHOW, 10-15th March, 2009

The Museum hopes to be able to present the Taylor Biplane Glider at the Avalon 2009 Airshow. One of three being built, the glider replicates Australia's first untethered manned flying aircraft, during the Centenary year of its first flight on 5th December, 1909.

Volunteers to man the display are sought, so it can be assessed if the Museum has sufficient staff to proceed with participation. **Please contact Graeme Barton as soon as possible if you are able to provide support during the period.**

Wishing everyone a Happy New Year!

Opening of the Australian Gliding Museum Bruce Brockhoff Annexe

Saturday 15 November 2008

compiled by Jo Pocklington



**MASTER OF CEREMONIES CLIVE PHILLIPS
WELCOMES EVERYONE TO THE OPENING**

The opening acknowledged the very generous donation of \$A100,000 from Bruce Brockhoff.

Around 200 people attended; guests included:

Bruce Brockhoff
Ian Grant – GFA Treasurer
Maurice Little – VSA President
Rob Pollock – Chairman Point Cook
Action Group
Keith Meggs – President Aviation
Historical Society of Australia
John Tenby – President B24 Memorial
Foundation
Presidents of Gliding Clubs – Max
Callingham, Victorian Motorless Flight
Group, John Styles, Geelong Gliding Club
and also Chairman of the Bacchus
Marsh Gliding Group, Peter Raphael,
Bendigo Gliding Club, Peter Champness,
Beaufort Gliding Club.

Supporters of the Australian Gliding
Museum, particularly those who have
donated aircraft, memorabilia, cash and
their time and effort to the Museum.

Pioneers of the Australian Gliding
Movement – Leo Dowling (holder of the
first glider licence issued in Australia) and
Jack Hearn.

Tribute was also paid to the late Geoff
Richardson, Dick Duckworth and Dave
Darbyshire for the tremendous support
each had given to the establishment of
the Australian Gliding Museum.

Apologies, due to other commitments,
were received from:

Daryl Connell – President GFA
Bill Riley – well known aviator and
supporter of the Museum
Dr Patrick Greene – CEO Museums
Victoria
Roger Meyer – President Civil Aviation
Historical Society Inc
Moorabool Shire President and
Councillors.



BRUCE EXPLAINS THE JOY OF GLIDING

Bruce said that the reason for his gift was
"because the sport of gliding has provided me the
most enjoyable hours of my mid-life sporting days.
I experienced the comradeship and friendship of
the gliding community and I embraced the whole
scene, which became a very important and
rewarding part of my life.

"When I first started gliding, I was a bit taken
aback with the amount of cooperation and effort
required by people to launch a glider into the air!
Since then, I enjoyed this generosity of time and
effort from many others and appreciated the
comradeship of pilots in Australia and around the
world, and have developed many long-lasting
friendships.

"I was going to leave an amount to the GFA in my
will, but decided to do something now as there
was a very worthy need. There are about 50 old
gliders all over Australia in people's back yards
etc desperately in need of a home and facility for
all to enjoy.

"I have always enjoyed old flying machines
especially gliders - in fact I started off in a very old
primitive wooden open air (no canopy) 2 seater in
India in 1962 (I was an exchange student in
Bangalore) - that was my first glider flight. I was
impressed by being able to hear voices on the
ground, and I can well remember the quietness
and the serenity of the flight.

"The next flight in a glider was some 10 years later at Bacchus Marsh and I was so impressed on that Sunday, I spent the rest of the afternoon and night on the phone rearranging my week and found myself on a week's course at Benalla, within 24hrs, on Monday morning – I went solo on Wednesday. I must admit I had 10 hours up in a 172, so that helped. On Friday I heard about the infamous Bill Riley at Tocumwal, so I went there from Benalla for the Saturday and Sunday, and learnt more in 2 hours with Bill than in all my flying experiences.



"This meeting was the beginning of a very close relationship with Bill who was not only a very close friend but a mentor to my gliding career, especially in the preparation of gliders and myself for racing.

"Bill invited me to accompany him on a fabulous tour of the major gliding factories of Europe including England, France, Germany, Italy, Switzerland and Romania. We had a fabulous time together and I got to know Bill's wonderful qualities, aeronautical expertise and knowledge on this most enjoyable grand tour of glider centers. He related many of his wartime experiences as a very young (underage) captain on a Sunderland Flying Boat during the Battle of Britain.

"I nearly gave gliding up - I got a bit bored flying around in circles, doing my 300 km and 500 km then Bill talked me into going to my first competition in a 'highly competitive IS29' (his words) - it was the most non-competitive glider you could imagine. Bill managed to sell me one for the occasion and helped me seal the flaps. He did not know about the non-disposal ballast bag of lead shot that I stowed in the spare area locker.

"My first competition was at Horsham - I outlanded every second day, but I caught the competition bug big time. I then squeezed my way, before I was ready (and qualified), into the West Australian Racing Class Nationals as they were short of numbers, and again landed out every second day BUT undaunted, and even more determined, I commenced my climb towards my international career.

"In 1983 I won my first Nationals at Narromine, way before I was mentally ready to win a Nationals, then a few months later was off to the World Comps at Hobbs NM USA where I came 12th in 15m Racing Class, winning the last day in 'great style' I am told.

"Regarding crew, I have had many wonderful thoughtful and supportive crew over my racing years; however none could be compared to Beryl Hartley who was the best crew I have ever had for any competition at Hobbs in 1983.

"Bill Riley was not only an inspiration to me over the years but he helped me to make up my mind to make this donation by giving all of his gliders to the Australian Gliding Museum, so I thought it logical that I should support such a museum."



BRUCE HEARN SPEAKS OF THE TAYLOR BIPLANE GLIDER REPLICA, WHILE BRUCE BROCKHOFF, ALAN PATCHING, JIM BARTON, GRAEME BARTON AND CLIVE PHILLIPS LOOK ON.

Bruce is married to Kristine and they have two very beautiful daughters, Brooke (aged 13) and Belle (15 years old). Belle is the current USA Nationals Boardercross Female Champion and has won many trophies around the world for snowboarding. Brooke is a very keen skier and has done well in the Australian Nationals in moguls.

Bruce was three times Australian National Champion in 15m racing class. He represented and competed for Australia in 10 international gliding events including an event in the Gobi Desert of China, where he won All Class

Champion - China vs Australia. Bruce was Team Captain for the Australian gliding team at the Pre-Worlds and World Gliding Championships in Borlange, Sweden.

Bruce was Convener of the Rules Making Committee of the Gliding Federation of Australia (GFA) for over ten years. He was GFA Delegate to the Fédération Aéronautique Internationale (FAI) General Conference in 1987 and 1988. In 1994, Bruce was presented with the Gliding Federation of Australia's FAI Airsport Medal in recognition of his outstanding services to gliding over an extended period of time.

Bruce is an enthusiastic sailor of solar powered sailing catamarans and built and launched his own 'Dream Catcher', a 48ft sailing catamaran, in 1998. He won a Victorian Landcare Award for raising from seed and planting over 30,000 Australian native trees on his family farm at Dromana (three rows of native trees in plantations 10m wide double fenced totaling over 15 km long). He is a breeder of Angus bulls and superfine wool Merino sheep and an enthusiastic and keen grower of exotic, full flavored, aromatic, heritage and purpose bred tomatoes.

He has been experimenting with solar heat collection systems over the last 5 years and has taken out patents around the world for his invention SolarFlume which is a very basic inexpensive solar heat collection system which he uses to heat his tomato greenhouse. His motto for the project is "More BTU's for your Buck\$". SolarFlume can be used to desalinate water with some minor modifications. A new web site will be up and running soon.



MEMENTOS PRESENTED TO BRUCE BROCKHOFF

"The few ideas that have come to me regarding the world's desperate need for more use of solar energy have come about by an accumulation of knowledge and skills that I have been fortunate to acquire during my 'journey through life'. These ideas have been drawn together with a lot of input and guidance over the years from many mates, notably my mentor Bill Riley of Tocumwal, New South Wales and Ellis Rowe of Benowa Waters, Queensland" to mention a few.

Compiled by Jo Pocklington for www.soaring.eu
17 November 2008

THE LEAD UP TO THE OPENING

By IAN PATCHING



The opening of the museum annex was the culmination of some serious effort on the museum teams behalf and the entire team needs to be congratulated for the efforts that went into the successful opening. It didn't matter if people could only help a little or a lot, each contributed in some way and that is the most important thing.

Things really started happening as soon as the concrete was dry. The Museum has a loose policy of planning and can mostly stick to that plan. In this case it was important to be able to showcase as much of the Museum's collection to the people who have supported the concept over the past five years through donations and assistance. It was also important to have as much of the interior of the complex completed so people could gain a better understanding of just what has been created.

The archives room and office was built, painted and fitted out by a team lead by Martin Power from Geelong Gliding Club. His trusty off sider was Capt. Jim who was sacked early in the effort and replaced by Martin's 90 year old father who then restored a old world approach to the task. Jim was then assessed as reasonably competent and allowed back to finish the job with the painting. Even the colours were suitable and the rooms look fantastic. As usual with Jim if you weren't seen to be doing anything a brush was thrust forward and you then became a master

painter. Roland, Ross, Graeme Barton, Graeme Bishop, Vern, Goldy and even John A were all too slow to find something else to do and were recruited.

Don Ridgeway came in and installed the sink and associated plumbing with Ross Birch finishing the job with the tiling.



**OLDTIMER GLIDER PILOTS LEO DOWLING,
LEO SCHUMACHER AND KEITH MEGGS**

John Ilett and Dita took on the task of rigging the Lessing glider. This took 2 days, all the bits were there but with some things they just didn't want to fit. I believe the temperature wasn't quite right and the wind was blowing the wrong way but they persevered and slipped it back together. The next task was to string it up into the roof. This was achieved by some dexterous climbing to put the pulley in place by me. OCH+S just doesn't come into some exercises and the least said about how we did it the better. However it all seems to work, read....it hasn't fallen down, so we must have done something right.



**KA6, SKYLARK4, ES59 ARROW, LO150 & EP-1
SPRUCE GOOSE**

The new storage unit was erected with Bruce leading another valiant team. These racks have to be seen to be believed and run the length of the building. The team decided it was best to get them up and then decide just how they will work, trial and error concept, and then started loading some of the exhibits into the racks. It was decided to put as many fuselages of the collection

underneath for the opening and in the end we placed 19 fuselages for display. This entailed going and getting them from some of the many storage places around and this was done by ringmaster Geoff Hearn who kept me focused on the task at hand. Some of the trips were uneventful if you consider pulling trailers out of 20 year storage and hoping the tyres will inflate or towing trailers without any lights uneventful. It really is easy, I work on the need to know basis. The biggest task was to stop items that weren't required being thrown on the open trailer so we could present a clean image. Thanks to everyone who assisted with the task, too many to remember, but we did at least 6 trips back and forward with fuselages and complete airframes. Geoff even did a number with his trailer. The next task for the team at FTG is to refurbish my trailer as it is suffering from the effort, the first car has gone to heaven with the second one needing some work as well.



READY FOR THE OPENING CEREMONY

Planning for the catering wasn't just a suck it and see event. Numbers of people expected ranged from just the museum people to over a hundred. The planning was made easier by the number of RSVP's that were returned and a week out we knew to expect a fair sized crowd. I don't think (apart from GH) anyone expected the numbers that came eventually. In excess of 120 people who were all there for the cooking of vast numbers of sausages. 3 BBQ's were pressed into service and the team, lead by Bish produced enough sausages to keep the crowd satisfied. A culinary delight.

WELCOME TO THE FOLLOWING NEW MEMBERS

Susan Barton, Craigieburn, Vic
Jonathon Day, Longwood, Vic
Manny Stefanou, Craigieburn, Vic
Ron Weste, Mt Macedon, Vic

TYPES OF GLIDERS IN COLLECTION AND ON LOAN TO THE MUSEUM AS AT NOVEMBER 15, 2008.

By Graeme Barton



The following is a list of types of gliders currently in the Museum's collection and on loan to the Museum as at November 15, 2008. All of the gliders in the Museum's collection have been donated and negotiations are under way to have those types on loan donated to the Museum. An active program of refurbishment to display condition, and, where possible, to airworthy condition, is continuing. Aircraft not currently on display in the Bruce Brockhoff Annexe are marked with an asterisk. Also, most wings have not yet been relocated to the Annexe. Registration numbers shown are those applicable when the aircraft were in service.

The following listing has been segregated by country of original design, rather than by country of build. For example, the Dunstable Kestrel was designed in the United Kingdom but built in Australia – this is listed under Great Britain. All of the aircraft in our collection and on loan have been flown in Australia, with the exception of the Lessing glider which has never flown.

AUSTRALIA.



ES50 Club 2 Seater – VH-GHP – One of Schneider's earliest designs it was designed to comply with specifications laid down by the

Gliding Federation of Australia for a basic two seater training glider. Only one of its type was built - in 1953. It is of wooden construction apart from the cockpit section of the fuselage which is tubular steel covered with fabric. It has a wingspan of 12.2 metres. **Donated by Bill Riley.**

***ES52 Kookaburra – VH-GFF** – A very successful two-seater training glider introduced in 1954. At the time of its introduction, it was a very advanced design and went on to become the most popular trainer in Australia for many years. It has a wingspan of 11.7 metres. **Donated by Barcaldine and District Airsports Club.**

ES57 Kingfisher – The aircraft on display is the prototype Kingfisher, built in 1956. It was designed for early solo and cross-country flying and has a wingspan of 10.5 metres. **On loan from Luke Gayford.**

ES59 Arrow – VH-GFP – Designed as a club sailplane for early solo pilots, it was flown by Jack Iggulden at the 1963 World Competitions in Argentina. Flown for the first time in 1962, it has a wingspan of 13.2 metres. **On loan from Paul Wetherspoon.**



GRUNAU BABY 3, SLINGSBY T35 "AUSTRAL", COOGEE & DUNSTABLE KESTREL

Coogee – An intermediate performance single seat glider designed and built by Tom Proctor. It first flew in 1941 and was kept in flying condition through till 1967. It flew mainly at Berwick. **Donated by the Downs Family and Campbell Curtis.**

***Altair** – The only Australian designed and built 18 metre wingspan sailplane. It dates back to the 1950's. **Donated by Alan and Ian Patching and Doug Vanstan**



EP-1 SPRUCE GOOSE, ES-57 KINGFISHER & GRUNAU BABY 3

EP-1 Spruce Goose – VH-GHE – This 11.25 metre wingspan glider was designed and built by Ted Pascoe. It first flew in 1957. **Donated by David Howse.**

Hijack – A basic glider fitted with a small engine designed and built by Jack Hearn at Templestowe. **Donated by Jack Hearn.**



THE LESSING GLIDER

Lessing – A unique all metal glider designed and built by Kurt Lessing at Woodend in the 1970's. It was designed to be launched from a launching ramp with the pilot lying prone in the fuselage. This aircraft will never fly and the Museum has refurbished it an uncovered condition so that the remarkable workmanship that went into building this example of one man's dream of flying can be viewed and appreciated. **Donated by Bill Riley.**

Sunbird Motor Glider – **Donated by Kevin Sedgman.**

Mosquito Motor Glider – A small powered glider designed and built by Bruce Hearn. It was later converted to a radio controlled model, at the time the largest such model in Australia. **Donated by Bruce Hearn.**

AUSTRIA.

Hutter H-17 -VH-GQM – A small single seat glider with a 10 metre wing span originally designed for flying in the Austrian Alps which

first flew in 1934. Construction of the Museum's H-17 began in Perth in 1949.

Donated by Bill Riley.

Also on display is a partially constructed H-17. **Donated by Graham Partridge.**

GREAT BRITAIN.



Dunstable Kestrel – Built at Geelong in the early 1930's by Percy Pratt, a well known figure in the aviation world. The fuselage has been rebuilt by Doug Lyon. **Donated by Robert Thompson.**



Slingsby T31B – Tandem Tutor – VH-GDB

- The prototype of this aircraft first flew in 1949 after being developed from a single seat design, the Tutor, which first flew in 1937. It has a wingspan of 13.2 metres. They were used extensively by the R.A.F. Air Training Corps and by civilian clubs both in the UK and overseas. The Museum's T31 has been restored to airworthy condition. It was flown for many years at Horsham. **Donated by Bill Riley.**



Photo Peter Killmier

SLINGSBY T35 (ABOUT 1955) AT WAIKERIE

Slingsby T35 – Austral -VH-GFX - A variant of the T31, the T35 was fitted with longer wings (15.6 metres versus 13.2 metres on the T31) to take advantage of the better soaring conditions in Australia. It flew at various clubs, including those at Waikerie and Renmark in South Australia and at the RAAF Laverton club in Victoria. **Donated by Bill Riley.**



Eon Olympia – VH-GHR – A variant of the German designed Meise, the design of which won an international design competition for a one class, 15 metre wingspan sailplane to compete in a gliding event at the 1940 Olympic Games, the first time that gliding had been included on the Olympic calendar. The 1940 Olympic Games were never held because of World War 2, and, after the War gliding was not reintroduced to the Olympic calendar, being replaced by specific World Gliding Championship events. The Museum's Olympia flew at Benalla for many years and at other Australian sites after being imported from England in the 1950's. It is being restored to airworthy condition, which has included proof loading of the wings. **Donated by Bill Riley.**

Slingsby Skylark 4 VH-GTB – An 18 metre wingspan sailplane first produced in 1962. It is also being restored to airworthy condition. **Donated by Jennifer Dutton.**

***Slingsby Gull 4** – Produced in 1948, this 15 metre wingspan sailplane was designed to compete with the Olympia. The Gull 4 owned by the Museum requires extensive rebuilding to bring it up to display standard. **Donated by Bill Riley.**

GERMANY.



THE RHON RANGER ON IT'S FLOATS

Rhon Ranger Primary - A basic training glider developed from a design of the 1920's. The Museum's Primary was built in 1948 and was subsequently fitted with floats for flying from Lake Eildon – it was towed up by a speed boat. Wingspan is 10 metres. **Donated by Bruce Hearn.**

***Grunau Baby 2** – Built in Melbourne in the mid 1940's from a German Schneider design of 1933, this aircraft has flown at various locations in Australia. Wingspan is 13.5 metres. **Donated by RAAF Association (Western Australian Division) Inc.**

Grunau Baby 3A –VH-GHV – A later development of the Grunau Baby 2, this aircraft was also largely built in Melbourne but in the early 1950's. It flew extensively with gliding clubs at Benalla, Mildura and Millicent before being purchased by a number of private owners. Subject to inspection, it is in airworthy condition. **Donated by Garth Hudson.**

Voqt LO 150 – VH-GUC – A 15 metre wingspan sailplane first produced in 1954. It was capable of very high speeds and the first of its type to be introduced into Australia created a world speed record around a 300 km triangle of just under 75 km/h. The Museum's LO150 was imported from Germany in 1971 and flew at Bacchus Marsh for many years. **Donated by the late Warren Mayfield.**

Kaiser Ka-6 – VH-GRW - This very popular 15 metre wingspan sailplane was first produced in 1959. The Ka-6 on display was built under licence by Harry Schneider at Gawler in South Australia. Many hundreds were built and they were sold in many countries. **On loan from Don Briggs.**



***Kaiser Ka-7 –VH-GNX** – A 16 metre two place sailplane, this aircraft has a steel tube fuselage whilst the wings and tailplane are constructed of wood. This has also been a very popular sailplane. **Donated by Bendigo Gliding Club.**

Schemp Hirth Open Cirrus – First produced in 1967, the Cirrus was amongst the forerunners of the new era of high performance fibre glass sailplanes which began to appear in the 1960's. When introduced it was a highly competitive sailplane at World Gliding Competitions. The version owned by the Museum has a wingspan of 17.7 metres. **Donated from the estate of the late Frank Erdmann.**

ASW 15 - A 15 metre sailplane first built in 1968, it also was amongst the first types of glass-fibre reinforced plastic sailplanes to be built. **Donated by Sector 5 of the Australian Junior Gliding Club.**

Astir CS – Also a 15 metre fibre glass standard class sailplane, it was first produced in 1974 and went on to become a very popular Club sailplane. **On loan from Ian Patching.**

ITALY.

***Morelli M-100-VH -GUD** – This 15 metre wingspan single seat sailplane first flew in 1960. The Museum's M-100 requires major repairs. **Donated by Eugene Blunt.**

POLAND.

***Bocian** – An 18 metre wingspan two seater, the Bocian was very popular and was flown in many countries. The Museum's Bocian requires extensive reconstruction to bring it to display standard. **Donated by Bill Riley.**

***Mucha** – A 15 metre wingspan sailplane first produced in 1958. The Museum's Mucha also requires extensive reconstruction to bring it to display standard. **Donated by Bill Riley.**

ROMANIA.

***IS28B – VH-GVY** – An all metal 17 metre wingspan sailplane first produced in 1975 which has proven to be a very practical and robust training glider with a good performance. It is in use by a number of clubs in Australia. **Donated by Gliding Club of Victoria.**

UNITED STATES OF AMERICA.



Northrop Primary – This Primary glider was designed by the famous American aircraft designer Jack Northrop in the 1920's. The Museum's Northrop Primary was built in the 1970's by old gliding enthusiasts to recreate their early years in gliding. It is in airworthy condition. **Donated by Iris Davies and Dave Darbyshire.**

***Schweizer TG-3A –VH-GDI** – Originally produced for the US Army in 1942 for the training of pilots of troop carrying gliders, this two seat sailplane has a wingspan of 16.5 metres. It has a fabric covered tubular metal fuselage and wooden wings and tailplane. The Museum's TG-3A arrived in Australia in 1950 and flew with the Hinkler Club in Sydney, and later with the Port Augusta and Cooma Gliding Clubs. **Donated by Bill Riley.**

Flying Plank – A small single seat flying wing of 25 feet wingspan designed by Al Backstrom of Texas. This type was promoted as a means of providing a simple, cheap and compact glider. The Museum's Plank was built by Cliff Brown in the Western District of Victoria in 1957. **Donated from the estate of the late Phyllis Cameron.**

Schreder HP-14T – VH-GIB – An all-metal single seat sailplane with a wingspan of 16.7 metres, first produced in 1966. The

museum's HP-14T was assembled in Australia from an imported kit. **Donated by the late Warren Mayfield.**

THE ARCHIVES COLLECTION.

The Museum has also had donated to it an extensive collection of books, magazines, technical manuals, correspondence covering the development of gliding in Australia, photographs, radios, instruments and other memorabilia. This collection will eventually be housed in the Archives Store which has been built within the Bruce Brockhoff Annexe.

END

In Memory

Sadly, since the last Newsletter, we have lost three of our members – Jim Tandy and Campbell Curtis from illness and Peter Boreham from a tragic aircraft accident.

Recent Acquisitions.

We continue to add to our collection of gliders. In recent months we have had donated to the Museum the Ted Pascoe designed and built EP-1 Spruce Goose (refer article in Newsletter No. 20 on Ted Pascoe) which has been very kindly donated by David Howse, and the Australian Junior Gliding Club Sector 5 has kindly donated their Schleicher ASW-15 sailplane, an early production type of a glass-fibre reinforced plastic sailplane.

In addition, Malcolm Alexander has donated a beautiful scale model of the ES-56 sailplane, Ewen Cameron some outstanding photographs of gliding in the fifties, particularly of the Olympia, and John and Jill Tribe some memorabilia from the World Gliding Competitions held in Austria in 1989.

We have also had donated from the estate of the late Martin Kriening a trike ultralight. While inclusion of this aircraft is a departure from our basic collection policy, it will fit in well with the wider recreational aviation theme we ultimately hope to develop in the public museum we are striving to establish.

Publicity in Other Magazines.

The Museum has been featured in two magazines recently – 'Insite', the bi-monthly magazine of Museums Australia (Victoria) and 'Collectables', the bi-monthly antiques and collectables magazine.

The 'Insite' article was almost a full-page interview with Alan Patching and featured a photograph of the T31. The 'Collectables' feature in edition 85 was a three page article covering mainly the background to the Museum and was well illustrated with photographs. This magazine is available at newsagents.

Appointment of Bruce Brockhoff as Museum Patron.

Bruce Brockhoff has honoured the Australian Gliding Museum by accepting his appointment as Patron of the Museum. In making this appointment, your Committee took into account the outstanding support Bruce has given to the sport of gliding over many years. Whilst this support in more recent times is reflected in Bruce making possible the erection of our new hangar at Bacchus Marsh Airfield for the storage and restoration of the Museum's fleet of historic gliders, the appointment also recognises Bruce's contribution to the sport in earlier years. These include Bruce's representation of Australia in many international gliding events, the contribution Bruce made as Convener of the Rules Making Committee of the Gliding Federation of Australia (GFA) for over ten years, and his role as GFA Delegate to the Federation Aeronautique Internationale (FAI) General Conferences in 1987 and 1988. Bruce has been previously recognised for his contribution to the sport by being awarded Australia's FAI Airport Medal by the GFA in 1994.

Further Federal Community Heritage Grant Award to Australian Gliding Museum.

Following on the award of \$6,490 in 2006 to carry out a Significance Assessment of the Museum's archives and a Preservation Survey of those records, we have now been awarded a further \$7,040. (Refer article in Newsletter No, 19). This grant is specifically for purchase of archiving materials for storage of our collection to implement some

of the major recommendations of the Preservation Survey.

The Community Heritage Grants Program is managed by the National Library. It is funded by the Australian Government through the Department of the Environment, Water, Heritage and the Arts; the National Film and Sound Archive; the National Museum and the National Library.

Our archives collection will be progressively transferred to the purpose built Archives Centre located in the Bruce Brockhoff Annexe where they will be catalogued and filed. Any member wishing to become involved in this task should contact the Newsletter editor, David Goldsmith.

Grunau Baby II VH-GLC



GRUNAU II VH-GLC In 1960 DAVE WOODWARD

This Grunau has recently been donated to the Australian Gliding Museum Inc. and is currently at Cunderdin awaiting transport to Bacchus Marsh.

JOHN WOTHERSPOON'S OLYMPIA FROM PETER KILLMIER

G'Day David,

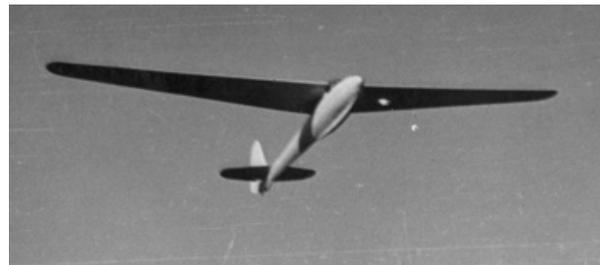
Thanks for the information you sent about the Wotherspoon Olympia. I hadn't remembered that Leo Boin was flying it at the time of his accident.

However it was an Eon Olympia. According to my records it came to Adelaide sometime in 1947. It first flew at One Tree Hill near Adelaide in August 1947, and it was at Waikerie over Easter in 1948.

I was present on both of those occasions. I have been puzzling over your advice that it was built in 1950. I am wondering if that was the date of its registration. As I remember gliders were not registered until after the GFA was formed. I think that was about August 1949. (*Ed. This Olympia, VH-GDQ, was entered on the Glider Register as built in 1950. GFA have no records at this time to explain the anomaly. The Olympia was destroyed in an accident in January, 1979).*)



Wotherspoon incidentally later resided in the USA. He died in San Diego on 15/8/2004. He was largely instrumental in the establishment of Schneiders in Adelaide.



I have attached a selection of photos I have. If you publish any photos I send, unless I advise otherwise, would you please credit the source as the "Adelaide Soaring Club Archive" The pics were all taken at One Tree Hill in August 1947.

Regards, Peter Killmier.



John Wotherspoon.