

Glide Angle

January 2024



Editor: H. Chapman

Welcome to the first issue of Glide Angle of 2024. Lots of exciting events – Wangaratta Christmas Camp, upcoming Wings, Wheels and Coffee at Bacchus Marsh and Horsham Week. Thanks to all the contributors to this edition – if there is something else you'd like to read about, or if you've got an article or trip report you'd like to share, please email me.

Flight Ops – From the CFI:

As we are now in full swing with the Soaring Season and have just recently finished our Xmas Camp in Wangaratta, it's a good time to make mention of some of the recent achievements that have taken place. Congratulations to Alice Berryman on achieving her Silver Badge Distance and Height, and to Aaron Mazeika for Diamond Goal, Silver badge, Duration, Height and Distance as well as Gold Distance. Matt Swinn did a 168km flight in the Discus (not sure if he claimed his Silver C for that?) Andrew Calligari did a 6 hour flight of over 300kms. The longest flight of the camp was flown by Richard Traill at 656km's out past Temora. Well done Richard. There were many flights above 300kms including Alan Payne, Nick Calligari, Marc Hugelshofer and Murray Stimson with Matt and also Murray with Nick in ZRD.

On another note, now that we are all off on cross country flights, it's a good time to remind people of the rules of the air when flying with other gliders. This can all be found on the Gliding Australia Website - [GPC Theory Lesson 10 Unit 32 Soaring with Other Gliders \(glidingaustralia.org\)](https://www.glidingaustralia.org)

I encourage everyone planning on going cross country this soaring season to review the Soaring with other gliders Theory Lesson as a reminder of what is expected of us as cross country pilots.

The key points are: Be aware of the gliders around you. Maintain Separation and be predictable to those gliders that you cannot see. Being predictable also means knowing what gliders are around you and you can only know that by keeping a constant lookout with full scans and targeted scans when joining other gliders in a thermal to maintain separation. Don't burst the bubble!!

New Club Phone Number:

The club has a new phone number which helpfully triages calls:

1. Membership enquires
2. AEFs
3. All other enquires

The new number is: 03 7074 8118

From the President: - Nick Callegari

Rituals and Habits

Whether embarking on a 500km cross-country journey or indulging in local soaring, daily rituals and routines play a pivotal role in setting the tone for the day's flying activities. The sequence typically commences in the morning, arriving early at the airfield to attend to various pre-flight tasks such as cleaning and performing a Daily Inspection (DI) and configuring the glider based on the day's anticipated activities. This may involve rituals like adding water ballast and promptly addressing any issues, such as adding air to tyres.

The subsequent ritual involves the briefing session, a common practice at Bacchus Marsh but especially crucial when undertaking a task. Discussions span a range of topics, including safety, human factors, and operations, often infused with light banter to foster a positive atmosphere. A highlight of the briefing is the comprehensive weather update provided by Richard Trill, setting an exemplary standard. Personally, many participants find these briefings insightful and educational. Additionally, morning briefings during camps also serve as an occasion to plan dinner arrangements for the evening, ensuring timely reservations at the chosen venue.

Following this, marshalling, and gridding up take precedence, with a reminder to keep the radio on and tuned into the Common Traffic Advisory Frequency (CTAF). The actual flying aspect adheres to established checklists and procedures.

Post-flight activities involve securing the glider for the night, including bug removal and ensuring the batteries are charging for the upcoming day. If all unfolds according to plan, aviators may opt for a refreshing shower before attending dinner at the selected venue. For those running a tad late, a courteous call ahead to place a meal order before kitchen closure is considered good practice.

Congratulations to:

Alice Berryman on achieving her Silver Badge Distance and Height – Achieved at the Raywood Melbourne Cup camp



Alice Berriman lined up on the grid at Raywood – Photo Anita Freitag

Aaron Mazeika for Diamond Goal, Silver badge, Duration, Height and Distance as well as Gold Distance!
(ed: I'd like an article from you Aaron!)



Aaron Mazeika lined up on the grid at Raywood – Photo Anita Freitag

Leonard Freitag on completing his 5 hour flight



Leonard after completing his 5 hour flight at Wangaratta – Photo Anita Freitag

Jason Tang for his Second Place in the Discus at JoeyGlide



Jason Tang at JoeyGlide – Photographer Unknown

MGC Christmas Camp at Wangaratta 2023 *by Anita Freitag*

Leonard and I were looking forward to our seven night Melbourne Gliding Camp Christmas Camp at Wangaratta. Neither of us had been to the Wangaratta Aero Club and therefore it was another adventure waiting to be experienced.

It was our first time towing a glider trailer and after a quick driving lesson with Richard Traill the week before, we were confident in hooking up and driving up the Hume Freeway to Wangaratta on Boxing Day.

The amount of rainfall that fell the day prior on Christmas Day was phenomenal and the hot and dry summer we were promised still hadn't arrived. With a flood watch declared for Wangaratta and the Aerodrome Reporting Officer advising the aerodrome had received 80mm of rain in the last few days, rigging the gliders was quite muddy. After two cars were bogged on the airfield, the group decided to call it a day. Mind you, a few more joined the newly established 'Wangaratta 4WD Club' over the next few days including a private glider at Corowa Airport (60 km north of Wangaratta).

Subsequently the grass runway (27) was closed with a NOTAM issued and we were to operate off the bitumen runway (36). This meant that the tug had to drop the rope before landing, as the rings were being chewed up as they dragged along the hard surface. At one stage the rope was released too early and landed over the fence. Thankfully Murray Stimson found it and jumped the fence to retrieve it. We were mindful of radio calls, especially the inbound calls made from 10 miles out from the Air Ambulance. As we needed to share the runway with the King Air, we ensured that gliders were always pushed off to the side to allow for a smooth landing and taxiing as the ambulances waited in order to transfer patients to the hospital.

Most people flew to the north and 'The Rock' was a popular destination. Yes, this is an actual town 32 kilometers south-west of Wagga Wagga, with a population of 1,347 on the Olympic Highway. Leonard set himself the task of flying 5 hours in order to achieve his Silver FAI Badge. He successfully completed this on the second day, flying around Wangaratta and doing a small stint to Glenrowan and over the Warby Ranges. This was after his first day mutual flight with Murray Stimson for a site check. The highlights were flying over Corowa NSW with views of Lake Mulwala on the way home and a glider (not our club) that had outlanded on the outskirts of Wangaratta.

I kept myself busy with the time sheet, operating at times from the patio with my trusty binoculars or out on the flight line when there wasn't enough ground crew to launch the last glider. I would also ensure that the glider pilot's cars were brought out to the runway after their glider had landed, so they could efficiently hook up and taxi off the runway. Salad rolls were hand-made by me for pilots to purchase at briefing, so they had more time to focus on preparing for their flight. In the afternoon, I would keep myself busy with vacuuming and mopping the clubhouse, especially the cleanliness of the kitchen that was welcomed by glider and powered pilots alike. PK, our tug pilot would ensure once all the gliders were successfully launched, that the tug be refueled, hosed, scrubbed and polished, to then be put back into the hangar for the next day. PK and I would then track the gliders as they started to head home to ensure all had arrived safe and accounted for and no outlanding retrievals were necessary.

The group enjoyed social dinners every evening, discovering the local pubs in and around Wangaratta such as the Pinsent Hotel, Milawa Hotel, Vine Hotel, RSL Wangaratta, Precinct Bar & Restaurant,

Wangaratta Club, Watermarc Restaurant. The highlight was the NYE Celebration at the Wangaratta Showgrounds with food trucks, spectacular fireworks display, kid's entertainment and the 90's rock band 'Chocolate Starfish'!

Leonard and I headed off north to visit friends in Hay, NSW on the 2nd Jan but continued to follow the WhatsApp chat with intriguing updates.

It was on the same day, based on forecasted storms for later that day and the next two days, that all gliders were to be derigged. However, the group was still considering whether to leave them at Wangaratta for potential flying on the Friday and Saturday, as a few other club members planned to come up and fly or whether to already tow them back to Bacchus Marsh. It was that afternoon that the 104 km/h gusts arrived at the aerodrome along with the thunder and lightning. The chairs flew off the patio in the strong wind and Murray Stimson and Mark Hunt watched from the clubhouse how the aerodrome was turning into the Wangaratta 'mud flats' again. It was disappointing, as we had a fabulous first week of flying.

Due to the rain (54mm) received, the Wangaratta Airport Management had closed runways 09/27 on Wednesday 3rd January and the grass areas surrounded until Saturday morning. All gliders were tucked up safe and sound in their 'boxes' and it was discussed that evening at dinner that the camp had effectively ended with everyone heading home on Thursday 4th January.

It was most disappointing for those members who were yet to come up and fly. However, Leonard and I had a full week of adventure with all sorts of new experiences! Each camp adds valuable knowledge and training and we go home with many memories and stories to tell for the years to come!



PK and Steve Guilmartin putting BCK to bed – Many thanks to our dedicated tug pilots! – Photo Anita Freitag



ZRD returning to Wangaratta after an epic flight – Photo Anita Freitag



It takes a team to get everyone launched! – Photo Anita Freitag



PK scrubbing BCK – Photo Anita Freitag (editors note: if the Tug Master is the Glide Angle editor, then there will be at least one Pawnee photo per edition!) Note to Tug pilots – BCK is gleaming after the attention PK lavished on it at Wangaratta – lets keep it that way!



PK and BCK at the Nationals held at Benalla – Photo Roger Krueger

New Members

Welcome to the following New Members – Say Hi if you see them out at Bacchus!

Abhijit “AB” Chattaraj



1. Do you have any previous flying background?
 - No prior experience. But an aviation enthusiast since I was little and a burning desire to fly. :-)
2. What made you choose Melbourne Gliding Club

- I rang the club for information and a great chat with John Fawcett
 - John was so warm and welcoming in our conversation, it really won me over
 - Then when I attended for an AEF, every single person from the club was so kind and welcoming—and passionate about flying. Joining was no brainer for me
 - All this combined with the culture of experienced members nurturing newbies creates such a strong community feeling. MGC is a really wonderful collective
3. How was your experience so far?
 - Loving every minute!!
 - Everyone is caring and so generous with sharing their knowledge and experience
 - It feels like I've found my tribe
 4. At what stage are you in your training?
 - Very early stages as I had to head overseas soon after joining
 - Also, air-sickness has been kicking my butt! Hoping that wears off soon!
 5. 3 facts about you people most probably wouldn't know
 - I have a PhD in Bioinformatics
 - I enjoy wood-turning and making stuff, some of my work can be seen here: <https://instagram.com/makerjet>
 - I've recently developed an interest in photographing birds, some of my work can be seen here: <https://instagram.com/birdyisland>
 6. Anything else you want to add
 - Thank you for welcoming me and helping me feel comfortable and included
 - Looking forward to flying without needing the sick bag!

Ralph Boemer



1. Do you have any previous flying background?
 - Flying sporadically since 50 years (ca 300 h glide, ca 300 h power), GPC, Gold C
2. What made you choose Melbourne Gliding Club
 - Because my grandson joined the club but won't go there without me, so that I can do more than just watching while I'm there.
3. How was your experience so far?
 - Nice people, nice planes, irritating airspace restrictions
4. At what stage are you in your training?

- See no 1.
- 5. 3 facts about you people most probably wouldn't know
 - If most people don't know it, it's classified

Rob Cook



1. Do you have any previous flying background?
 - I first flew gliders in the late 70's and into the 80's. I did about 120 hours, my Silver C and then moved on to get my power licence. After the usual string of type endorsements, I hired numerous aircraft for many years as well as joining a partnership to purchase an aircraft – a very sporty 2 seat Wittman Tailwind.
2. What made you choose Melbourne Gliding Club
 - I joined the Melbourne Gliding Club after a casual visit in September and found the personnel and setup very much to my liking.
3. How was your experience so far?
 - My previous of experience of (an unnamed gliding club) showed the split between the “old hands” and the “new” members. On weekends as a “new” member, even after a number of years, we got the gliders out and ready in the morning, towed them out to the field only to have the “old” hands turn up at 11am and go flying. If we were lucky they handed them back in the late afternoon and we got an hour or two flying at most, then the task of putting the gliders back in the hangar. This was one of the reasons I changed to power flying.
 - From Day 1 at Bacchus Marsh I have seen none of this at MGC. All members I've met have been extremely welcoming and supportive, and everyone from the newest “recruit” to the “old” hands help out and everyone has the same opportunities for training and flying. The glider booking system is a gem and seems to work very efficiently. All the instructors I've met have been most supportive, patient and encouraging
 - This is a spirit and camaraderie which I trust the club will never lose.
4. At what stage are you in your training?
 - As for me, I'm just enjoying shaking off the cobwebs and flying for the fun of it. I've been there and done that, so I have no set tasks to achieve except to enjoy all the flying I can and I hope that I can do my bit to add to what is already a great gliding club.
5. 3 facts about you people most probably wouldn't know
 - During the time I purchased an aircraft I flew across the Nullarbor to Perth with the highlight being flying into, and landing at an Airshow held at Langley Park between the Perth CBD buildings and the Swan River. I also flew groups to the Birdsville Races, and returning via Lake Eyre saw the magnificent spectacle of the lake in flood several times in the late 90's then home via the Flinders Ranges. I also did the usual visits to Airshows like Avalon, Point Cook, Bendigo, Bankstown etc. as well as many other Victorian and interstate fly-ins and airshows.

Brendon Huynh



1. Do you have any previous flying background?
 - Plenty of X-plane 11, and some 10 lessons at GCV, 3 months ago
2. What made you choose Melbourne Gliding Club?
 - Ralph chose it, it's easier than travel to BLA
3. How was your experience so far?
 - Flying and people great, but hard to get out of bed to go even to BM.
4. At what stage are you in your training?
 - 10 lessons so far at GCV
5. 3 facts about you people most probably wouldn't know
 - -
6. Anything else you want to add
 - Without a car, I'll sometimes need rides from and to BM rail station, too uphill for the bike

Katerina Tsiatsios



1. Do you have any previous flying background?
 - I have always been drawn to the aviation world and as a result i have been around amazing aircraft one way or another...its just meant to be!
 - Growing up as a child i had aeroplanes...not barbie dolls. This passion started at the age of 2. As i grew older as did my fascination.
 - I started training for my SPL (student pilot license) with Tristar Aviation at Moorabbin Airport in 1994, i managed to complete 12 hours of Flight training and 23 hours of ground school Theory Aeronautical knowledge. Due to distance i decided to attend a closer flight school and that was Pearson Aviation at Essendon Airport. I completed 1 hour of Flying time and 1 hour of ground school theory. But they are quite expensive... Then i discovered a flight school in Melton, so i trained there and completed a further 1.5 hours of flight training and 2 hours of ground theory training. Then due to financial circumstances i had to put a pause on the flying lessons.
2. What made you choose Melbourne Gliding Club
 - I came across The Melbourne Gliding Club on Facebook and yet again was bitten by the aviation bug and just had to have a closer look...Marc has been amazing! He's provided me with informative ongoing support and information on the club and is inspiring. Why have I not looked into Gliding before...
3. How was your experience so far?
 - All the staff and members have warmly welcomed me into the club and this is definitely where I want to be...
4. At what stage are you in your training?
 - Waiting for my first flight
5. 3 facts about you people most probably wouldn't know
 - Apart from my aviation passion I also like to help people and as a result I work full time in Perioperative surgical at Sunshine Hospital and sometimes at Joan Kirner Womens and Childrens Hospital. I have been in this role for 1 year. Prior to that I was working for 6 years at The Royal Childrens Hospital. I have not resigned from RCH, I took a year off to pursue a Theatre role for Western Health to acquire further skill sets and will be returning to RCH later this year.

Safety Moment – Paul Spooner

Lack of helpers on the ground

There have been some events in the past year where lack of duty crew was noted as contributing to the event. Ultimately the P1 pilots of a launch combination have decided to press on without a forward signaller and some other clubs have launched without wing runners and come to grief.

DO- Think about whether there is enough crew before you get in the glider or tug.

DO- Ask other clubs to help out or pilots further back in the launch queue.

DO- Make a positive assessment of the competence of the remaining crew to operate single handedly.

DO- Assess the traffic conditions including listening to the radio for inbound aircraft.

DON'T- Only realise there is a crew shortage when the rope is hooked on (if you haven't done the previous DO's then pull the yellow handle get out the glider or tug and resolve the situation.

DON'T- Shrug your shoulders and think there is nothing I can do about this and press on. Remember you are P1 of the Tug or Glider and you can stop launching

I have so often when being a wing runner had a forward signaller spotting something I had not seen so make good assessments. There are times when it is safe to operate without a forward signaller but on a busy Saturday or Sunday afternoon, most times it is not safe.

DON'T-When training for a cross wind take off on a cross strip think that exempts you from having signallers.



The power of the sun

When I was at school one of the great things to do was to set fire to leaves using a magnifying glass and the sun.

A recent event showed a glider canopy acts the same as a magnifying glass and the nice dry woolly glider seat cushions is the perfect combustible material.

Discussion with GFA indicated there most events are associated with canopies that hinge forward and when open are up at 45 Degree Angle, it must provide the correct focal length to concentrate the sun.

DO- Be situationally aware this can happen, and it doesn't need to be a hot day, just a sunny day

DO - Keep canopy covers on as long as possible before getting in the glider, for owners of gliders with forward hinging canopies a "flight line " canopy cover is a good measure.

DON'T - Leave gliders parked in the sun with canopy closed and covers not on, it protects from this type of event as well as preventing heating up the belt buckles, straps and interior so hot that they burn the skin.



Maintenance Corner – Richard Traill

Basic Care of Gliders

Following on from care of canopies, is care of gliders. This is just the basic day-to-day care, and not about annual maintenance. To help out with this basic cleaning, you'll need to bring a few supplies to the field with you. These are not expensive and chances are you'll have some of the necessary items already.

To get the best from the gliders, they need to be clean. Dust and other matter of biological origin (bird droppings) collects on the gliders while they are in hangars. They can accumulate mud and insects on them during operations, particularly when flying from grass runways. These collections affect the airflow over the wings, which has a follow on effect on performance. If the canopy is dusty and dirty, not only does it make the gliding experience less enjoyable, it's a safety issue.

To keep the gliders nice and clean, you should come prepared to wash the gliders before flight and when putting them away at the end of the day. You should bring a bucket, sponge, chamois and consider something like a cleaning glove to help with removal of bugs and insects from wing leading edges. It's a good idea to have two chamois, one for general cleaning and a separate one reserved for the canopy. It is also recommended to some Perspex polish (Vu-Plex, Plexus or similar) and microfibre cloths for making sure the canopy is as clean as it can be. Keep the microfibre cloth just for the canopy and be sure to wash it.

Washing the gliders is not difficult. Apply water with the sponge or chamois, and wash off dirt, then dry with a chamois. Remove all the bugs etc from the leading edges of wings before putting the gliders away. Leave them how you'd like to find them. If using the covers on ZRD, wash the glider before putting the covers on. See last month's article for more information on canopies, but use the cleanest water for canopies and don't rub the dust in.

The gliders are aerodynamically sealed using tape. This doesn't last for ever, and needs to be regularly replaced. The tape isn't anything fancy, white electrical tape from a hardware store works well. Unfortunately, after the tape has been in the environment for a while, it leaves a residue on the gliders which needs a solvent to remove. You should come prepared to change the tape occasionally to keep the aerodynamic and tail ballast door seals (on the DG 1000s) in good condition.

You should bring white electrical tape for sealing, scissors to cut the tape, and solvents to help clean the tape residue from the glider. The electrical tape doesn't need to be expensive, the Nitto brand at about \$3.00 is a proven product, other brands are available. If you go on camps, it's also worth getting a roll or two in a contrasting colour like red. This can be used for sealing pitot tubes and static ports to stop water getting in. With the solvents, consider getting both methylated spirits (alcohol) and wax and grease remover (hydrocarbon) in your collection. Some residue comes off well with metho, but sometimes wax and grease remover is better. You can all remember about polar and non-polar solvents from chemistry can't you? If metho doesn't work well, try wax and grease remover of vice versa. Rags to help with the residue removal are also a needed. Old cotton t-shirts or similar material are perfect for the job. If have no rags of your own, there is a collection in the workshop you can use, or if all else fails, you can buy bags of rags from hardware stores.

What to carry it in? My preference is to use two buckets of the same type that nest together. This has the advantages that you don't have to carry around an empty bucket and also a container with your goodies in it. It also means that if a bucket gets broken for some reason, you immediately have a spare. My buckets are a horrible yellow colour to make them visible on the airfield. Others carry a bucket and their supplies in a separate plastic tub. Some like a bucket with a lid so you can carry washing water in the car without the risk of spilling it. Over winter, some bring warm water in a thermos from home which is very civilised. Ultimately, it's whatever works for you. Attached are some photos from my setup.



From the Archive – Murray Stimson

Alan Patching and John Ashford took the Golden Eagle to New York State.

In the Northern Summer of 2000 the International Vintage Sailplane Meet (IVSM) was held at Harris Hill gliderport near Elmira, upstate NY, USA. Harris Hill calls itself the “Soaring Center of America” and for good reasons. The hill provides constant ridge lift and was the site of the first US national gliding championships from 1930 up to 1946, and many times since then. The club is one of the largest and most active in the US and the major US glider and helicopter manufacturer, Schweizer Aircraft, is located at the bottom of the hill. But the main reason for undertaking an enormous pilgrimage with the Golden Eagle vintage sailplane was the presence of the National Soaring Museum (NSM) on the airfield and the IVSM 2000 gathering of the most historically significant gliders from around the world. Side note: IVSM 2024 is being held at Harris Hill glider port (below). <https://www.soaringmuseum.org/>



Newer MGC members may not know of Alan Patching, but he and the Golden Eagle glider were an inextricable part of our club history. The Golden Eagle was designed and built from 1934-37 by another founding member of VMFG, Geoff Richardson, and making it available to more flyers was one of the reasons for the founding of VMFG in 1945.

After Alan’s death at age 96 in March 2022, his daughter-in-law Ruth Patching wrote an excellent historical celebration of Alan’s life published in the August 2022 edition of the Gliding Australia magazine: <https://magazine.glidingaustralia.org/mag/GA-60.pdf>

John Ashford, a stalwart of the Geelong Gliding Club, BMAM, VSA and GFA for many decades was also highly involved in vintage aircraft and had succeeded Alan in his position as the Australian delegate to the Organisation Scientifique et Technique Internationale du Vol a vol, (OSTIV). John passed away in 2015. <https://ostiv.org/about/in-memoriam/obituary/john-ashford-20-june-2015.html>

The Golden Eagle was, at the time Alan donated it to the Australian Gliding Museum in 2016, the oldest continuously airworthy vintage glider in the world. It was an absolute pleasure to fly the beautifully maintained glider for a short soaring flight when VMFG held “Back to Berwick” long weekends in 1992 and 93 to commemorate the Berwick airfield the club used prior to moving to Bacchus Marsh in 1966. But that’s another story.

The pilgrimage to IVSM 2000 took an enormous amount of planning, preparation and perseverance by Alan, John, Ian Patching and several others over many months. Here are some of the photos Alan took along that journey, scanned in from slides Alan had in his study at the family home at 22 Eyre St Balwyn.



Alan (L), Geoff Newlands and John Ashford had to remove the axles and wheels to secure the glider trailer and Golden Eagle into a shipping container near the Melbourne docks.



Geoff Newlands was a car mechanic by trade and good friend of Alan's.



A fork lift was needed when the trailer arrived in Los Angeles at the Sandorex shipping sheds and the axles and wheels had to be re-installed.



Looks like a tight fit for John in the Caproni glider as he prepares to launch at Tehachapi's Mountain Valley airport, North of LA.



With his history as a Defence aeronautical scientist who worked on the F-111 for the RAAF, Alan wasn't able to pass up another chance to visit the USAF Museum at Wright Patterson Air Force Base, Dayton, Ohio. The B-1A was also a swing-wing bomber from the same era as the F-111, but production was cancelled, then restarted several years later as the B-1B project.

Alan and John visited 13 museums and aviation events on the trip across the USA and back, including the annual convention at Oshkosh, WI, for the Experimental Aircraft Association (EAA) and the Smithsonian Air and Space Museums at Dulles Airport and Washington DC mall.



Alan with Floyd J. Sweet in front of the Golden Eagle at Harris Hill, finally arrived and rigged at IVSM 2000. Floyd was the President of the NSM, former President of the Soaring Society of America (SSA) and founding editor of the SSA Soaring magazine in the 1950's. Floyd graduated aeronautical engineering in 1937 from UMichigan, and during WWII with the US Army Air Force, trained hundreds of glider pilots to fly the Waco transport gliders used for the D-Day invasion of Normandy, 1944.
<https://www.ssa.org/floyd-j-sweet-nasa-intelligence-official/>



The Franklin PS-2 first flew in 1931 as a design from the Professor of Mechanical Engineering at UMichigan. In 1934, it was used in a trial for mail and goods delivery whereby three PS-2 gliders were towed behind a single aircraft from New York to release above Philadelphia, Baltimore, Washington DC. <https://www.waaamuseum.org/collections/airplanes/645-franklin-ps-2-glider>



During IVSM 2000, the 1934 mail flights by a Franklin were recreated for the international audience.

Murray Stimson

28 Jan 2024

Other Items

Free Gliding Books for download: (thanks to Alice Berriman for the tip!)

<https://www.facebook.com/share/p/eP1989qSKfyTgdvp/?mibextid=qi2Omg>

Upcoming Events

Horsham Coaching Week – 27th Jan to 2nd Feb



Horsham Week Gliding Competition – 3rd to 10th Feb

Bacchus Marsh Wings, Wheels and Coffee – 4th Feb 2024

ALL CAR/AVIATION CLUBS + ENTHUSIASTS WELCOME. DRIVE IN OR FLY IN. \$15 ENTRY FEE PER VEHICLE/AIRCRAFT FOR THE DAY.

SUN 4 FEB 2024 9AM TILL 4PM

BACCHUS MARSH WINGS, WHEELS AND COFFEE

CAR & AIRCRAFT DISPLAY AT BACCHUS MARSH AIRFIELD, AERODROME ROAD PARWAN

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Easter Camp – Raywood – 29th March to 2nd April

You can Contribute

Please send any photos / articles to Glide_angle@fastmail.fm