

AUSTRALIAN NEWS

From the Australian Gliding Association Circular No. 45 issued January 20, 1946. The Sidney Soaring Club members, Dr. G. A. M. Heydon, Len Schultz, Martin Warner, Harry Ryan and Mervyn Waghorn with a Slingsby Gull conducted a tour of several cities in Australia with the express intention of setting gliding records and in this way gaining publicity for gliding in general. They succeeded in doing both by setting new Australian distance and altitude records and making several other excellent flights, the accounts of which follow:

NEW AUSTRALIAN HEIGHT AND DISTANCE RECORDS

Parkes to Jerilderie—Pilot, Martin Warner, in Slingsby "Gull."

Distance in a straight line—200 miles.

Launch—aero tow to 900 feet; maximum height, 12,600 feet.

Australian Height Record raised to 11,700 feet above point of release (previous record 8800 feet, Len Schultz 3/25/40).

Australian Cross Country Record raised to 200 miles (previous record 105 miles—Len Schultz, Slingsby "Gull," 3/25/40, Barmen to Coolalie).

The following is a report by the pilot, Martin Warner—

"Shortly after 9 a. m. on the 24th December 1945, a clear cloudless morning with a light north wind, I was launched by aero-tow from Parkes Aerodrome (1030 ft. above sea level) by Tiger Moth VH-AGK in the Slingsby "Gull" sailplane owned by the Sydney Soaring Club. I released the tow rope at 9:15 a. m. at a height of 900 feet in a reasonable thermal. This took me to 1500 feet and after looking about I found another thermal which took me to 2300 feet at 9:30 a. m. where the outside temperature was 83°F. I flew around in the neighbourhood of the Aerodrome and Parkes town till 10 a. m. when I got a thermal taking me to 3500 feet and I decided the lift had sufficiently improved to make a cross country flight possible.

I set a S.S.W. course for Forbes (783') twenty miles away which I reached after half an hour's difficult flying in small thermals at an average height of about 2000 feet, never getting above 3500 feet. Crossing Forbes I came down to 1500 feet but making for a cultivated paddock I found another thermal which took me to 3000 feet at 10:40 a. m. On this part of the trip I found that the ploughed paddocks were sure to produce useful thermals. From here I set out for West Wyalong (860') sixty miles to the S.W. Oarema Siding was passed on my left at 11:28 a. m. about 14 miles out from Forbes. By this time the lift had improved and I was flying between 3000 feet and 6000 feet. From here to West Wyalong no towns or sidings were noted but I pin-pointed myself on the

map by the hills which I crossed or flew round to obtain more favourable ground, and by Lake Cowal on my right. At 12:10 I saw the first clouds forming ahead of me and was therefore sure of better lift. I estimated them to be at 8000 or 9000 feet, which later proved to be wrong.

Up till now I had been eating an occasional raisin, nut or bit of chocolate and taking a sip of water from the thermos we had built into the Gull. However, the time being mid-day and lunchtime, I dined—one apple. About six miles from West Wyalong, I got my first good thermal and rose to cloud base at 11,500 feet at 1:15 p. m. where the outside temperature was 28°F. Flying over the town at about 8000 to 9000 feet I checked my speed and came to the conclusion that I had a head wind. I then debated whether to turn back and make a return flight, so at 1:45 p. m. at 9000 feet I set a N.E. course and verified that it was a head wind by covering the ground at twice the rate. However, allowing till 4 p. m. for flying I did not think I could make Parkes for certain, so once more set at S.S.W. course determining to go as far as I could. Till the lift improved at about 11 a. m. I had been flying at an indicated air speed of 40 to 45 m.p.h., after 11 a.m. I flew up to 52 m.p.h. and having made up my mind to go on, flew up to 60 m.p.h. when I had the height.

At 2:15 the clouds appeared to be dying and I was flying at an average height of about 7000 feet. At 2:30 p. m. I saw Ardlethan and fifteen minutes later caught my thermal of the day, going to 12,600 feet indicated height at 2:55 p. m. with an outside temperature of 25°F. This thermal rose strongly at about 10 ft. to 15 ft. per second and was fairly smooth. I left it right at cloud base as the rate of climb had fallen to well below 3 ft. per second and seemed to be dying. It was the best rate of climb in my flight though it is not outstanding compared to thermals flown in later in our tour. I was wearing shorts and shirt only but was not at all cold for the sun was shining and the enclosed cockpit of the Gull keeps one fairly warm.

At 3:15 I was over the Narrandera Range (1267 feet) north of Narrandera (470 feet) and getting smooth thermals taking me to 9000 ft. At 3:53 p. m. I was over Narrandera at 9000 ft. with an outside temperature of 48°F. and there were no clouds left in sight. The air was notably smooth from here on and no large downs were encountered, in fact it all seemed to be rising up gently so I set a course between the road and the railway for Jerilderie, knowing that I had broken the existing height and distance records and only anxious to add as many miles as I could, for I knew that, given a reasonable following wind, my distance would be easy to beat.

From Narrandera to Widgiewah Siding was easy going at about 6000 ft. with continuing smooth lift. Widgiewah was passed at 4:30 P. M. and the ceiling dropped steadily, my average height to Bundure Siding being 4000 ft. at 5 p. m. From here on I kept a possible landing place close to a farm in sight all the time till at 1200 ft. about 2 miles N.E. of Jerilderie (364 ft.), I decided to land rather than cross the river and make a doubtful landing close to the town. This I did, landing at 5:30 p. m. after an 8¼ hour thermal cross country flight of approximately 200 miles, during which I had had a following wind for about 60 miles—no wind to head wind for 50 miles and slight cross wind for the remainder of the trip. I found that one thermos full of water was sufficient during flight but more water was advisable if a walk of any distance was likely and that carrying some food for the day was a very good plan. Navigation by map reading was easy from the sailplane as at no time was I doubtful of my position. A log of the flight was kept and 32 entries made noting height, temperature, time and position.

(Signed) M. Warner."

Schweizer News

Elmira, N. Y., March 8, 1946—Simultaneously with the release of "Birds of a Feather," an attractive illustrated booklet on gliding and soaring, Schweizer Aircraft Corporation today announced appointment of thirteen distributors.

From Maine, where in Waterville, Marden Airways, Inc., has been appointed Schweizer distributor, to California where Rankin Aviation Industries of Tulare, headed by the well known "Tex" Rankin, is Schweizer representative, the country is being covered by well known aviation firms and figures.

Aviquipco, Inc., of New York City has been named to handle Schweizer sales in all foreign countries, except the Dominion of Canada where Leavens Bros. Air Services, Ltd., of Toronto, is the Schweizer distributor.

Other operators in the initial group of distributors, announced by SAC today, are Lange Aviation Corporation, headed by "Tony" Lange, Milwaukee, Wisconsin; Southeastern Air Service, headed by Ben Smith and J. W. Weaver, Atlanta, Georgia; Jones Flying Service, Inc., Gomer Jones, Paul Souder, and Jack Brookhart, Columbus, Ohio; Dakota Aviation Company, Ed Youngs, Huron, South Dakota; Francis School of Aviation, Gerald Francis, Lansing, Michigan; Henson Flying Service, Inc., Dick Henson, "Kit" Carson, Dave Crockett, Hagerstown, Maryland; Piedmont Aviation, Inc., Thomas Davis, Winston-Salem, North Carolina; Northwest Aviation, Inc., Fred C. Clark, H. O. Hall, and Ted Bellak, Rochester, Minnesota; and the Verhostra Aviation Sales and Parts Company, Gasten E. Verhostra, South Bend, Indiana.