

Out of the Blue

Waikerie Gliding Club Newsletter

July 2003

Members Flying Days

A rainy June day at the flying field

As mentioned in the Junes newsletter, the committee will hold regular Members Flying Days during the winter and spring. The first was held on Saturday 28th of June. The idea is to arrange a day in advance when members know there will be other people about.

Unfortunately, the first flying day also coincided with record rainfalls in the Riverland. Over 25mm for the four days up to Sunday. No flying was possible on the day.

A few brave souls turned up. Duty instructor Steve Steer, Tuggie Peter Siddall, Graham Francis and John Hudson.

Some useful work was completed around the club before the day was abandoned.

Hopefully we will have better weather for our next flying day on the 2nd of August. If not, then John Hudson will run a briefing on radio procedure.

The day will conclude with a barbeque and red wine tasting.

Hope to see you there.

New Member

The club would like to welcome Andrew Wright as a new member to the club. Andrew will be well known to many of you and we look forward to seeing him at the club soon.

Airfield Matters

From Mark Morgan

Hangar Fees-

Members who keep gliders in the WGC hangar will have noticed an increase in the fees for the coming year in the last accounts. The explanation for the increase in rates missed publication in the last newsletter. The new annual rates are \$350 per annum for permanent approved hangarage, and \$15 per week, or part thereof, on a casual basis when space permits. Sorry people but the price of everything else just keeps going up!!

Water Restrictions-

The final circular on this has been distributed by SA Water. Our water allocation for the coming 12 months has been reduced by 35%. This means we must be very careful with our water usage for the coming year. Penalties for use over allocation start at \$1,000 per megalitre and increase to fines of \$16,000. Therefore we are urging all members to be careful when, where and how they use water. There will be a number of areas we will reduce or cease the amount of watering that we normally undertake. This should not have a significant effect at this stage of the year. However,

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DIARY DATES

Next Committee Meeting	Friday 1 August 03, 7.30 PM
Member's Flying Day	Saturday 2 August 03
Cross Country Course	Early December 03
GFA Safety Semiar	19 July 03 at Lochiel GC
Sports Class Nationals	11-23 January 2004

Test your Knowledge

What is the effect of water ballast on: (a) stall speed, (b) climb performance and (c) glide angle?

See page 4 for the answer

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the situation may be different in the summer so anything saved now will help. Presently we are lucky to pay only \$30 for every megalitre we use plus our allocation rate. We were very fortunate that we had a new pump installed. It's increased efficiency means that we waste less water.

National Club Class Comps

If you are considering staying at Waikerie during the comps then I strongly suggest you make your booking soon or there will be no beds available for you. A 50% deposit on accommodation is required. This firms up the number of people we are going to have on site. If you own a caravan located onsite at the club and are going to be here during the comps period we do need to know so we can be sure our facilities will cope.

Safety Seminar Change

There has been a change in the location of the Safety Seminar being organised by the GFA.

It will be at the clubrooms of The Adelaide University Gliding Club at Lochiel on the 19th of July 03 starting at 10.00am.

The seminar will be well worth attending and it will be a good opportunity to see a unique gliding site if you have not been to Lochiel before.

SAGA meeting notes

The South Australian Gliding Association (SAGA) is a group whose activities are not well known by many pilots in South Australia.

SAGA was formed in 1948 and is one of five regional organizations that comprise the Gliding Federation of Australia (GFA). SAGA is made up of representatives from each club in South Australia and the Northern Territory and various officers responsible for supervising gliding activities in the region.

SAGA oversees all aspects of gliding in the region including those of operations, airworthiness and sporting competitions.

Most importantly, SAGA representatives attend GFA meetings representing the views of South Australia and the Northern Territory.

The most recent meeting was held on the 14th June 2003 at Lochiel.

Issues considered were the continuation of GFA funding for student scholarships, a recommendation to GFA to remove the requirement for competitor licences in Australian competitions and 75th Anniversary celebrations for latter this year.

The next meeting will be held at Renmark Gliding Club on 23rd August 2003 starting at 10.30am. Any member can attend as an observer.

Lecture Series

The RTO/sports officer Cath Conway is again organising a series of lectures over winter.

The program is as follows:

- 9th July – Ridge Flying
- 13th August – Official Observer Course
- 10th September – Basic XC
- 8th October – Advanced XC
- 12th November – Competition Racing

All meetings are to be held on the 2nd Wednesday of the month at 7.30pm at the Chemical Engineering Seminar room at the University of Adelaide. Please contact Cath Conway (conway@agile.com.au) if you would like directions on how to get to the meetings.

SA State Comps

The SA state Comps will again be held between Christmas and New Year at Gawler.

Performance Week

It is planned to hold this week of flying and coaching the week before the Club Class Nationals next year. Bruce Taylor will again be making the trip to be part of the coaching team

The performance week was very successful last year and with Bruce's involvement again this year, it will be a valuable experience for those able to attend.

Gliding in South Australia - a brief history

**Courtesy of the SA Gliding History Trust web page
www.aus-soaring.on.net/absaght.htm**

Until the late 1920's gliding was the realm of a few individuals who would build themselves a glider and

then try to fly it, usually with no training and with varying degrees of success.

The only pre-1929 club in operation was the Air Scouts of Australia at Loxton in the Riverland region of SA. This group was founded by Carl Hoffman, and based on the German youth movement. They built and trained on a youth glider - a rigid framed tandem-wing hang-glider. One of their two machines has survived and is in the S.A. Gliding History Trust collection.

In June 1929, the National Geographic magazine published an article, with 40 photographs, detailing gliding activities in Germany. This article sparked interest in gliding in many countries around the world including America, Australia, Japan and South Africa.

In South Australia both the Adelaide University Engineers Gliding Club and the Gliding Club of South Australia were formed within hours of the magazine's arrival.

The Gliding Club of S.A. bought a primary glider from Percy Pratt of Victoria, for \$200. *[The original tail rudder from this machine is in the S.A.G.H.T. collection.]* Their machine arrived, by train, at Parafield on 31st December 1929 and they were operational before the University Engineers, who spent their summer vacation building their glider for a total cost of \$34. This latter was the first club-built primary glider in South Australia.

The Aero Club's Chief flying instructor, Mr. George Kenneth Rice-Oxley, took quite an interest and instructed for both clubs. He had Frank Roberts, an Aero Club aeronautical engineer at Parafield, build him a glider based on German plans. The design was refined somewhat, covered with silk instead of cotton, and with fairing behind the pilot. In August 1930, Rice-Oxley broke the British Empire gliding record while slope soaring for 62 minutes at Sellick's Hill, south of Adelaide. Not bad considering most primary glider flights were of about 2 to 3 minutes.

Rice-Oxley's flight caused a young engineer, Laurie Davey to sell his partially completed powered biplane to fund his design and building of Australia's first sailplane. With the experience gained in the biplane, he used the photos and descriptions in the 1929 National Geographic as a basis for his design. His 62ft wingspan "Miss Australia I" was completed at Blackwood, in the Adelaide Hills, in August 1931.

During the mid 30's there were no fewer than 10 gliding clubs in South Australia, using primary gliders.

The most prominent "father of S.A. gliding" was Harold Bottrill, a PMG line foreman. Founder of the original Gliding Club of S.A., he also test flew other peoples' gliders as well as providing technical advice to other clubs. He developed a set of adjustable weights which enabled him to "fine-tune" the C of G on gliders he was flight-testing. In addition Harold Bottrell devised the method of auto-tow training which became the standard in S.A. though all clubs. When posted to Saddleworth, in the mid-north of the state, in 1933 he built a primary glider, cutting all of the timber for the spars and ribs from a solid log of spruce, and making all of the metal fittings himself in his home workshop. After six months, once the machine was completed, he formed the Northern Gliding Club, of which Charles Kingsford Smith was patron.

When Harold Bottrill was posted back to Adelaide, he took his glider with him, flying it at O'Halloran Hill, Pooraka, Tea Tree Gully and on the sea front at Seaford. When moved again by the PMG, to Alice Springs in central Australia, he donated the machine to the Gliding Club of S.A.

Ultimately, his primary glider was sold to form the Waikerie club in 1937. The sailplane 'Miss Australia I' joined it there in 1938.

Almost all of the clubs went into recess during WW II, and unfortunately most of the machines didn't survive, or were mislaid.

In SA, the Waikerie Gliding Club was the main exception. Their two instructors were in reserved occupations, and dozens of young men 'soloed' with Waikerie prior to entry into the armed forces, with the hope that this would give them an 'edge' in RAAF pilot training.

After the war new gliding clubs began to spring up. In 1950, Edmund Schneider, well known German glider designer (Grunau Baby etc) and manufacturer, was invited to come to Australia and set up a factory. He accepted and arrived with his family in 1951. They moved to S.A. in early 1952 and set up a factory/workshop, eventually being located at Parafield Airport.

Many sailplanes were designed and built by Edmund Schneider and his son Harry. Among these is the venerable Kookaburra, which was the backbone of two-seater training in Australia from the mid-1950's to the end of the 60's. Several clubs still use Kookaburras for training today. Another was the single

seat Boomerang. The ES60 Boomerang first flew in November 1964, and immediately proved to be superior to imported sailplanes, until the advent of glass-fibre construction. Kookaburras and Boomerangs were exported to several countries.

Today many Boomerangs can still be found competing and doing well in Sports Class competition. (In 1994, during a sports class contest, one pilot averaged 113 km/h over the course in his Boomerang against a 15m fibreglass machine's 120 km/h.)

Gliders for sale

ASW19b VH-GWL - 1/2 share for sale. Mark Schultz. 0427793946

LS4a – VH-IYY. Rudi Gaissimaier. 8524 4595
rudiandanna@camtech.net.au

Diamant 17 – VH-GUV. Nigel Baker 0418 841 631
nigelbaker30@hotmail.com

201 Lebelle – VH-GBV. Ron Brock 8541 2809, fax 8541 4434

Test your Knowledge
An Answer

The stall speed and glide angle are increased and the climb performance is decreased. The speed for minimum sink is also increased. A significant increase in weight of 20% will result in a 10% increase in the stall speed, the speed for minimum sink and the rate of sink.

Does anyone have a better answer? If you do, please send to the Newsletter Editor.

Articles for the Newsletter

Do you have any interesting news or views? If you do, then please consider writing something for our newsletter. I look forward to hearing from you soon.

Please send any material to Craig@madderns.com.au.

Flying Roster

Flying during winter will be on alternate weekends and will depend on flight crew availability. Flying will be on Saturday and Sunday where possible. Each day will require a duty instructor for operations to proceed. Other days will be scheduled when possible.

Day	Date	Instructor	Phone	Tuggie	Phone
Sat	July 5	Bill Mudge	8541 3570	John Hudson	8272 5929
Sun	July 6				
Sat	July 19	John Hudson	8272 5929	Rob Pollniz	8338 0970
Sun	July 20				
Sat	Aug 2	Bill Mudge	8541 3570	Peter Cassidy	
Sun	Aug 3				
Sun	Aug 10			Peter Siddall	
Sat	Aug 16	Bill Mudge	8541 3570	Geoff Horwood	
Sun	Aug 17	Bill Mudge	8541 3570	Geoff Horwood	