

Australian Gliding

MUSEUM

Newsletter

Number 42: November 2020



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Museum News

Australian Designed Gliders

Lake Wangoom

The Australian Gliding Museum exists to preserve Australia's gliding history, to recognise the contribution made to sporting aviation by the founders and participants of the Australian gliding community, to retain the glider design and construction skills and stimulate interest and participation in the 'Adventure of Flight'



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Skills Training Workshops:

Jim Barton

Peter Raphael

Workshop Manager:

Michael Williams

Airworthiness:

Leigh Snell

Archives and Newsletter:

Bernard Duckworth

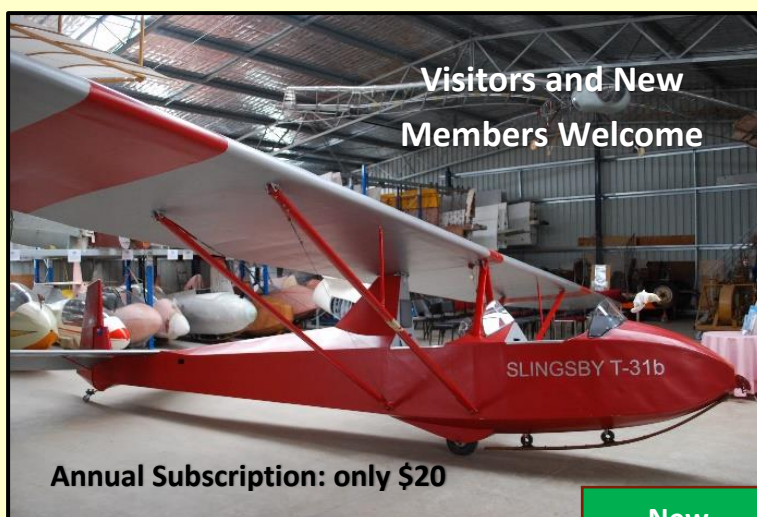
Website:

Marcia Cavanagh

Front Cover: The Altair sailplane at a Bacchus Marsh glider rally – Opening the canopy is Doug Vanstan of the Geelong Gliding Club.

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**New
Address**

Museum News

Museum Operations

Due to Covid restrictions for Metropolitan Melbourne and Regional Victoria imposed to suppress the “second wave”, restoration projects and other operations at the Museum ceased at the end of May. Security and maintenance checks were undertaken on a regular basis by Dave and Jenne Goldsmith, and Allan Bradshaw. With further easing of restrictions, Museum volunteers have been returning to Bacchus Marsh from Tuesday 10 November 2020.

Committee Meetings

Since the last newsletter in April, Committee meetings were held on 20 June and 22 October 2020. Most action items have been deferred pending the resumption of normal activities at Bacchus Marsh.

Annual General Meeting

The Covid restrictions have also have resulted in the deferral of the Museum open day and annual general meeting which was scheduled, as per past practice, for the Sunday of the Melbourne Cup “long weekend”. It has been set down for Sunday 7th March 2021 which is during the Labour Day long weekend in Victoria. Vintage gliders will fly on that weekend.

Secretary / Treasurer retires

Graeme Barton has decided to retire as Secretary and Treasurer due to ill health. Graeme was a Museum founder and officer bearer who has served continuously since 1999. He was the architect of Museum’s corporate, financial and management structure. We are very grateful for Graeme’s hard work and dedication. Ian Burston will act as treasurer until the next general meeting. Dave Goldsmith has picked up some of Graeme’s secretarial tasks for the time being.

Financial Matters

- The Museum has satisfactory cash reserves and there are no significant payments due at present.
- Proposals for further GFA financial support are being prepared for VSA endorsement and forwarding to the GFA for consideration under the GFA 2021 budgeting processes.
- A submission has been made for a Federal Government grant for the construction of a second hangar which will house a Resources and Learning Centre.
- A submission has been made for Covid funding with Volunteering Victoria.
- A Covid 19 sustenance grant of \$1500 has been received from Sports and Recreation Victoria.

Museum Workshops

The wood repair and fabric workshops have been postponed until March or April 2021. For further information contact Jim Barton 0419 562 213.

Archiving

A review has been made of the Museum’s catalogue entries on the Victorian Collections database. Many of the records have been edited to meet the requirements of an up-graded Victorian Collections system.

Members End of Year Get Together

The traditional members end of year gathering will be held at the Museum on Tuesday 15 December 2020.

Secretary Wanted

We are looking for a person with appropriate skills and a willingness to play an active role in administration of the Museum to take on the role of Secretary. To find out more and express interest please contact the President David Goldsmith on 0428 450 475.

Australian designed gliders from the Museum Collection

From Bernard Duckworth

During the winter months, not being able to go to Bacchus Marsh airfield, I found the time to revisit our catalogue entries on Victorian Collections, which is a free collections management system for cultural organisations funded by the Victorian Government and delivered by a partnership between Museums Australia (Victoria) and Museums Victoria. This exercise was necessary in any event due to system software improvements: our catalogue entries had been transferred by Victorian Collections administrators to a new version requiring higher data standards. As I reviewed the recorded gliders and edited the data, I could not help but notice that most of the gliders collected are of foreign design, including machines imported as the finished product and others built in Australia from kits and plans sourced overseas. In fact, not many glider types represented by the Museum collection as it stands are types that were designed, built and flown in Australia. Amongst the 60 plus complete or substantially complete airframes collected, I identified 11 as Australian, based on these criteria. As one would expect, given the role played in local glider manufacturing, Edmund Schneider Ltd designs from the 1950s and 1960s (all conventional wood / fabric airframes) are well represented – making up 5 of the 11 types identified. Another 5 types are conventional wood / fabric airframes that are all unique designs from individual designers dating from the late 1930s to the late 1950s. The remaining glider type is *Moba 2* which is a more modern design of an experimental composite construction from the 1970s. Here is the roll-call.

Golden Eagle, 1937

The Golden Eagle is an original design by Geoff Richardson. Geoff commenced gliding in the early days of the sport circa 1933 in Melbourne, flying at Coode Island and Mt Frazer with the Melbourne Gliding Club (as the Gliding Club of Victoria was then known). In 1934, he began construction of a secondary type glider but scrapped it upon realising that a better design was needed. He conducted further research and came up with a sailplane of similar size and

general arrangement to the Grunau Baby but with a “Gull” wing using a Gottingen 535 wing section (the same as for the Grunau Baby). Geoff did all the technical calculations himself. Geoff completed construction of his new sailplane, which he called the “Golden Eagle”, in 1937 and it was test flown at Laverton at the western edge of Melbourne in September 1937. The Golden Eagle was found to fly well, having a similar performance to a Grunau Baby. In the 1950s, the Golden Eagle was modified by rebuilding the front of the fuselage to enclose the cockpit with a Perspex canopy. A landing wheel was incorporated behind the skid. Spoilers were added to the wings and a trim tab to the elevators. Mostly, the Golden Eagle has been flown with the Victorian Motorless Flight Group of which Geoff Richardson was a founding member. When donated to the Australian Gliding Museum in 2016 by Alan Patching it was probably the oldest, continuously airworthy glider in the world.



Golden Eagle at Laverton, 1937

Golden Eagle Specifications

Wing Span – 13.716 m
Length – 6.274 m (originally)
and 6.502 m (modified)
Mass empty – 145 kg
Wing area – 14.42 sq m
Aspect ratio- 13
Wing loading – 16.3 kg / sq m
Wing profile – Gottingen 535



Coogee, 1941

The "Coogee" is a small intermediate single seat sailplane built by Tom Proctor in 1940. It has a similar configuration to the Hutter H17 but is of a larger span and length and some 30 kg heavier. It was first flown at Stuart Hill near Bendigo, Victoria, in January 1941 and was maintained in flying condition until 1967. Modifications over the years to Coogee have been minor. The original rudder was replaced with a larger control surface with an elliptical trailing edge, and the open cockpit, which had a small screen to protect the

pilot, was enclosed with a Perspex canopy supported by a tubular metal frame. Coogee logged nearly 4000 flights, mostly while in service with the Victorian Motorless Flight Group at Berwick (now a south east suburb of Melbourne) from 1945 to 1956. Later, it was flown by the Geelong Gliding Club and several private owners. The Coogee was donated to the Australian Gliding Museum by Gerry Downs' family and Campbell Curtis in May 2002.

Coogee Specifications

Wing Span – 12.500 m
Length – 6.084 m
Mass empty – 188.7 kg
Wing area – 14.03 sq m
Aspect ratio- 11
Wing loading – 30.22 kg / sq m
Wing profile – Gottingen 535
and Clark Y at tip

Pelican 2, 1952

This unique aircraft built by the Waikerie Gliding Club in the early 1950s is largely the result of design work by Jock Barratt and Harold Bradley. The general layout is similar to the Kite single seat sailplanes of Martin Warner and Allan Campbell at the Sydney University Gliding Club. Distinctive features of this wooden, fabric covered sailplane include the pod and boom fuselage with side by side seating. The canopy of Perspex, supported by aluminium framing, opens with port and starboard segments separately folding upwards and forward. The instrument panel includes altimeter, airspeed indicator, slip indicator and variometers. In addition to the usual controls, there is a trim operated by a small wheel mounted centrally, at head height, on the bulkhead at the rear of the cockpit. Incorporated in the skid under the fuselage pod are two wheels (one approximately midship and the other at the rear). It has a three-piece cantilever

wing of 17 metres. The ailerons run almost full length of the outer wing segments. A Gottingen 426 section changing to M6 at the tips has been used. Outer wing segments are joined to the centre section to give about 300 mm of dihedral at the tips. The glider is equipped with airbrakes. Pelican 2 was first flown in 1952 and regularly since then, at least until about 1992. The Pelican 2's performance was found to be good for sailplanes of its era and was often used for more advanced flying in addition to training new pilots. Very few changes have been made to the Pelican 2 over the years. The undercarriage was modified after its initial testing to improve the placement of the wheels. The trailing edge of the rudder (originally straight) was rounded adding to the surface area. The twin shoulder tow line bridles were replaced with a belly hook when aviation design rules declared shoulder bridles dangerous and a nose hook has since been added to allow for aero-towing.



Pelican 2 Specifications

Wing Span – 16.460 m
Length – 7.300 m
Mass empty – 227 kg
Wing profile – Gottingen 426



ES Grunau 4 in Adelaide Soaring Club colours

Grunau 4 Specifications

Wing Span – 13.716 m
Length – 6.345 m
Wing profile – Gottingen 549

Grunau 4, 1953

The Grunau 4 was the first Australian designed single seat sailplane made by Edmund Schneider Ltd. The prototype flew on 6 December 1953. It followed closely “in the slipstream” of the advanced Kangaroo two seater which was Schneider’s first major project having become established at Adelaide in South Australia. Although branded to take advantage of the Edmund Schneider reputation based on the famous Grunau Baby, the Grunau 4 was a new design for an intermediate single seat sailplane incorporating fully enclosed cockpit, a fixed landing wheel mounted centrally behind a landing skid and spoilers. An uplifted rear fuselage and the

tapered outer wing segments produced an aircraft with similar lines to the Kangaroo. The Australian Gliding Museum’s Grunau 4, the fourth and last of the type, was built by Edmund Schneider Ltd for the Adelaide Soaring Club in 1959. It recorded 2362 flying hours over approximately 40 years of active service with the Adelaide Soaring Club, RAAF gliding clubs at Laverton in Victoria

and Wagga in New South Wales and two individual owners. From 1993 to 2001 the glider was a regular feature of vintage glider meetings. It was donated to the Museum by Derek Hardie in 2014.

ES 50 Club, 1953

This glider is one of Edmund Schneider Ltd earliest Australian designs. The ES 50 was built in 1953 and is the only one of its type. It was designed by Edmund Schneider having regard to specifications provided by the Gliding Federation of Australia for a basic two seat training glider. It was first flown on 10 May 1953 and delivered to the Renmark Gliding Club. The log book shows that it later passed to other gliding clubs, namely Millicent Gliding Club, Corangamite Soaring

Club, and Sydney Technical College Gliding Club. Overall, as at September 1967, the glider had logged over 5000 flights and a total airtime of 388 hours. The history of this glider was covered in more detail in Museum Newsletter No 39 – May 2019.



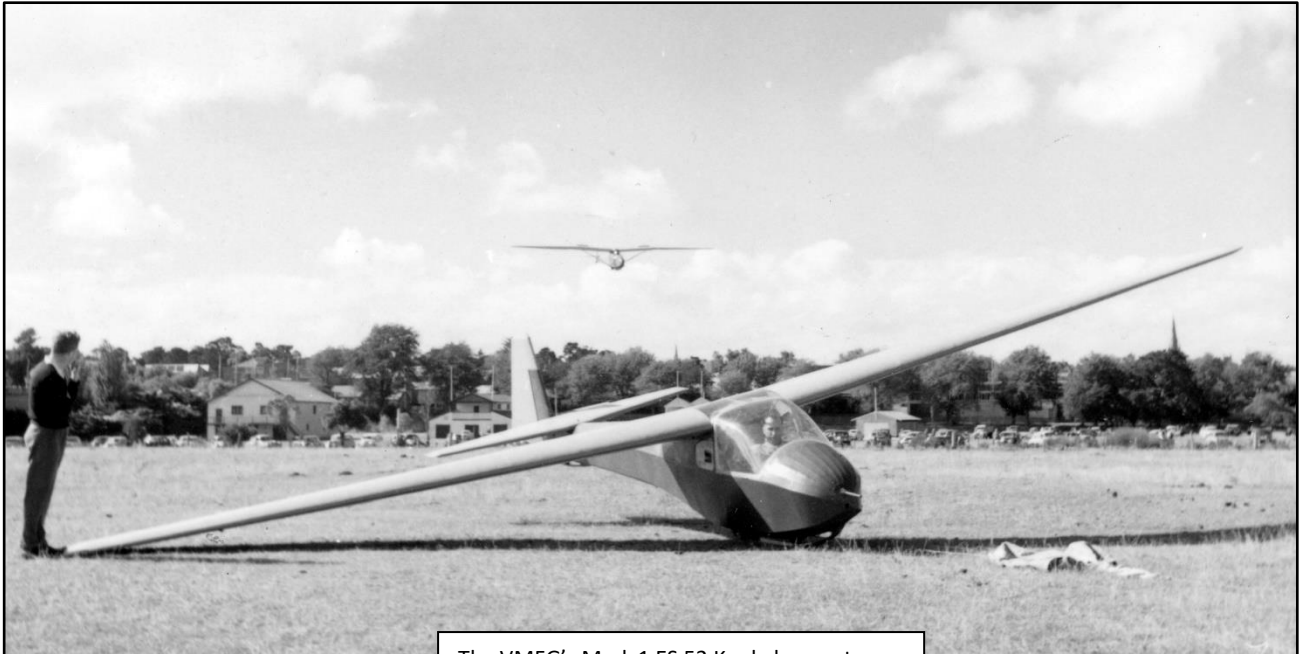
ES 50 Club

ES 50 Club Specifications

Wing Span – 12.192 m
Wing Chord – 1.727 m
Length – 8.655 m
Mass empty 168 kg
Wing area – 21 sq m
Aspect ratio- 7
Minimum sink – 0.9 m/s

Newsletter

The Australian Gliding Museum Newsletter is published several times a year as a service to members and supporters of the Museum. Content is determined by the Editor in collaboration with the Committee. The Museum is not responsible for statements of fact or opinion expressed in contributions. Contributions are welcome. However, contributions may be edited, abridged or rejected by the Museum.



The VMFG's Mark 1 ES 52 Kookaburra at Geelong (Belmont Common airfield) in 1955

**ES 52 Kookaburra
Specifications**

Wing Span – 11.700 m
Length – 7.900 m
Mass empty 220 kg
Wing area – 15 sq m
Aspect ratio- 9.13
Wing loading – 26.2 kg / sq m
Wing profile – Gottingen 549
thickened to 15% - Tip M12

ES 52 Kookaburra, 1954

The prototype ES 52 Kookaburra two seat sailplane made its maiden flight on 26 June 1954 at Gawler, South Australia. The ES 52, the design of which was progressively fine-tuned by Edmund Schneider Ltd, performed well. With a glide ratio of about 22:1, it exhibited good soaring and cross-country flying capabilities. A notable feature of the design was the staggered side-by-side seating arrangement of the cockpit. The Kookaburra became the choice for training new pilots at many gliding clubs around Australia in the 1950s, 1960s and 1970s. In total, 36 were built by Edmund Schneider. Several found their way to New Zealand. In addition, two kits were sent to Brazil and at least one of these was finished and flown successfully. The Museum's ES 52 exhibit consists of the fuselage, tailplane, elevators, fin, and rudder from the glider (constructor's number 9) originally owned by the Victorian Motorless Flight Group. It had an operational life of approximately 32 years from 1954 to 1986 at a series of clubs. It was donated to the Museum by the Barcaldine and District Airsports Club of Queensland in March 2002. Wings from another ES 52 wreckage have been used in conjunction with the Barcaldine ES 52 components to assemble a complete airframe for display. For Chris Saunders' article on *The Kookaburra Project* see Museum newsletter number 27 – July 2012.

EP-1 Spruce Goose, 1955

The EP-1 Spruce Goose was designed and built by Ted Pascoe of Adelaide in 1955 as a small single seat sailplane that could be operated by two or three people. At times it was launched by auto-towing by Ted Pascoe and his wife without the aid of a third person at the wing tip. The glider exhibited good soaring capability and was flown cross country on some occasions. For instance, in 1956 Ted Pascoe succeeded in a 36 mile goal flight during which he attained a maximum height of 4500 feet. It was flown at the Mt Gambier Gliding Club from 1956 until about 1961. The Log Book

**EP -1 Spruce Goose
Specifications**

Wing Span – 11 m
Length – 5.470 m
Mass empty - 86.2 kg
Aspect ratio- 12
Glide ratio- 23:1

shows that it was flown at Everard in 1961 and at Everard, Waikerie, Gawler and Keith in 1962. There is a gap in the flying record for this aircraft from 1962 until 1967. From 1967 to 1972 it was flown regularly at various places in South Australia including Whitwarta, Stonefield, Renmark, and Gawler. For many years it was owned and flown by Mervyn Gill of the Balaklava Gliding Club.



Ted Pascoe in his glider at Mt Gambier airfield – January 1956



ES57 Kingfisher

ES 57 Kingfisher Specifications

Wing Span – 10.500 m
Length – 5.775 m
Mass empty – 109 kg
Wing area – 9.4 sq m
Aspect ratio- 11.75
Wing loading – 20.7 kg / sq m
Wing profile – Gottingen 549
thickened to 18% tapering to M-12

Harold Bradley (South Australia) built a modified Kingfisher with shoulder mounted wings. The Museum's example of the ES 57 Kingfisher was originally owned by the Waikerie Gliding Club (South Australia) (1956 – 1959). From 1959, it had a nomadic existence in the hands of a string of owners in New South Wales, Queensland, and Northern Territory. The hours flown total approximately 190 hours from 549 flights. The glider was donated by the Estate of Ian Patching to the Australian Gliding Museum in June 2014.

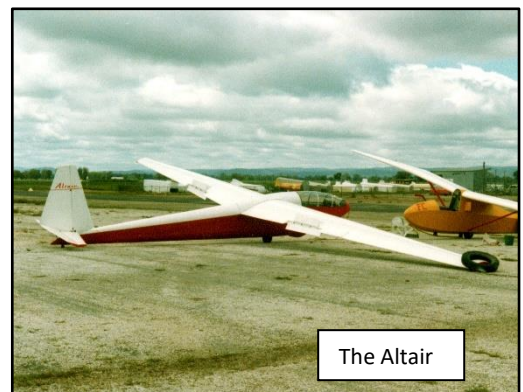
ES 57 Kingfisher, 1956

The Museum's collection includes the prototype ES 57 Kingfisher (serial number 23) built by Edmund Schneider Ltd and first flown on 8 July 1956. It is a small to medium size single seat glider that was designed to have similar control responses to the successful two seat trainer, the ES 52 Kookaburra, thus providing for a smooth transition for solo rated pilots to advance to a single seat machine. Edmund Schneider Ltd built nine Kingfishers and supplied kits for two more for construction by others.

Altair, 1958

The Altair glider is the only 18 metre single seat machine to have been designed in Australia.

It was conceived by Ronald Hamilton (Ron) Adair who at the time was with the Adelaide Soaring Club. It is a cantilever wing glider constructed from spruce and aircraft plywood. The laminar flow wing is completely covered in plywood with a ply balsa sandwich for the leading edge and the airbrakes are unique, being located



The Altair

in the trailing edge of the wings. All these features were done in an effort to retain laminar flow over the wing and achieve a high performance.

Ron Adair, with assistance of Cliff Gurr and H. Zechner, built the glider between January 1956 and November 1958. It was test flown on 20 December 1958. After a few flights the cockpit was lengthened to adjust the seating position to achieve a correct centre of gravity without the need for ballast, thus lightening the aircraft.

The Altair was flown by Cliff Gurr and Ron Adair to complete their FAI Gold C badges and Cliff Gurr set an Australian record of 368 km for an out and return flight (between Gawler and Renmark in South Australia) in 1961. At National Championships at Waikerie in 1965 – 66, Ron Adair flying the Altair in the League 1 division was in competition with the ES 59 Arrow, ES 60 Boomerang, Ka 6, BG12A and several other types.

In 1970, Ron Adair placed the glider in the care of Doug Vanstan and others at the Geelong Gliding Club while he went overseas. At Bacchus Marsh in Victoria, Doug Vanstan fitted a new canopy and rebuilt the aileron bell-cranks to improve their operation. Later, Alan Patching became involved and the glider made regular appearances at competitions and vintage rallies from 1979 to 1984. On 31 March 1987, Alan Patching purchased the glider from Ron Adair and named the owners as himself, Doug Vanstan and Ian Patching. It was donated to the Australian Gliding Museum in 2007. There is an article about the Altair by Doug Vanstan in Museum Newsletter Number 24 – August 2010.

Altair Specifications

Wing Span – 18.000 m
Length – 7.300 m
Mass empty – 318 kg
Glide angle – about 32:1



VH-GNH

ES 59 Arrow, 1962

In 1961, Edmund Schneider Ltd began building the Ka 6 under licence which was probably the best Standard Class sailplane at the time. In addition, it pushed on with the development of its own design, the ES 59 Arrow, as an alternative choice for buyers looking for a similar high performance sailplane at a lower cost. Data on cost versus performance suggested that by reducing the span and simplifying the structure a sailplane could be produced with performance close to the Ka 6 but at a significant cost saving.

In the case of the ES 59 Arrow this was largely achieved using wholly conventional wooden construction with the adoption of a 13 metre one piece wing that avoided heavy wing root components. The prototype was first flown in April 1962 and in later testing found to handle very much like the Ka 6. When flown in competition, it was found inferior in performance to 15 metre machines, but nevertheless proved to be a very good and inexpensive sailplane for club flying. Nine were produced. The Australian Gliding Museum's collection includes two ES 59 Arrows, namely VH-GNH (Constructor Number 62) and VH-GNK (Constructor Number 65).

ES 59 Arrow Specifications

Wing Span – 13.230 m
Length – 6.890 m
Mass empty – 174 kg
Wing area – 11 sq m
Aspect ratio- 16
Wing loading – 25.5 kg / sq m
Wing profile – Root - NACA 63-618, Mid - NACA 63-614, Tip - Joukowski 12% mod.
Best glide – 27.8:1 at 76 km/h

GNH was first flown in August 1963 and delivered to the Darling Downs Soaring Club at Toowoomba Queensland. In addition to many local circuits, soaring and cross country flying, it was used at gliding competitions, including Nationals at Benalla in December 1964, State Championships at Oakey in April 1965, at Warwick in April 1966, and at Inverell in March 1967. In October 1970, the glider was

moved to the Wollongong Gliding Club in New South Wales. Competition appearances included the State Championships held at Forbes in January 1972. Places away from Wollongong where the glider was flown include Cootamundra, Wagga, Temora, Marulon, Narromine, Leeton, Nowra, Goulburn, Horsham and Greenthorpe. From June 1988, under new ownership, it was flown occasionally at various places including Alice Springs in the Northern Territory, Gympie in Queensland and at Forbes in New South Wales. The last flight appears to have occurred in May 1999. Aggregate airtime for the glider stands at 2702 hours 53 minutes. VH-GNH was donated to the Museum by Ron Geake in 2009 and has been undergoing a major restoration (see cover photo of Museum Newsletter Number 38 – December 2018).

The Museum has more recently (November 2018) received ES 59 Arrow VH-GNK as a donation from Kimberley Olsen. This glider was previously owned by Bob Wyatt at Townsville who under technical guidance of Mike Burns converted the wing to a two-piece structure.



Moba 2 Specifications

Wing Span – 15.000 m
Length – 6.782 m
Mass empty – 279 kg
Wing area – 9.24 sq m
Aspect ratio- 24.3
Wing loading – 40 kg / sq m
Wing profile – Wortmann
FX67-K-150

MOBA-2, 1979

MOBA-2 is a competition sailplane designed by Gary Sunderland, who was an aeronautical engineer working for the Department of Civil Aviation (Australia) and a member of the Victorian Motorless Flight Group. In 1974 Gary began the construction of a sailplane design of 15 metres span giving effect to ideas that he had developed as early as 1970. The wing was equipped with camber changing flaps that were permitted under special standard class rules for the 1974 world

championships. The glider first flew on 12 December 1979. After adjustment to the aileron gearing during initial trials, MOBA-2 was found to fly well and in competition produced performances believed to be better than contemporary standard class sailplanes but not as good as the open class machines. The glider was later modified in a number of respects including amongst other things the installation of spoilers located just forward of the wing flaps and by increasing the chord marginally at the wing root. The last recorded flights occurred in February 1996 at which time Gary's sailplane had flown an aggregate of 401 hours and 59 minutes during its 297 launches. Its operational life was brought to an end due to expansion of the foam in the wings causing distortion of the wing surface. MOBA-2 was donated to the Australian Gliding Museum in 2016 by Robyn Sunderland. MOBA-2 was featured in Museum Newsletter Number 35 – Winter 2017 edition.

Lake Wangoom slope soaring remembered



Baker McMillan Cadet, 1931

Earlier this year, Kevin Melican from the Warrnambool district, prompted by a photo of the AMSCO Baker McMillan Cadet glider at Lake Wangoom in 1931 (Museum Newsletter Number 39), has advised that the duration flights made at Lake Wangoom by Howard Morris of the Geelong Glider Club in that glider were made from Denis Melican's farming property and with his assistance. Denis Melican was Kevin's great uncle.

Lake Wangoom is a volcanic crater of some 60 or 70 hectares featuring a semi-circular rim along the eastern side backed by open grazing land. In fact, it is difficult for visitors to the area to notice this geographical feature from the main roads running past the Lake. Under natural conditions, the crater holds water which evaporates away during extended dry periods and at times has been drained by pumping. The site was found to be highly suitable for slope soaring in favourable winds notwithstanding its modest rim height above the crater floor.

Kevin has kindly provided a fairly recent photo of the view from the rim of the Lake, and also some newspaper clippings about Howard Morris' flights including the following report from the Camperdown Chronicle (Thursday, 15 October 1931, page 6) about the record flight made on Sunday 11th October 1931.

GLIDING RECORD BROKEN AT WANGOOM

A new gliding record for Australia was established at Wangoom on Sunday, when Mr. H. K. Morris, of Geelong, stayed in the air for 2 hours 16 minutes in an Australian made machine. Mr. Morris was not prepared for a lengthy flight in cold weather, and he found the temperature aloft very trying. It was so cold that he had to beat his numbed hands on the fuselage to restore circulation. However, he held on as long as he could bear the cold and could have stayed up much longer had he been better protected from the weather. There was a south-westerly wind, not very strong, and Mr. Morris intended at first only to make a short flight. But he found the location so admirably adapted for gliding that he became enthusiastic and determined to try for a long flight. The start was made from the top of the lull on the property known as "Newgrove," belonging to Mr. D. Melican, who kindly gave the necessary permission and also rendered valuable assistance. At 4 o'clock Mr. Morris got going. His starting point on the hill was 200 feet above the surface of the lake, which at present contains a large body of water. He descended to within 50 feet above the water and then by scientific manoeuvring, took advantage of a lifting current and rose to a height of 350 feet, and 150 above the top of the hill. He then circled round and round, covering, it was estimated, 70 miles by 6.15½ o'clock, when he was obliged to descend owing to the intense cold. His flight thus lasted for 2 hours 15½ minutes. It was officially timed and checked by Mr. Parker, of Dennington. This is the Australian record, the previous one, of 1 hour 56 minutes, having been put up by Flight-Lieut. Garrett at Tower Hill last May. A great feature of the flight, and in itself also another record, was the landing of Mr. Morris on the hill from which he had started. This is the first time in Australia that a glider has been brought back to the place from which it started its flight, and the feat demanded great skill and judgment. The site of the performance has been named Rhon Ridge, after the famous place in Germany where the German records were made. Mr. Morris was delighted with the terrain for gliding at Wangoom, and considers it unsurpassed in Australia. He intends very shortly to return to Wangoom and attack the English record of 6 hours 10 minutes 45 seconds put up by Flight-Lieut. Molle two months ago. The flight was seen by residents of North Wangoom and various other parts of the district, and some of them timed the flight, which compared with the times taken by the officials.



Relatively recent view of Lake Wangoom from ridge, provided by Kevin Melican



Howard Morris slope soaring at Wangoom in 1931



View of the Lake Wangoom "Rhon Ridge",

Photo Credits:

Front cover: Doug Vanstan with the Altair – from Museum Archives; Inside cover: Slingsby T31 photo – from B. Duckworth

Page 2: Golden Eagle at Laverton – from R.N. Duckworth Collection

Page 3: Coogee – from Martin Simons Collection; Page 3: Pelican 2 – D. Reid photo

Page 4: Grunau 4 – from D.Reid Collection; Page 4: ES 50 Club – from Martin Simons Collection

Page 5: ES 52 Kookaburra at Geelong – from Allan Ash Collection and previously published in Australian Gliding

Page 6: Spruce Goose – from Allan Ash Collection and previously published in Australian Gliding; Page 6: ES 57 Kingfisher – from G. Hearn; Page 6: Altair – from Museum Archives

Page 7: ES 59 Arrow – from B. Duckworth

Page 8: ES 59 Arrow – from R. Wyatt; Page 8: Moba 2 – from B. Duckworth

Page 9: Baker McMillan Cadet – Frank Hegarty photo

Page 10: Lake Wangoom – from K. Melican; Page 10: Howard Morris slope soaring – Frank Hegarty photo from K. O'Reilly; Page

10: View of Wangoom "Rhon Ridge" – Frank Hegarty photo from K. O'Reilly