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AUSTRALIA

Issue 35 April - May 2017

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GLIDING AUSTRALIA

No. 35 April - May 2017

COVER: LUKASZ WOJCIK POLAND, OPEN CLASS
 AT WGC BENALLA BY AL SIM

2 FROM THE PRESIDENT - EXECUTIVE OFFICER

What's happening in the Australian gliding airspace.

5 NEWS & EVENTS

This month's news covers the IGC Plenary Meeting, Avalon Airshow and a farewell to fellow pilot and writer Allan Ash.

10 HORSHAM WEEK

Horsham Week brought challenging conditions with heavy rain and winds, but maintained its tradition of welcome to all pilots, new and experienced.

11 MOUNT BEAUTY WEEK

At the VSA Alpine Coaching Regatta at Mt Beauty, one of Australia's best mountain flying sites, consistent soaring weather made it the best attended yet.

12 RIDING THE WAVE

Dominique Brassier learned some of the ups and downs of wave riding in a Duo Discus with George Marbot at West Wyalong Camp.

14 SOARING IN THE ANDES

Lucky Denis Nolan spent a month in Chile discovering the thrills and challenges of flying the Andes, and meeting the Club's friendly members.

18 NARROMINE GLIDING CLUB

Narromine GC is set to expand its onsite accommodation, hangarage and operations, and host coach G Dale through November and December.

20 CLUB AND SPORTS CLASS NATIONALS

Waikerie Gliding Club hosted the 36th Club & Sports Class Nationals where pilots met interesting flying conditions and ambitious task-setting.

24 SAILPLANE GRAND PRIX HORSHAM

Attracting the world's best GP competitors, pilots flew six out of the seven days at Horsham Aerodrome, proving itself an ideal site for a Sailplane GP.

27 COACHING

For clubs, coaches can make a difference between new pilots developing a genuine love of flying, and simply languishing with few aspirations.

28 COOPER ACCOUNTING

In the final part of his accounting series, James Cooper explains how to set up Accounts Receivable and Depreciation reports and other key tips.

32 OPERATIONS

Through this recent example from WGC 2017, learn how the new REPCON reporting scheme helps encourage a safety culture.

37 INCIDENTS & ACCIDENTS

40 PARACHUTE REPACKING

Learn how Australian Parachute Federation and various manufacturers define the repack/service standards for the parachutes glider pilots use.

42 CLUB RESOURCES

The GFA website's new Resources section lists sporting grants available to clubs for funding, at Federal, State and Local Government level.

43 CLUB LISTING

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Fiona Northey fiona@glidingaustralia.org

RETURNS

If you are sending documents they must be emailed to returns@glidingaustralia.org

SHOP

The GFA Online shop has a range of useful products including a Form 2 kit, www.store.glidingaustralia.org

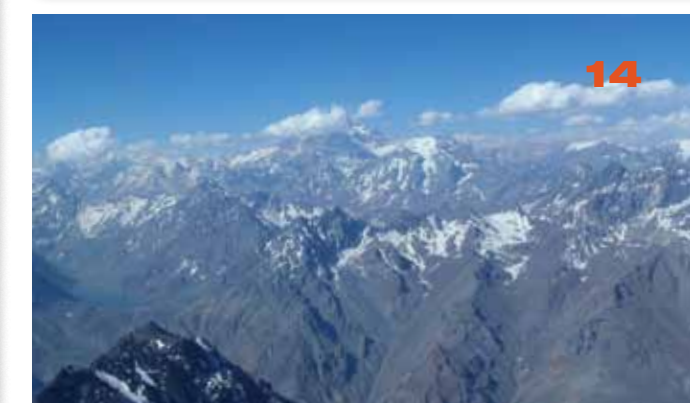
GFA OFFICE

Before calling the GFA office, please check out our website www.glidingaustralia.org to buy items, find documents and other information, and renew your membership.

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THE WIND OF CHANGE

If you talk to any psychologist, they will tell you that any change is potentially stressful. It's just the way we are. The level of stress changes significantly depending on whether it was your idea or somebody else's idea. The extra stress is caused by a feeling of losing control. In gliding we have all been faced with a lot of change, particularly in the last 20 years.

One really important thing when a change is introduced is to clearly explain why the change is being made. For example if GFA decreed that from tomorrow all gliders must be painted pink there would be an outcry. If however we said, "Look we have discovered this magic pink paint, and if you paint your gliders pink, as soon as you get below 500ft the glider will levitate back to 3,000ft", then there might be more interest in painting gliders pink.

So I do know that it is really important that we explain what we are doing, and I know that that is something that came out in the members' survey two years ago. A lot of people told us that we were not communicating what we were doing very well. We were telling people to paint their gliders pink without telling them why or explaining the benefits and this was causing tension and stress in our relationship with members. To be honest, at the time we were incredibly busy putting out fires and trying to keep gliders in the air so that our focus was inward looking. We were dealing with CASA, we were dealing with the loss of our delegations, and several other big issues. Fortunately, that is all now behind us and we are in a much better position and better able to look outwards to see what we can do to make life easier for our members, to simplify the rule set, to make things equitable, to adjust some rules to better reflect just culture. That is certainly what we are trying to do.

It is pretty clear to me that no one wakes up in the morning and thinks, "You know what, I think I will go out to the gliding club today and crash." Nobody does that, it doesn't happen - so clearly we do not need to have a rule that says do not crash. We only need enough rules so that people behave in a safe and predictable way to minimise accidents.

One thing that drives me mad is any rule that makes things hard for the good guys but does not deter the bad guys. We

need fewer rules, but we do need rules that make it harder for the bad guys. In my opinion any rule that makes it harder for the good guys but not the bad guys is a bad rule and I am constantly working with our Operations, Sports and Airworthiness departments to reduce the number of rules that we have to operate under.

By the time you read this I will have been in this role for two years. I spent the first 18 months catching up, putting out fires, sorting out loose ends and dealing with issues that needed to be dealt with. We are very close now to what we call Business as Usual - that is, operating without too many emergencies or too much chaos.

Moving into my final year as President I am in a position to push for some significant changes in the way we operate. Using Donald Trump as a role model I could issue Executive orders to change all sorts of things if I had a mind to!

If anyone out there has good ideas about how we can do things better - ideas that perhaps were knocked back in the past - I want to hear them. I want to know what we can do to make gliding in Australia better and I need your help.

The member's survey was sent out two years ago. We had over 600 responses, which was great. That information was collated into an 80-page document.

In the coming months we will be sending it out again - warts and all - so that we can see if anything has changed. We want to see what needs to be done, we want feedback on our current direction, we want your honest responses and we would like as many responses as possible.

We encourage all members to send in comments so that we can see what the problems are. We have to work together. The people that are in the paddocks fixing the cable breaks, driving the winch, instructing circuits with cu's in the sky - those are the people who know what the issues are, those are the members I want to hear from. If you tell me what the problem is, I promise I will try my best to do something about it, but if we don't know about your problem we can't fix it.

Of course there are some things set in stone by CASA that we can't change and we must obey those rules. But there are a lot of things that we can change and it seems that today's CASA are increasingly flexible. Given the current environment we



are in a good position to wrest more changes from CASA. Look how we recently managed to get permission for members to mount cameras on gliders, and to fly a circuit without a compass that has been swung or a radio. Those are freedoms that other branches of aviation can only dream of. We achieved these freedoms relatively easily from CASA without too much push back. If there is anything that you need or that you think we should be doing differently please, please let me know.

Another thing that I would urge you to do is to visit other gliding clubs near and far. It is amazing to me how few people do that. Many people that I speak to have only ever flown at their own club and this develops what is known as a silo mentality, leaving them to believe that all clubs are exactly the same as theirs. They say, "Don't all clubs have x, y and z?" No, they don't! Some clubs have four members, some clubs have a winch, some clubs have 200 members, and some airfields have 3 clubs at one site. There are big variations and big differences. Each club has their own strengths and their own weaknesses and by travelling and visiting other clubs it is possible to see that things can be done better, things can be done differently and you can learn from the experience. I would encourage clubs to hold more weekend Regattas and invite pilots from neighbouring clubs, to organise social weekends, get-togethers in the city to catch up and talk to new people from other clubs to share their experience. We know that people who travel overseas are often more broadminded than people who stay at home because they are exposed to a wider range of experiences, and that is not a bad thing.

MANDY TEMPLE
PRESIDENT
president@glidingaustralia.org

ADVOCACY

GFA sends representatives to many aviation associations and forums. Here is the next article detailing these meetings over the last two months and the issues that we are currently discussing.

ASAC AGM

We continue our close association with our ASAC members. Discussions continue on Part 149 and various points of contention. We have made representations via ASAC and directly to the Minister about our future funding arrangements.

OSTIV AGM

We were represented at the OSTIV AGM held during the very successful OSTIV conference that ran in parallel with the WGC Benalla.

REPCON

REPCON is a confidential reporting service run by the ATSB. Anyone can make an anonymous complaint to the REPCON System in the interests of safety. During WGC Benalla the Competition Organisers were the

subject of a REPCON report. The allegation was that the Organisers were fostering a negative safety culture, and in particular known risk taking and aggressive flying from competitors, which resulted in at least two mid-air collisions during the competition. Videos posted on the competition YouTube channel taken by pilots holding hand-held cameras in the cockpit while flying with multiple gliders were given as examples of known behaviours, which the complainant alleged was being rewarded rather than the pilot being educated on the safety implications. The ATSB asked GFA (as the body responsible for the administration of sport and recreational gliding and sailplane activities in Australia), to investigate and a comprehensive report was provided to the ATSB and CASA. The GFA's investigator confirmed there were two mid-air collisions, both of which were reported to the ATSB in a timely manner, and the presence of gliding inflight videos and related comments on social media was not disputed. The investigator also found a positive safety culture, and identified that the Organisers took steps to reduce

safety hazards as they were identified. Such steps resulted in significant improvement and a reduction in reported incidents. Unfortunately the investigation tied up a considerable amount of the Organiser's manpower and resources at a time when everyone was already really stretched.

RAPAC

Our State reps continue to represent our views at monthly RAPAC meetings throughout Australia to ensure that any threats to airspace are known about and mitigated. There are a number of sites that have benefited from this in recent times.

CASA

In early February GFA provided CASA with a written response to their draft discussion paper on 'Frequency Use at Low Level in Class G Airspace'. CASA has since published 'DP 1610AS - Frequency Use at Low Level in Class G Airspace' - for public consultation. I recommend members review this document and provide feedback to the Executive Manager, Operations emo@glidingaustralia.org.

GFA CALENDAR

Use the Contact GFA menu at www.glidingaustralia.org to send events to the GFA Secretariat for publishing online and in GA

QUEENSLAND EASTER REGATTA

8 - 15 April 2017
Darling Downs Soaring Club,
Mccaffrey Field, Bowenville QLD 4044
For more information
www.ddsc.org.au

HUNTER VALLEY GLIDING CLUB VINTAGE GLIDER RALLY

14 - 23 April 2017
The Hunter Valley Gliding club
invites all pilots to the Vintage
Flying regatta at the Warkworth
airfield during Easter 2017 and
the week following.

Aerotow launches will be
provided by the clubs vintage
Pawnee (min airspeed 60kts) from
Friday 14 April through to Sunday
23 April. Contact Peter Rundle
Mob 0417 684 313 sf27mz@gmail.com
or Arie Van Spronson Mob 0419
973 343 arie@internode.on.net

COMPONENT REPLACEMENT AND FORM 2

20 - 26 May 2017
Waikerie
Bunyan Airstrip, Monaro Hwy,
Bunyan NSW 2630, Australia
Contact Chris Thorne on 0401 147
125 [nls264.wix.com/canberra-](http://nls264.wix.com/canberra-gliding#!wave-camp/cctb)
gliding#!wave-camp/cctb

CANBERRA GLIDING CLUB WAVE CAMP

26 August - 3 September 2017
Canberra Gliding Club - Bunyan
Airstrip, Monaro Hwy, Bunyan NSW
Chris Thorne on 0401 147 125
[nls264.wix.com/canberra-gliding#!wave-](http://nls264.wix.com/canberra-gliding#!wave-camp/cctb)
camp/cctb

QLD STATE GLIDING CHAMPIONSHIPS

30 September - 7 October 2017
Warwick Gliding Club, Massie
airfield - located on Massie-Bony
Mountain road approx. via road
14km north west of Warwick, Qld.
For further details contact Phil
0419 264 713 or [Phillip.Southgate@](mailto:Phillip.Southgate@team.telstra.com)
team.telstra.com

CLUB AND SPORTS CLASS NATIONALS GOONDIWINDI

9 - 18 October 2017
NARROMINE CUP
18 - 25 November 2017
Contact Beryl Hartley email arnie.hartley@gmail.com

NSW STATE CHAMPIONSHIPS

9 - 16 December 2017
Temora Aerodrome
Contact Secretary Daryl Connell
djpconnell@gmail.com

MULTICLASS NATIONALS

8 - 19 January 2018
Waikerie
Contact John Ridge
johnridge16@gmail.com

SAILPLANE GRAND PRIX

20 - 26 January 2018
Contact Contest Organiser - Arnold
Neiwand mob 0429 857 275 or
email nieci@aanet.com.au or
Contest Organising Chairman -
Selwyn Ellis Mob 0427 824 925 or
selwyn@wllisworks.com.au

CHANGES AT THE TOP

Three board positions have changed in the last two months. These are therefore temporary replacements until the elections at the AGM in August.

M&D: John Styles, who has been Chair of Marketing & Development (CMD) for two to three years, has been granted leave of absence until the AGM. John has done some excellent work for GFA over a very busy period that included our two World Championships, and led our rapid growth in media promotion. He also had great success in attracting grants and sponsorship over this period.

Ian Caldwell has stepped up to this CMD role and we look forward to his involvement. Ian is a member of the Southern Cross GC and has been NSWGA Development officer.

Airworthiness: Rob Hanbury has stood down as Chair of the Airworthiness Department (CAD) after approximately three years in this role. Rob has done an excellent job and has steered our organisational changes to meet the increasing demands from CASA. Rob will remain as Deputy CAD.

Andrew Simpson has been one of our Deputy CADs, along with Anthony Smith from SA, and has agreed to step up to the position of CAD. Andrew is also a member of Southern Cross GC.

Juniors: Eric Stauss has been the Junior Gliding Club (JGC) representative on the GFA Board for 18 months, which ensures that our Board remains aware of the needs of our younger members. As they get older, the JGC naturally replaces itself and the JGC meeting in December appointed new people to a range of roles.

Nick Mather has taken over as Junior GC Board representative and his first Board meeting will be on 1 to 2 April. Nick is also a member of the Southern Cross GC - revealing a bit of a trend here!

MYSTERY SHOPPER

Last edition I gave an example of a previous member attending a gliding club enquiring about flying, only to be ignored. Since that time I have been told quite a few other stories from across the country concerning poor reception when members visit a new club. It seems this may be a much bigger issue than we care to admit. When current members are ignored they just tell their colleagues and go to find a better club elsewhere. When prospective members are ignored they probably go and try a different sport and tell their friends not to bother trying.

If your club continues to suffer from this problem then the club will struggle to grow and survive, and it costs your club lots of money. The solution is simple – members happy to talk gliding to new people, and basic printed information or memory stick readily available for the visitor to take away

Apology: A member complained to me about my comments above in the last magazine, saying that I should have given the club president the option of responding in the same magazine. I agree with this remark and I sincerely apologise to that president for not doing this. I rang the President and gave this apology and I have offered to include any response that he sees fit.

The president assured me that his club was normally much more responsive to members, and he rang the visitor to apologise to her for her experience. He then went on to recount a similar reception that he experienced when he visited another Victorian club.

I will aim to provide this right of reply in the same edition with any future comments that impact a specified club or individual.

ANNUAL FLIGHT REVIEW (AFR)

The weekly membership list provided to clubs shows Membership expiry date, GPC completion, Medical expiry and AFR due date - a great reminder for pilots and a good resource for clubs and training panels. At the moment, we only have a record of the AFR for 30% of members. When you renew your membership simply include the date of your last AFR in the space provided and you will then get an electronic reminder prior to the renewal date. No more forgetting and then having to wait for an AFR check when you could be flying yourself on the best gliding day for months.

You have until the end of the month of your renewal date to complete your AFR. If you do your AFR a little earlier (up to three months), then your renewal date stays the same, so you don't get hit by 'bracket creep'.

MEMBERSHIP OFFERS

The GFA has approved a discount membership rate for current members of HGFA, APF, RAAus and a number of other sport aviation groups. When a new member joins GFA and they can prove that they are a current flying member of one of these other organisations then they



**TERRY CUBLEY
EXECUTIVE OFFICER**

eo@glidingaustralia.org

will receive a 25% discount on their GFA 12 months flying membership fee.

So, invite your other aviation friends to come and try gliding and benefit from this discount.

The HGFA have reciprocated and are offering a similar discount for GFA members who wish to try hang gliding or paragliding. If you are interested in trying these other great aviation sports, take your GFA membership card with you.

Aviate in April: When your club signs up a new 12 months flying member during April, the GFA will reimburse the club 50% of the 12 month GFA membership fee. Many clubs are using this money to offer benefits to the new member to encourage them to get into gliding. This membership drive in April could be a real benefit for your club's long term future and short term cash flow.

But wait – there is more! When this new member renews their GFA membership in 12 months' time, GFA will once again reimburse the club 50% of the 12 month GFA membership fee.

Pay by the month: All GFA members have the option when they renew their GFA membership to elect to pay by the month automatically from their credit card.

WORLD GLIDING CHAMPIONSHIPS

Lake Keepit 2019: Australia will be hosting the Women's World Gliding Championships at Lake Keepit, NSW in December 2019. We have been well represented at Women's Championships in recent years but this is another step upwards for Australian Gliding.

It is a great chance to get some publicity about opportunities for women in gliding, which supports our promotion to increase our female participation rates from the current 5%.

Lake Keepit is a great site – with consistently good weather, very picturesque for the media, and close to the city of Tamworth. LKGC is a strong club who are already developing their infrastructure to ensure a memorable World Championships.

Women's World team 2019: We will have up to nine positions available on our world team at Lake Keepit and we have already started talking to women who have shown interest in competition flying to join our women's squad and prepare for this event.

The Sports Committee has appointed Terry Cubley as the Manager and Team Captain of this Women's team and he will be coordinating a range of coaches to support the team's development.

The focus will be on those wanting to fly in 2019, plus those who may see 2021 as target. If you are interested in becoming part of the squad and have not yet been contacted, please advise Terry at terrycubley@bigpond.com. We also want to involve other women who are interested in supporting the team in a myriad of roles. Please let us know.

Women's World team 2017: The first part of our development for our women pilots is attending the WWGC in the Czech Republic in May 2017. Ailsa McMillan (Vic) was originally selected to represent Australia at this event. She will also fly the Junior world championships in Lithuania. The GFA Board has allocated additional funds to support Jenny Ganderton (NSW) and Claire Scutter (SA) to compete at the Women's event. Julie Maddocks has volunteered to act as Team Captain for this event. None of these pilots have flown Women's World Championships previously and it is a great opportunity for them to get some experience to assist with their training for 2019. We wish them well and look forward to hearing of their experiences.

Junior World Gliding Championships 2017: Following the team's success at Narromine in 2015, the Sports Committee has selected four junior pilots under 26 years old to compete in the JWGC in August in Lithuania. Two pilots will be funded from our International Teams Fund, and two will be funded from a grant provided by Simon Hackett of AvPlan fame – a regular supporter of our Junior team and its success.

Three from our team from Narromine 2015 were selected again this year. Two others are now too old and one is not available. James Nugent, Ailsa McMillan and Dylan Lampard have been selected, along with newcomer Reuben Lane.

Unfortunately, James has now advised that he cannot attend due to University commitments and so the Selection Committee is looking for a replacement.

We wish all of our competitors a great competition.

CLUB DEVELOPMENT

The GFA Board is keen to support membership growth, but ultimately it is individual clubs who are in control of this issue. How clubs attract and then provide services to their members will dictate how the club grows or declines.

The Board is providing opportunities for clubs to plan their own development and in support of this we have set up a Club Health Check so that club committees can get feedback from their members as to what they see as the strengths and weaknesses of their current offering. Has your club committee offered you this opportunity to have your say?

We are now asking clubs to use this feedback to create a development plan to ensure the club is successful, and we may be able to assist clubs to implement some of their plans.

IGC PLENARY MEETING

The International Gliding Commission (IGC) is effectively the Sports Committee for international gliding, part of the Federation Aviation Internationale (FAI).

The primary focus of IGC is in sporting badges (from C certificate through to 1250km Diplomas), Sporting Records and International Championships.

AUSTRALIAN REPRESENTATION

Australia is well represented on the various IGC Committees:

Terry Cubley is a Vice President of the IGC Bureau (Executive), Chair of the Stewards group, member of the Annex A (Rules) committee and a member of the Safety committee.

Tobi Geiger is a member of the Handicap committee.

Tim Shirley is a member of the Flight Recorder approvals committee and Scoring committee.

Beryl Hartley is a member of the Sporting Code committee.

SAFETY FOCUS

The major focus of the discussions at this meeting was safety in competition, emphasised by some of the incidents seen at Benalla due to low blue days and large fleet of gliders. There was much discussion around the scoring system and

The GFA Board is working to identify improvement in what we offer to prospective members to move our sport into the 21st Century. Because quite a few comments posted to social media say that many of our approaches are based on a 20th century view of society, we are keen to hear about alternative approaches.

The Board has contracted a sports development organisation called Sports Community to assist with identifying opportunities and then implementing these changes by supporting interested clubs.

The first stage will involve Sports Community running a workshop at the end of April. We have invited 20 members from across the country, across all aspects of gliding activity and from various target groups to identify future options for our sport.

The options/products will then be promoted to clubs. Interested clubs will be invited to implement the suggestions that appear relevant and achievable.

how it rewards gaggle flying, the number of entries per country and therefore the size of the world championships, and methods to reduce gaggles and 'leeching'.

The alternate starting method using fixed start periods was accepted last year and will be used in the European championships this coming season, but we were not allowed to use it at Benalla. There was talk about an early start bonus but no formal proposals were offered. I once again raised the multiple start option used in Australia and this time it started to attract some interest so I will look to propose this through the Annex A committee.

The Collision Risk Analysis paper developed by John Wharington - a member at GCV, Benalla - was very well received and created a lot of discussion. John has been getting requests from many countries wishing to use his analysis. The proposal is to use this at the two European championships this coming season.

John has managed to develop a process to use the IGC flight files for each pilot to identify when each pilot gets close to every other pilot and record this in a variety of ways. John started this analysis during the Benalla world comps and we could show pilots a graphical analysis. The example is for 15m Class gliders and shows how often each pilot, identified by

continued over page



their glider registration, came within 100m, 80m, 60m etc from any other glider with a positive closing speed. It shows that some pilots are more prone to get close to others, and not surprisingly these pilots were the ones who were most often reported for hazardous flying.

John has extended his analysis and has even developed a process to penalise pilots for consistent unsafe flying. I look forward to seeing how this impacts on competition flying in the future.

DECISIONS
The table below lists some of the main decisions made at the IGC meeting
The full list of Summary of Decisions is published on the website. Click the link to download this document.

IGC MEETING DECISIONS

Definition of 13,5 meter class,	That from FAI WGC in 2019 the 13,5 meter class will be restricted to gliders / microlight gliders with an electrical Means of Propulsion and Rules will be developed to take advantage of the electric MOP..												
Loss of Height on the Silver/Gold duration flight	To delete the requirement for a maximum 1000m Loss of Height on the Silver/Gold duration flight.												
To adjust the scoring of competition days where almost no gliders come back,	Define the “completion ratio” as the number of speed finishers divided by the number pilots who attempted the task. Completion ratio (CR) = n2/n1 Define a new Day Factor FCR = the lesser of 1 and 1.2 CR + 0.6 Apply FCR in the same manner (and in addition to) the current Day Factor, F.												
Participation of World Champions at WGCs,	Champions will not be accepted in addition to entry per NAC except for Women and Junior world champions]												
Individual ranking list and 20m two-seat class, Annex D	The Pilot Ranking Score for two seater entries and will be awarded to the pilot with the highest Ranking at the start of the competition.. The current 20m class team ranking list will be discontinued.												
Change of the 1000 Point Distance Requirement, Annex A	To change the distance required for 1000 points to: (devaluation of scores due to distance flown) <i>(currently 250km for all classes)</i> <table><tr><td>13.5 Metre and Club class</td><td>250 km</td></tr><tr><td>Standard, 15 Metre, and 20 Metre Two-seat classes</td><td>300 km</td></tr><tr><td>18 Metre and Open classes</td><td>350 km</td></tr></table> the minimum distance of 100 km (Dm) for a championship day should change to: <table><tr><td><u>13.5 Metre and Club class</u></td><td><u>100 km</u></td></tr><tr><td><u>Standard, 15 Metre, and 20 Metre Two-seat classes</u></td><td><u>120 km</u></td></tr><tr><td><u>18 Metre and Open classes</u></td><td><u>140 km</u></td></tr></table>	13.5 Metre and Club class	250 km	Standard, 15 Metre, and 20 Metre Two-seat classes	300 km	18 Metre and Open classes	350 km	<u>13.5 Metre and Club class</u>	<u>100 km</u>	<u>Standard, 15 Metre, and 20 Metre Two-seat classes</u>	<u>120 km</u>	<u>18 Metre and Open classes</u>	<u>140 km</u>
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18 Metre and Open classes	350 km												
<u>13.5 Metre and Club class</u>	<u>100 km</u>												
<u>Standard, 15 Metre, and 20 Metre Two-seat classes</u>	<u>120 km</u>												
<u>18 Metre and Open classes</u>	<u>140 km</u>												
Calculation of speed points and distance points, Annex A. (USA) Year 1	To change the calculation of speed points and distance points. Full proposal to do this will be presented next year												
Definition of Silver distance, SC3 (Sweden). Year 1	It is proposed to change the wording from “a straight distance flight of at least 50 km from the release point” to “a course with the flight track including at least one fix with a distance of at least 50km to the landing point”. Full proposal next year												
World Soaring Cup, SC3A (IGC Bureau) Year 1	1. The WORLD SOARING CUP is to be awarded annually to the CHAMPION GLIDER PILOT OF THE YEAR. 2. The CHAMPION GLIDER PILOT OF THE YEAR will be selected from the Champions in all the classes for that year based on results of the competitions												
Change of the Club class, SC3	Introduce disposable ballast in the club class to better support more modern gliders. This motion was LOST , but handicap committee are looking at reducing the spread of handicaps in Club Class which should achieve the same result.												
Inclusion of all known costs in the bids for Championships	It is proposed that bidders for World and Continental Championships must include with the Entry Fee quote all known fixed costs, including license fees, local memberships, etc.												
Combine Junior and Women WGC from 2021,	The IGC will accept bids for a combined Junior and Women WGC event starting from 2021. (does not stop countries bidding for a separate events) Expect more discussion next year												

IGC Bureau,	Both WGCs with two classes and two pilots per class per NAC.
Number of entries per class	The limit is two entries per class per NAC in the Open and 18 meter classes, 2 entries per class per NAC in Junior and Women Championships and 1 pilot per class per NAC in all other classes.
New WGC calendar from 2021, IGC Bureau,	The IGC Bureau proposes to invite for bids in September 2017 to organize two WGC events in 2021. One event will be WGC in 20m two-seat, 18m and open class. The IGC Bureau proposes to invite for bids in September 2018 to organize WGC event(s) in 2022+n 13,5m, club, std., 15m classes. (proposal is for all 4 classes in one world championships)
36 th FAI World Gliding Championships 2020	18m, 20m, Open Classes. Awarded to Germany
36 th FAI World Gliding Championships 2020	Club, Standard and 15-Meter Classes . Awarded to France
3 rd FAI Pan-American Gliding Championships 2019	18-Meter and Handicapped Classes
Lilienthal Medal	Awarded to Patrick Pauwels, Belgium
Date and Place for the 2018 IGC Plenary	2 nd /3 rd March 2018. Venue TBD

FAI GLIDING BADGES
TO 2 FEBRUARY 2017



BERYL HARTLEY
FAI CERTIFICATES
OFFICER
faicertificates@glidingaustralia.org

A BADGE

KAN SHIU TAO TOBBY	12223	LAKE KEEPIT SC
LAW YING TUNG KELLY	12224	LAKE KEEPIT SC
DODD PHILIP J	12225	NARROGIN GC
WONG TSZ YAN	12226	LAKE KEEPIT SC

B BADGE

THOMAS DAVID L	12168	GEELONG GC
HUNG HOI CHARLOTTE	12143	LAKE KEEPIT SC

C BADGE

HUMPHRIS CRAIG K S	12096	ADELAIDE SC
NIGHTSCALES GREGORY	12110	DARLING DOWNS SC

A,B BADGE

SINGLETON JAKE	12219	BENDIGO GC
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B,C BADGE

BRASSIER DOMINIQUE	12172	BATHURST SC
VAN DER SLUIS M	12205	NARROGIN GC

A, B, C BADGE

TUCKER JORDAN	12215	QLD AIR TC
OGAWA YASUTAKA	12216	NARROMINE GC
RICHARDSON SIMON E	12217	NTH QLD GC
RAE DANIEL	12218	CABOOLTURE GC
PRATER ANDREW R	12206	GRAMPIAN GC
DWYER CASEY J	12220	WARWICK GC
THOMPSON DANIELLE J	12221	ADELAIDE SC
HALLIDAY SAMUEL H	12222	V.M.F.G
SAVAGE FRANCIS W	12227	BALAKLAVA SC
TANG ZHEHAO JASON	12228	V.M.F.G

SILVER C

OGAWA YASUTAKA	4925	NARROMINE GC
GRANDJA ANDREW J	4926	GEELONG G

DIAMOND GOAL

COLLINS JAKE J	LAKE KEEPIT SC
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DIAMOND DISTANCE

GRANT JOHN W	NARROGIN GC
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BADGE CLAIMS ALL BADGE FLIGHTS WITH THE EXCEPTION OF HEIGHT CLAIMS MUST BE PREDECLARED AND OVERSEEN BY AN OFFICIAL OBSERVER PRIOR TO THE COMMENCEMENT OF FLIGHT. ALL BADGE FLIGHTS MUST BE FLOWN SOLO (NO PASSENGER, NO SAFETY PILOT). ALL BADGE FLIGHTS CLAIMS MUST BE SUPPORTED BY AN IGC FILE FROM THE FLIGHT.

EASY PEASY SILVER C

The Silver C distance flight is well placed to be the first exercise in gliding to test the basic skills of flight planning and navigation. The training for this first adventure in crosscountry flying is planned to be a task for the club coaches. I hope this short message is of assistance both to the aspiring new Silver C pilot and to club coaches.
For Badge flights: The pilot must be alone in the aircraft.
The pilot may not be provided with any in-flight assistance or coaching during the flight.
Find an Official Observer for your flight. I encourage clubs to place a list of Official Observers on club notice boards and club websites.
Make your flight plan and place the declaration of your flight in the logger to be carried on board. If the logger does not have the capacity for declaration, use the declaration page on the GFA web site. http://www.admin.glidingaustralia.org/index.php?option=com_

[chronofoms5&chronofom=Badge_Declaration](#)

Make sure you declare: Pilot name, Glider type, Task details.
Enjoy your flight – The distance must be more than 50kms straight distance from the start.
Download the IGC file from the logger in the company of the Official Observer.
Complete claim form, available on the GFA website under Sport Forms, and have it signed by the OO.
Send the file and claim form to: Beryl Hartley, PO Box 275, Narromine NSW 2821
Or, if more convenient, email the file to: amie.hartley@gmail.com Post your green gliding certificate book.
Make the payment on the GFA web site in the shop.
Safe soaring, **BERYL HARTLEY**



Click the **BADGE DECLARATION** button on glidingaustralia.org to go straight to the form. Or use this address inyurl.com/hsp4h7p

GLIDING AT AVALON AIRSHOW



The attendance at Avalon Airshow 2017 was the largest yet, with more than 210,000 aviation enthusiasts attending and providing an attractive recruiting ground for gliding. However, this year we had a reduced presence as a very busy season of gliding events reduced the level of support from volunteers. Finding someone to manage our participation proved difficult, to the point that at one stage the GFA gliding contribution was cancelled. However a small crew of members finally banded together and undertook to represent and publicise the

sport of gliding, supporting the RAAF Cadets who fielded an ASK-21Mi, and Swedish world champion glider aerobatic pilot Johan Gustafsson's great displays in his SZD-59 Acro. Check out www.youtube.com/watch?v=IQxNWp5w91Q which shows the spectacular display of night flying, lighting and pyrotechnics similar to that displayed at the Airshow on Friday night.

The catalyst for the GFA representation was Phil Behnke from Queensland,

who was supporting the Super Dimona entry with Robert Zmeskal and Kim Houghton. On hearing of our difficulties, Phil offered to publicise gliding and hand out brochures, just two weeks before the event. Greig Wanless, who brought a Grob 109B, also offered to assist.

Contact was made with airshow general aviation and airport manager Glen Smith, who welcomed the GFA presence and arranged tentspace, tickets and parking. Volunteers joined in and we had the makings of a presence at the airshow, although without the usual gliders, simulator, interior displays, movies and posters presented in prior years.

The Air Force Cadet team had a very professional display, with much interest shown in the ASK-21 by

many young people. A darkened tent housed two computer gliding simulators with projectors to introduce newcomers to flying gliders. Many young people eagerly tried them out. A Piper Cherokee that the Air Cadets use was included in the display.

This year we noticed a difference in the profile of visitors, probably because of our location further from the eating establishments that attract a large but only mildly interested audience. Our visitors were actually looking for us, to talk to people about going gliding. Enquiries seemed much more focussed, visitors often having a background of modelling, hanggliding, or having gliding experience in the past and an interest in returning to gliding. I believe our presence was worthwhile - we talked with some serious contenders, who asked all the right questions and are on track to visit their local gliding club. It was also a great Airshow.

DAVID GOLDSMITH



VALE ALLAN ASH

Allan Ash died on 7 November 2016, aged 90. Older glider pilots of Australia will be familiar with Allan, whose editing and writing on the sport of gliding in Australia have no doubt had a profound impact on its success.

He helped build a primary glider when he was 16 in 1942, and then taught himself to fly it. As Secretary of the NSW Gliding Association, he helped re-establish the sport of soaring after World War 2. He also served a term as Secretary of the Gliding Federation of Australia. He was

co-founder of Australian Gliding magazine in 1951, continuing for ten years. Then in 1981 he resumed the editor's seat and continued until January 1993, making it one of the leading gliding journals in the world.

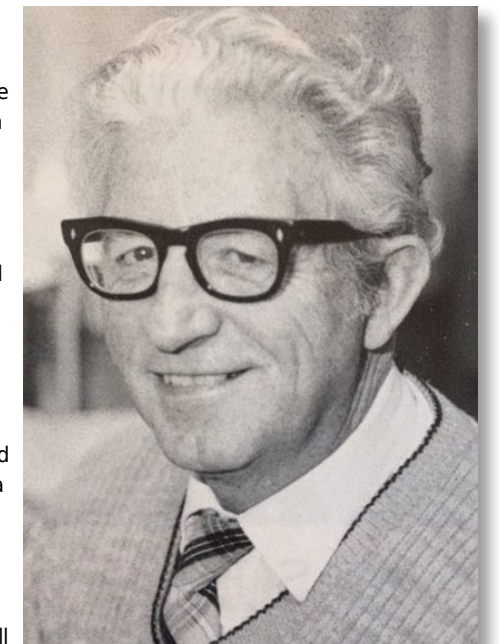
As an aviation journalist, he has visited many of the gliding clubs operating in Australia, flown with many of them and written about their activities in newspapers and magazines in Australia, North America, Britain and several European countries. Allan lived in England from 1948 for about two years and was a regular at Dunstable.

Allan had collected an enormous resource of history over the years and, thankfully, published this information in 1990 in the book 'Gliding in Australia', still used as a reference to this day.

His interest in flying extended to gaining a private pilot's licence and also parachuting.

Allan worked as journalist for World Vision for 10 years until he retired. In his work as a humanitarian and a reporter he travelled extensively into conflict zones and areas where populations were effected by famine and political unrest. Among these were India, Bosnia, Ukraine and Bangladesh.

He had many articles and short stories published in newspapers and magazines and was still sending articles off to various magazines until recently when his



eyesight eventually failed him.

Allan was loving and sympathetic in nature, ready to recognize the worth of others and to praise their work. He was thankful for help received and always expressed his gratitude. He had a great sense of humour. Found among his records of parachuting jumps was the following comment:

"If at first you don't succeed, so much for skydiving."

Rest in Peace, our friend.

COMPILED BY DAVID GOLDSMITH, WITH THANKS TO MARGARET ASHFORD.



TWO-SEATER 20 METRE NATIONAL CHAMPIONSHIPS

Narromine played host to the championship from 13 February for one practise day and seven days of competition in an excellent range of weather. Once again, this was an event for family and friends.

Three husband and wife teams, one father and son joined in the very competitive competition.

Day One : David Holmes and Alan Barnes

Day Two and Four : Lesley and David Jansen

Day Three: Terry Cubley and John Orton – Longest task 523.12kms

Day Five : Evelien Nijland and William Stallenberg – Fastest task 141.04 kph

Day Six and Seven: Jorgen Thomsen and Mark Paterson

FINAL SCORES: 20 METRE TWO SEATER CHAMPIONSHIPS

1st - Lesley and David Jansen in the Duo Discus KDX



2nd - David Holmes, Alan Barnes in Duo Discus ZAB

3rd - Ros and Ray Stewart in Duo Discus WVS

We had two entries in the Open Two-Seater Class, Ron Sanders with Peter Sheard in the Nimbus 3DM and Bernard Eckey with the beautiful new ASH 30m. The two classes were combined to make up the Two-Seater Open class.

FINAL SCORES: OPEN TWO SEATER CLASS

1st - Lesley and David Jansen in the Duo Discus KDX

2nd - Ron Sanders and Peter Sheard in Nimbus 3 DM XXF

3rd - David Holmes and Allan Barnes in Duo Discus ZAB

UNWINDING AT HORSHAM WEEK

BY JUDITH CONSTABLE



After the excitement, tension and stress of the very successful World Gliding Championships at Benalla in January, Horsham week seemed quiet and peaceful, held 4 to 11 February 2017.

As always, it was a happy, friendly competition. Newcomers and beginners were made very welcome, a Horsham tradition.

The competition director was Selwyn Ellis, who was acclaimed by all for the great job that he did. Max

Hedt, the longstanding and much-loved former director, stood in for Selwyn on one day.

The weatherman Rolf Buetler had a very hard job but

did as well as was possible, given the weather conditions. Task setter Jarek Mosiejewski likewise had a tough job, setting tasks in such challenging gliding conditions.

Horsham weather this February was disappointing, as it was in Benalla for the World Gliding Championships. David Wilson, weatherman for many past gliding competitions, wrote, "In my 51 years of attending the Horsham week competition, I cannot remember a week with weather such as we experienced during the first full week of February 2017.

"All this summer, the weather in southern Australia has been unusually poor for gliding - not, I hope, an indication of the future as an effect of climate change! For the whole week we had a trough line extending from Western Australia, near Perth, across South Australia and Victoria, with extensive high level cloud.

"The position of the trough line moved daily, either north or south.

If it was south of Horsham, we could fly, but the temperatures were extremely high.

If it was north of Horsham, there was a very strong inversion over Horsham, with upper air temperatures so high that our sniffer, Keith Willis in the PW5, could not get higher than about 2,500ft, nor could he complete his usual five-hour flights. That happened on three days.

"On day 3, Monday 6 February, this cloud was over Horsham and produced unseasonable heavy rain, so no task was possible. Next morning the aerodrome was too wet to tow out. It dried out quickly in the strong winds, but the winds were too strong to launch. On two other days, we went off on very short tasks, starting the task as late as 4 pm."

PLANS FOR HORSHAM WEEK 2018

In 2018, Horsham week will be preceded by the Horsham Grand Prix and the usual Horsham coaching week, to be run in consecutive weeks.

Horsham Club president, Arnold Niewand, informed us that from 2017, there will be a Max Hedt trophy for the best performance at Horsham by a pilot competing in his first or second Horsham week.

ALPINE FLYING AT MOUNT BEAUTY



In mid-February, the VSA Alpine Coaching & Regatta Week was held at Mt Beauty for the fifth time. Although initial interest was low, it became the best attended yet. Following a fairly average summer in Victoria with relative poor conditions at both Horsham and Benalla, the weather finally decided to turn for the better.

Twenty four visiting pilots and 16 gliders eventually turned up and were treated to eight days of consistent soaring weather. About 155 launches and 243 hours were flown. Numerous flights to Mt Kosciusko and Mt Buller were achieved and several first-time flatlanders got over Mt Bogong and Mt Feathertop. Even the vintage Ka6 and Hall Cherokee gliders excelled. A big thank you to Paul Mander for once again bringing his ASH-25, providing a



back seat for many of the lesser experienced pilots, and for his informative daily briefing presentations. Thanks also to attendee Trevor Hancock for offering a seat in his beautiful Arcus M.

Mt Beauty is probably the most accessible mountain flying site in Australia. Although our terrain is quite subdued in comparison to overseas venues like Omarama or the French Alps, it still requires quite a different skill set to operate safely. Soaring conditions are generally thermic although ridge flying is often present and we do get occasional wave. On high convective days, flying is quite similar to flat land except for the lower number of landing options, which must be known in advance. It's when convection is lower or the wind is blowing that pilot skill needs to be much higher.

Probably the most important skill to understand, which appears to be most lacking, is the way we use the rudder. Flying close to terrain with no horizon is a daunting experience for the uninitiated. Paul and I feel that incorrect use of rudder, i.e. slip and skid, becomes a real problem for many pilots when under stress and is probably the most common cause of spin accidents, not only in mountains but also when low and attempting to prevent an outlanding. The topic is well documented and I invite you to look and these links.

tinyurl.com/l3d9cvm and tinyurl.com/mo4vqlf

Mountain flying is spectacular for many reasons, none more so than the view, and Mt Beauty certainly provides plenty of great scenery. It's also a family friendly environment with no dust, minimum flies and close access to town and swimming, hiking, cafes and accommodation.

The event would not have been a success without the tireless efforts of Detlev, Greg and the other members who came out most days to help with ground ops and drive the winch. Hopefully this event will continue and if you haven't been yet, give it a try and you will be blown away by the experience.

MARK BLAND



OH WHAT FUN IT IS TO RIDE THE WAVE

BY DOMINIQUE BRASSIER



At Bathurst Soaring Club's West Wyalong Camp, 31 January 2017 was a day to remember! For me, it was my best flight ever. And yet we did not go anywhere – it would be considered a disappointing day indeed for any seasoned cross-country glider pilot whose only desire is to clock up the kilometres. In fact, the trace below shows the furthest we went from West Wyalong was probably 20km, spending most of the afternoon less than 10km away. Even so, I had the best time!

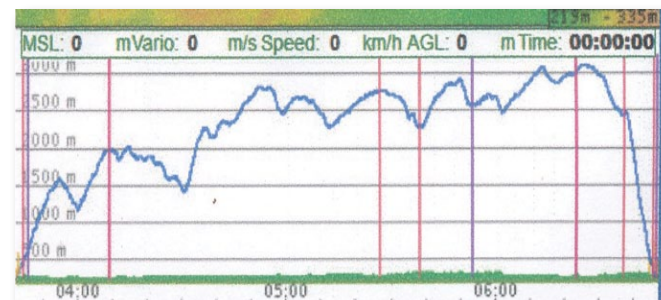
I embarked with George Marbot, who had gallantly agreed to take me flying with him in the Duo Discus for the second day running and my second ever flight in the Duo. Thank you, George. I left without expectation, only happy to have another chance to get used to the Duo and fly it.

We started with a fairly high launch at 4,600ft, but struggled for a while, as 40 minutes later we were still at the same altitude. George was not finding it very amusing to be stuck in the heat at 4,000 to 5,000ft but still we tried to remain airborne, hoping for a thermal.

From past experience, George could recall getting some lift near the piggery northwest of West Wyalong so we gave it a try. There was a wisp of moisture in the air and George also noticed that the airflow was getting stronger from around 15 to 18kts and thought

there could be some wave. Our battery power was playing up and the Cambridge instrument kept switching off but, as we got higher, I noticed the wind reading on my XCSoar got up to 30kts. George thought there could definitely be a shear wave up there due to the weather changes and increasing wind speed, and he was right! We did get some lift off the piggery climbing above 8,000ft. Pushing forward on the cloud base, the air got smoother and we encountered a little lift. Some 300ft in front of cloud base, we got increased lift and, a short time later, we encountered the wave.

We were above the clouds and the view was great. Needless to say, with a grand total of 130 hours in a glider, this was my first real, long wave flight and certainly my first shear wave flight over flat land.



What a smooth steady climb, ridge soaring the windward side of the cloud, pushing forward some 1000m windward, getting some 2, 3, 5, 6kts lift.

George patiently showed me how to ride the wave on the sides of the clouds. He handed me the controls and I had a go, getting the hang of it and loving it! I did not care if we didn't go anywhere. I felt like a kid playing in the surf!

Without effort we stayed between 8,000 and 10,000ft for hours, trying the edges of clouds. "Oh let's try this one George, and this one ... and this one, please..." Eventually, it developed into a street toward Lake Cowal where we even briefly reached 10,200ft and by then, George had to admit he was sharing my excitement.

Sadly, after two hours of wave riding, I think George wanted to go home, probably feeling a bit thirsty. It was getting close to beer o'clock after all, almost 6 in the afternoon! So, sadly we decided to land. I would happily have stayed up there until the day had shut down, though.

The flight was not over. We had a hard time on the way back because even increasing the speed to 100kts with the nose pointing down, we were still climbing. Incredible! Air brakes to the rescue, big time. We finally landed, George got his beer and everyone was happy - especially me after a fantastic day in the clouds. MERCI ENCORE, GEORGE.

Armin Kruger organises a cross-country camp every year at West Wyalong for Bathurst Soaring Club members. Thanks, Armin!



TOP LEFT: Wave riding with lenticular clouds overhead and all around.

ABOVE and LEFT: Flying above clouds as wave forms across the flat landscape of the NSW Central West.

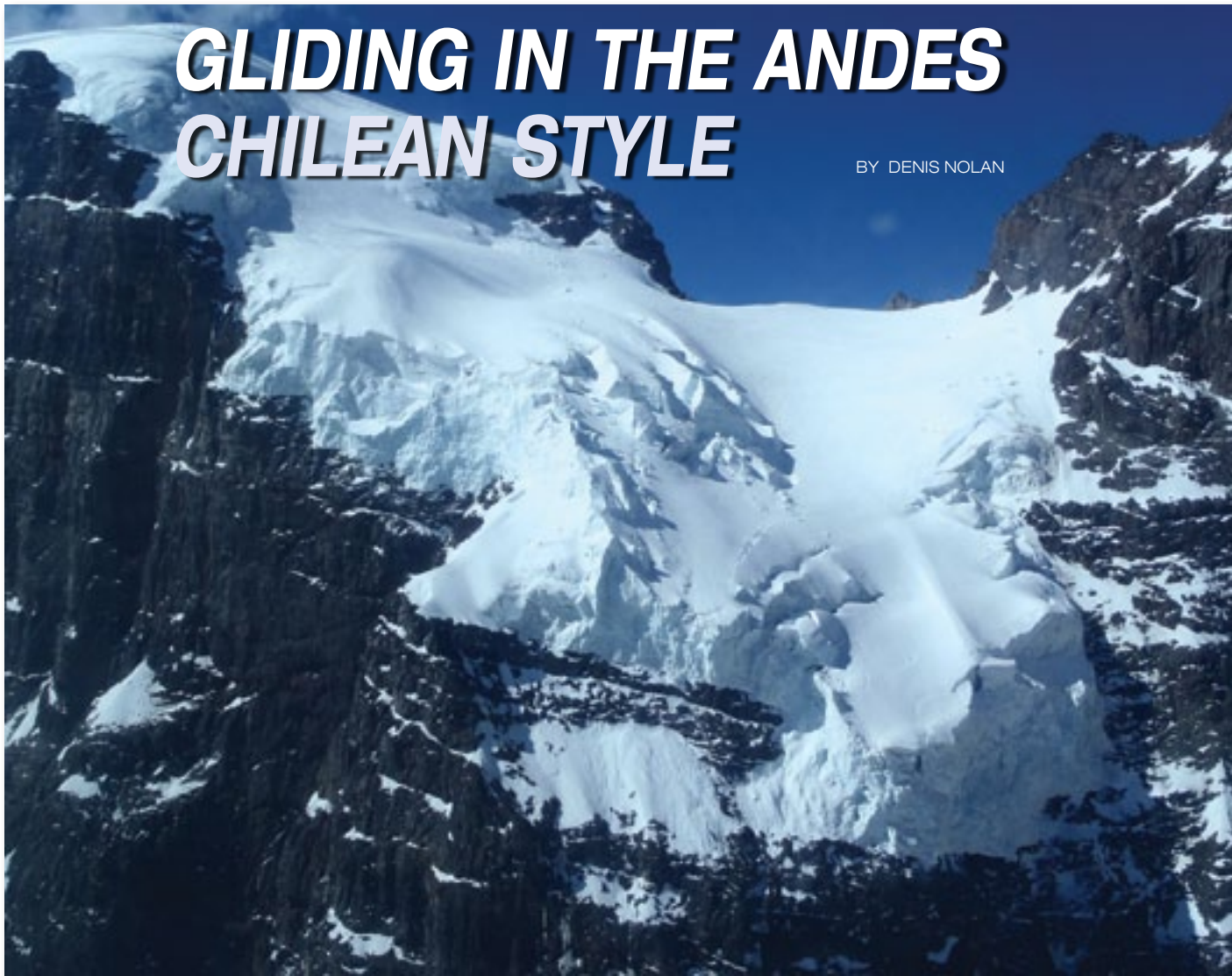


ABOVE: Climbing the wave on the side of the clouds.

RIGHT: Altitude trace of the flight.

GLIDING IN THE ANDES CHILEAN STYLE

BY DENIS NOLAN



My wife Pat and I like to spend some time each year in a Spanish-speaking country to continue learning the language. They are pretty interesting countries to visit as well. Chile has it all - from the world's driest desert to rain forests, lakes and snow covered mountains, a great cosmopolitan atmosphere, superb wines, very friendly people and, to top it all off, a gliding club. In late 2016, I was lucky enough to be able to spend a month's holiday in Chile, mid-November to mid-December.

GLIDING CLUB IN SANTIAGO

Not long after arriving, however, the locals told us, "Don't come here to learn Spanish. No one else will understand you. It would be like going to Australia to learn English!"

Soon after establishing ourselves in Santiago I found my way to the gliding club. It is in the middle of the expensive part of the city surrounded by a high fence bordering a freeway, a top-end residential area, high-rise buildings and a commercial district. Now, at first glance, this would appear to be a strange place to put a glider port, but it does have advantages. It's a 10 to 20 minute drive home, it can operate all day, every day of the week and you can drop in for a quick glide after lunching at their restaurant or before heading home after the office. Emergency options on take-off are a bit on the scary side, and do make sure final glide is not low!

I am a member of the Boonah Gliding Club and the Warwick Gliding Club in Australia and the Winnipeg gliding club in Canada. My first visit to the **Santiago Vitacura**

Gliding Club made me think this was a little different to what I was used to. As you enter through the automatic, sliding 2m high gates into the paved, marked car park and stop outside the restaurant, you see a directional sign board. Office and maintenance facilities to the right; swimming pool, tennis courts and casino to the left. The lawns and gardens are well groomed and the runway is a very narrow 740m long tarmac 07 / 25 which, in this part of the world, is nearly always pointing into the wind. We made our way to the restaurant to watch for a while.

The facilities here are so good and conveniently located to the city that other groups hire them for various functions. While we were there on this day a group of fashion photographers and models were doing a fashion shoot. So while sitting in the restaurant having a cool drink, watching fashion models by the pool and planes on the runway, I thought perhaps we could lift our game a little at home.

During this first visit I was very lucky to meet two LAN (the national airline of Chile) pilots who glide here. One of them,

RIGHT: Glacier on the ridge

RIGHT TOP: Towing out

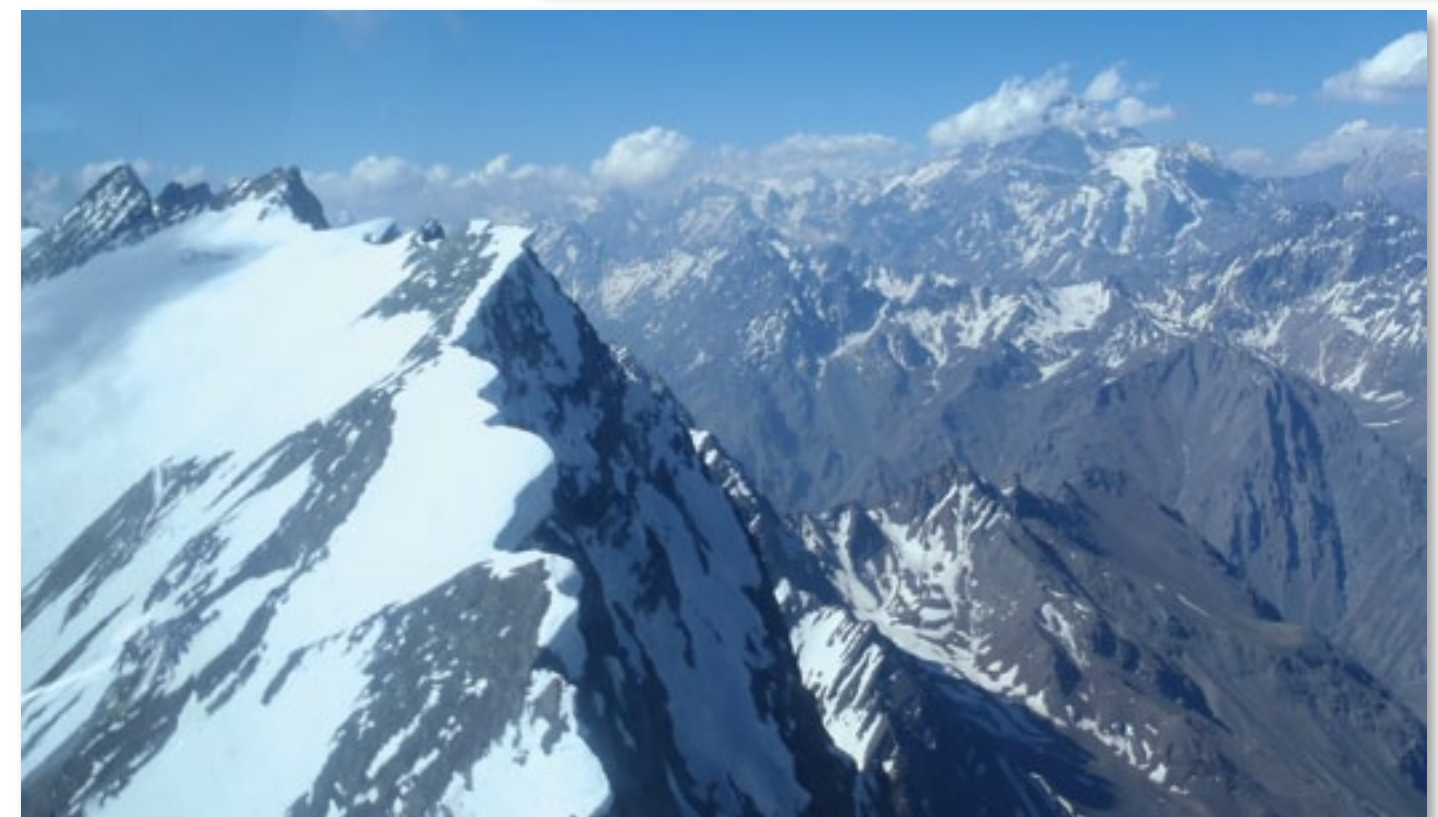
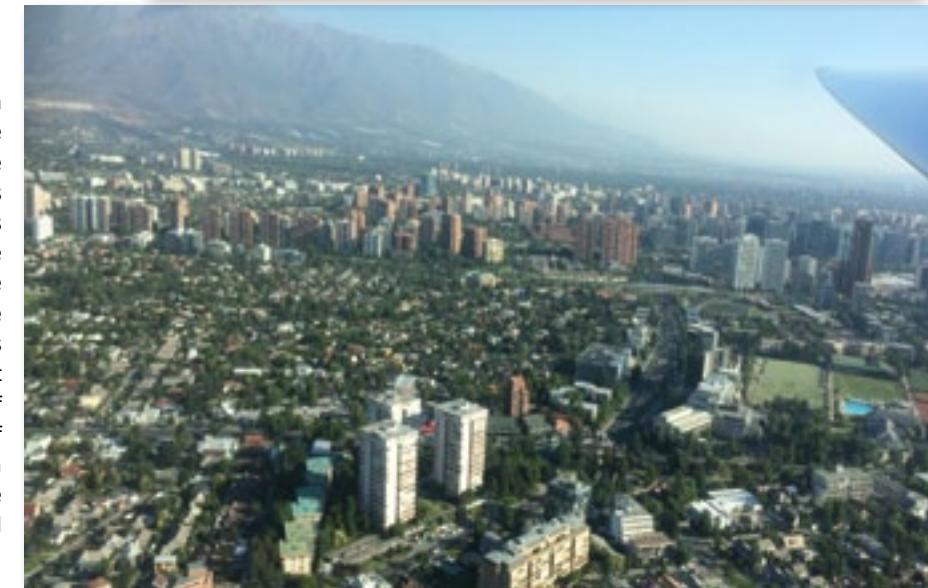
RIGHT CENTRE: The view on base leg for runway 25.

RIGHT BOTTOM: Over this range - now on to the next.

a fellow motorcycle rider Mauricio Lucero, invited me to go flying with him but said it was the wrong time of year to get into the mountains and we should go later, in December. This suited me fine and we made plans for a flight in December. However, one of the problems with riding motorcycles is the constant threat of car drivers and during this period, Mauricio had an accident with one which left him with a damaged ankle and out of flying for a month. He is such a great host that he arranged for one of his friends, Sergio Uribe, to go flying with me.

GLIDING WITH SERVICE

My second visit to the club was for the flight with Sergio. We had arranged to go at 14.30 so that we could meet for lunch at 12.00 and take our time getting ready. Now, the way things work here is again quite different from what I am used to. This club has 250 members but not all flying, just like our clubs. It owns 30 gliders and employs a fulltime staff of 15. With 30 club gliders, very few people find the need to own their own gliders as it is always easy to get a good glider when you want one. As we wanted to go flying at 14.30, the staff had prepared our glider and towed it to the end of the runway ready for an on time take-off. It was a Janus C in great condition. We walked down the end of the runway at 14.30, then did our own DI and jumped in ready for the tow.



continued over page



During lunch we had discussions on flying in the mountains and procedures here for take-off, emergencies and landings. I thought I was up to the task of mountain flying from my time at the Cowley wave camps in the Canadian Rockies. I was quite wrong. I felt I was OK with the approach and landing - making sure you are high over the houses, land on the paved strip and taxi off as soon as the speed is safe to do so - but I was most concerned by the options on take-off, which looked at first glance to be none. Sergio explained that here, we are very lucky to have a river bed running parallel to the strip just over the freeway. If something goes wrong and a landing on the strip is not possible, then we can land in the river bed. You will destroy the glider, but you will live. With such reassurance, I was ready to fly.

OUT TO THE MOUNTAINS

With Sergio in the front seat and me in the back, we were all out and rolling. The wind was light but fairly consistent down the strip, however, you do feel the effects of the surrounding high-rise buildings and terrain. The tow passes through stunning scenery of hills and buildings until, after a quick five minute tow, we reached release height. At this point we were alongside the first of our hills for climbing and still within easy reach of the Vitacura airfield and an alternative field just a little further north. Chile is a long, narrow country with the enormous Andes mountain range running north south on its eastern edge and the Pacific ocean on its western edge. I learned that there are airfields about every 20 km, almost lined up north to south, and that we will always be within easy reach of one of them during the entire flight. The climbing was quite easy with a consistent wind onto the sunny side of the hill, classic ridge and thermal soaring.

It was now time for my first lesson in flying in Chile. Sergio

explained that when we got into the mountains we would be a lot closer to the mountain face. I thought we were already quite close! All turns must be done with the yaw string offset, demanding just a bit more rudder. If you over-rudder here, there will be no room for recovery, so it's best to play safe with a little under-rudder, and all flying must be done with more speed than we flatlanders are used to, for the same reason.

We released the tow at about 1,500m and needed to climb to 1,900m to make it safely to the next ridge. If not, we would head back to the airfield. This first climb was done fairly quickly and we had a good feeling about heading into the Andes. After we reached our goal of 1,900m we followed the ridge along in zero sink before finding the next area of good lift, which gave us enough height for making the jump across the first valley to the next range to climb again. By this stage we were starting to get well into the mountains and I was truly experiencing mountain flying. We were climbing the face of very steep mountains in steady, seemingly predictable conditions. Each ridge was higher than the previous one, and further within the mountains. It was flying unlike any I had experienced before, with one wing always about 100m off the cliff and the other about 3,000m off the valley floor. There was always a way out of the mountains down through the valleys to a nearby airfield, though I had no idea which valley or which airfield. Thankfully, Sergio knew his way around up here.

SOARING GLACIERS

The flight lasted four hours. Two hours into the flight we were ridge soaring the face of the glaciers high in the Andes, and three hours into the flight we were getting to the Argentinian border and in view of Mt Aconcagua, the highest peak outside the Himalayas at 6,900m. We were at 5,400m

LEFT: Argentina and Mt Aconcagua

RIGHT TOP: Flying along steep mountainsides.

RIGHT BOTTOM: Climbing a glacier

and completely surrounded by the steepest mountains I have ever seen. The valleys are a very long way down so we always had a feeling that there was a way out of there, but always a constant awareness of how close one wing was to the surface. After three hours of spectacular flying, it was time to head toward home but with so much height we were able to take the scenic route flying past more glaciers and high lakes down to a couple of ski resorts and eventually out of the mountains. We reached the western side of the mountains at about 2,000m and 10km south of the airfield. We then flew further south for a while and eventually turned for home about 20km from the field at 1,500m. We then flew past the entire city expanse of Santiago on our left, in the zero sink generated by the wind onto the face of the mountains. We stayed in zero sink until we were close to the field. We waved to a couple of mountain climbers on the way at close range, then did a check for wind direction on the strip and set up the circuit past the high-rise buildings and houses to complete a memorable flight.

There was a big difference to my previous mountain flying, which had been mostly in the Canadian Rockies and always spectacular. In Canada we fly from the foothills toward the mountains, picking up lift and hopefully wave along the way. If you manage to get through the rotor and into the wave, the lift is fast and high, very high. In 2015 I managed to fly wave to 28,000ft over an area of the Rockies where the highest peak is 10,000ft. When you get down close to the mountains, you have enough height to glide back to the strip, which is usually visible from your location. We fly over the mountains there, pushing further west if possible but most always over the top, not through them. In Chile, the mountains are enormous, and flying goes over the valleys and around the mountains, climbing the face of each ridge to get over the top and then on to the next range, always surrounded by more mountains.

EIGHT YEARS

Throughout this flight, I was in awe of the mountains, glaciers and valleys we were flying over, but mostly in awe of the flying skills of Sergio Uribe. He explained the learning process here at the club, which takes about eight years before you are allowed to head as far east into the mountains as we did. Less experienced pilots are generally allowed north-south flights on the western side of the mountains, but this is still within areas of magnificent flying.

If all of your flying is done in the Andes, then this is what you regard as normal. Sergio explained how here, it is easy to find lift - it is on the side of the mountain. Travelling a long distance in this terrain is done with confidence. Long flights of 500 to 1,000km are a regular occurrence. The lift is where it should be and the airfields are within reach. He went on to say how flatland flying must be so difficult and that he would



be very worried heading off into the blue wilderness, hoping that somewhere out there you'll find another thermal. Sergio has business connections with Australia. When he next visits I will take him flatland soaring, hopefully find another thermal to get us home and give him a similarly out-of-the-ordinary gliding experience as the one he shared with me.

FOOTNOTE

I sent this article to Sergio Uribe, asking him to check the facts before publishing it and having 2,000 Australian glider pilots read it. His reply was "... and mention that all 2,000 of those Australian pilots are more than welcome to come whenever they want!"

facebook Club-de-Planeadores-de-Vitacura

GA

NARROMINE A CLASSIC GLIDING SITE

ROSS MCLEAN, NARROMINE GLIDING CLUB

When it comes to Narromine, I have to admit that I am biased. As a gliding site, I love Narromine. It is an ideal location that is able to produce some of the best cross-country gliding conditions that are the equal of anywhere in the world.

I and many like me spent my formative cross-country gliding days flying from Narromine. Indeed, many of us did our Silver C, Gold C and Diamonds out of Narromine. The number of 750km, 1000km and cross-country record flights achieved from Narromine are too numerous to list. The thermals here can regularly get to over 16,000ft.

It is the home of the famous Narromine Cup Week regatta, and has been the successful site of many Gliding Championships, National and State Comps, and even an 18m Grand Prix. The club held the Junior World Gliding Championships here in December 2015. In 2018 Narromine will host the 2-Seat National Gliding Championships for the 6th consecutive year, and has become the natural home for this competition. As a competition site, it is world class.

The airfield facilities are outstanding and the envy of many sites worldwide. The airfield itself is huge with three long, wide grass runways and two tarmac runways with pilot-operated lighting and fully sealed taxiways. The tie down area is enormous, and is equipped with WiFi internet access and extensive water reticulation for glider ballasting. To ensure safe glider tie downs, it has steel cables installed throughout the tie down area.

The airport is only five minutes from the centre of Narromine and the town very much welcomes glider pilots.

A short 20-minute drive puts you in Dubbo, one of the largest regional cities in NSW.

Dubbo Airport now has four major airlines providing over 180 flights per week to and from Sydney, Brisbane, Melbourne, Newcastle, Cobar and Broken Hill. Direct flights to and from Canberra are also now available.

Dubbo is also a major regional rail hub with regular scheduled services and the XPT high speed rail link from Sydney.

Most glider pilots I talk to feel the same way about Narromine, it's a special place and we love it.

... NOW MADE EVEN BETTER!

Now as good as it has been, it is about to become better, much better. Narromine Gliding Club has now put in place an exciting master plan that will expand the on-site facilities and take Narromine into the future as one of the major cross country coaching and Gliding Centres in Australia.

Narromine will soon offer a new level of facilities and cross country gliding training unmatched by any other Australian gliding site.

KEY IMPROVEMENTS

Three key areas are addressed in our plan:

- Quality, comfortable, onsite accommodation at affordable rates.
- Permanent hangarage for members and guests.
- 7 days per week operation from October through March every year, plus normal weekend club operations throughout the year.

We currently have four onsite accommodation options in planning:

- Premium air conditioned cabins with en-suite available for lease or freehold purchase.
- Onsite airfield bunkhouse style accommodation available to members and guests at economy rates.
- Permanent on-site caravan sites with power, water and drainage, for members.
- Combined hangar and fully self-contained, air conditioned, accommodation units on site at the airfield, available for lease or freehold purchase.

PLANNED HANGARAGE OPTIONS

- The club is planning to significantly increase the currently existing hangar space available for rent or long term lease by members and guests.
- Planning for newly built hangar space available for rent or long term lease by members and guests.
- In the longer term the club hopes to develop combined hangar and fully self contained air conditioned units on site at the airfield, ideally available for lease or freehold purchase.

A HOME AWAY FROM HOME

The club's goal is to provide a gliding home at Narromine Airfield for members and family that makes it convenient, comfortable, clean and affordable to come away gliding at Narromine.

There are no airspace restrictions at Narromine. There are clear and open skies with plenty of variation in terrain. Fly the flat open plains or take on the hills in the Warrumbungles. Pilots can fly cross country in confidence in some of the best thermal gliding conditions in the world.

Narromine Gliding Club is excited and enthusiastic about the future direction and the goal is to develop Narromine into a worldwide centre of excellence for cross country soaring.

7 DAYS/WEEK OPERATIONS

One other very significant change the club is implementing is a 7 days per week operation from October through to March every year commencing in October 2017.

Weekends will be for normal club operations all year round, and Monday to Friday will additionally provide fulltime professional cross country coaching and training courses during the high soaring season.

FULL TIME COACHING WITH G DALE

Narromine Gliding Club is very proud to announce that the International Gliding Coach G. Dale will be in residence full time at Narromine during November and December for the next few years, starting in November 2017.



Flying each day will commence with a full weather and task briefing and G Dale will be running his outstanding Cross Country Coaching Courses throughout each week. G will also be available for both group or one-on-one cross country coaching from first cross country to National Competition standard. You can bring your own glider or hire one of the Narromine Club single seaters and fly lead-and-follow with G around the tasks or fly with G in one of the two Narromine Duo Discus.

We are privileged to have the services of G, a professional gliding coach and a former British National Gliding Team Coach. He is the author of 'The Soaring Engine, Vol 1 and 2'. He is twice British National Club Class Champion and has achieved multiple top 5 placings in the World and European Gliding Championships.

G has spent over ten years in residence during the New Zealand soaring season at Omarama as Chief Coach with Gavin Wills' Glide Omarama, where he established himself as one of the world's top gliding experts in mountain and lee wave flying.

Now from November 2017 you can book a full week with G to learn cross country soaring skills, top up and improve your existing skills or even prepare for top level competition soaring.

Shortly we will be announcing packages including accommodation, glider hire and training with G. Information and bookings will be available soon from the Narromine Gliding Club website.

COME AND JOIN US!

We want you to become a welcome part of this exciting venture. Come and join us at the Narromine Gliding Club, participate in the change and enjoy the benefits of working as a member of our team. Email your details to president@narromineglidingclub.com.au and let us know how you would like to help.

Our membership fees and glider hire rates are very affordable. Our fleet currently comprises two Duo Discus, a Discus B, an LS4, a Standard Libelle, a Grob 103 two seat trainer and a Pawnee glider tug.

Contact us on Facebook or go to our website at www.narromineglidingclub.com.au.



ABOVE: G Dale will be available for coaching at Narromine in November / December 2017.



WAIKERIE CLUB & SPORTS CLASS NATIONALS

BILL MUDGE, PRESIDENT,
WAIKERIE GLIDING CLUB



Waikerie Gliding Club hosted the 36th Club & Sports Class Nationals from 11 to 19 November 2016, an unusual time for this event. As the World Championships were to be held in Benalla in January, many of the National and State comps had to be moved outside traditional times.

Normally this competition would have been scheduled for Queensland, but as the region was already hosting the Multi Class comp and a plethora of other events were taking place in the eastern states, Waikerie took the opportunity to host this event. Late and above average spring rains saw record cropping in the area and harvesting wasn't scheduled to begin before the competition was underway, restricting outlanding options.

ABOVE:
The tie-down area at
Waikerie Airfield.

BELOW: A rainbow
appears over the
clubhouse.

PRACTICE DAY

Weather forecast was for a hot day with strengthening NE to N winds and possible thunderstorms in the late



afternoon. Three hour AATs were set with an early start to get the fleet home before the storms. However, the temperature did not rise in time to launch and complete the task. The sniffer, Keith Willis in his PW5 was unable to soar and the first Club Class pilot Allen Barnes was sent up after a further delay. Allen struggled to get above 2,500ft, so the task was cancelled. Tows were offered to anyone wishing to fly and 11 launches were made. Heights in the mid-afternoon of 6-8,000ft were recorded, when Grant Hudson and Leigh Stokes latched onto some shear to 9,300ft. As predicted, thunderstorms arrived but with more vengeance than expected. A rush to de-rig or hangar aircraft ensued. We were treated to a display of lightning, thunder and hail until just after the evening meal. Fortunately, most of the severe hail just missed us.

STRONG WESTERLIES DAY 1

After the storms, a strong westerly set in with strengths of around 20-25kts expected. The moist air brought in extensive cumulus and a wave influence was evident in satellite pictures. Relatively small tasks for both classes were set as a late start was expected. Cu to 5,000ft lifting to 7,000ft with areas of over-development to the south remained till late afternoon. The wind did not abate and strengths at height were recorded from 35-40kts. Four outlandings plus three self-retrieves made for a reasonably successful first day in very difficult conditions.

Results: Club Class 1st Allen Barnes LS1f 85.22kph. 2nd Jaroslaw Mosiejewski Pik20B 84.73kph. 3rd Terry Cubley LS3 **Sports Class** 1st Peter Temple ASG29 114.22kph. 2nd Scott Percival & Mark Paterson ASH25M 102.01kph. 3rd Haidyn Dunn ASW28-18 98.08kph.

Sunday was cancelled due to low temperatures and strong southerlies.

AMBITIOUS TASK DAY 2

The southerly winds persisted and low cloud was evident from early morning. The forecast was for winds to remain steady at 15-20kts and thermals 4-5kts to about 5,000ft. An early gridding anticipating an early finish to the day was made. While on the grid a small shower passed to the west and grey skies from overdevelopment caused delays in launching. An ambitious call to go ahead with the A task for both classes was made. Five more minutes and the day would have been abandoned. A slow first leg into wind for most competitors turned into better conditions on the next and home legs with pilots reporting great racing conditions. Three out landings plus one self-retrieve was recorded.

Results: Club Class 1st Allen Barnes LS1f 84.91kph. 2nd Terry Cubley LS3 88.72kph. 3rd Steven Cesco Std Libelle 75.05kph. **Sports Class** 1st Andrew Georgeson JS1c 108.75kph. 2nd Peter Temple ASG29 105.6kph. 3rd CraigVinall ASG29e-18 104.03kph.

WIND ABATING DAY 3

Finally, the wind abated, but a strong inversion limiting heights to 4,500ft was forecast. Early cumulus gave way to blue skies with some thin cirrus overhead. A reasonably short racing task for both classes was set with a late launch at 1.00pm. Pilots found it difficult to get good climbs and heights early, leading to many late starts. Slow speeds on the first leg and low saves were assisted with small gaggles forming and, as tasks for classes converged on the second leg of Sports Class, more thermal markers were used. The whole fleet made it home bar one, who was unable to scrape away at the start. Speeds were surprisingly better than expected given nobody got much above 4,500ft. The highlight was Ailsa McMillan's win in Club Class for her first Nationals win.

Results: Club Class 1st Ailsa McMillan Std Cirrus 94.13kph. 2nd Allen Barnes LS1f 94.99kph. 3rd Bernie Sizer Pik20B 97.41kph. **Sports Class** 1st Andrew Georgeson JS1c 109.08kph. 2nd Scott Percival & Mark Paterson ASH25M 104.41kph. 3rd Peter Temple ASG29 100.54kph.

BLUE DAY 4

Another blue day similar to Tuesday with thermals to 5,000ft predicted. Tasks to the south and east were set, this time in a clockwise direction to 'unwind' pilots. As heating by launch did not come up to expectations, the decision to go to B task was soon called and gliders were launched into scratchy conditions. However, as conditions improved, many left well after gate opening. The day was slightly better than expected with conditions lasting till late in the day. Pilots found soft areas towards the east between Loxton and the border where last week's storms dumped a lot of rain. Once again, Ailsa McMillan won in Club Class.

Results: Club Class 1st Ailsa McMillan Std Cirrus 88.16kph. 2nd Allen Barnes LS1f 87.94kph. 3rd Paul Clift LS4a 91.08kph. **Sports Class** 1st Peter Temple ASG29 120.69kph. 2nd Scott Percival & Mark Paterson ASH25M 105.12kph. 3rd. Grant Hudson ASH31Mi 103.18kph.



Scott Percival & Mark Paterson fly their ASH25 in Sports/Open Class.



Leigh Stokes with his ASW20CL that he flew in Club Class.



Terry Cubley in Club Class



BELOW: Andrew Georgeson took second place in Sports/Open Class.



BIG DAY FORECAST DAY 5

All week, this was expected to be the big day due to the approach of a trough line from the north west. Predictions were for thermals to 10,000ft and maybe more nearer the southern Flinders Ranges. Tasks were set towards the ranges and to points north, then back south and east to hopefully connect with the trough. Conditions were rough with a strengthening north-westerly at take-off and good climbs were hard to find. Three gliders came back for re-lights. Climbs to 8 and 9,000ft got pilots away and most left soon after gate opening. High cloud began moving in faster than anticipated and long areas of sink between convergences made tough going. Many pilots in both classes opted to abandon the task, especially to the

TOP: Cloud formations develop as the storm advances.

MIDDLE: Steve Jinks, Std Cirrus in Club Class.

BOTTOM: Craig Vinall ASG29e in Sports/Open Class.

northern turn point, but continue with the southern run and home from the southeast. Three outlandings occurred.

Results: Club Class 1st Leigh Stokes ASW20C 97.16kph. 2nd Ailsa McMillan Std Cirrus 88.13kph. 3rd Jaroslaw Mosiejewski Pik20B 93.02kph. **Sports Class** 1st Peter Temple ASG29 112.85kph. 2nd Andrew Georgeson JS1c 107.73kph. 3rd David Wilson ASG29 95.95kph.

Friday was cancelled due to high cloud cover.

HIGH CLOUD DAY 6

High cloud cover persisted, but temperatures were expected to give thermals to around 4,500ft with a late finish. A short racing task for both classes was set with an AAT B task using the same turn-points in case the day promised to be better than expected. This did not eventuate and the fleet was launched into weak thermals topping out around 3,000ft. Pilots tip-toed out on task and made slow progress to the first turn and along the second leg. Conditions slowly improved with reports of some climbs to 5,000ft. Only one pilot abandoned the task and one outlanded. All were back in time to de-rig and prepare for the presentation dinner.

Results: Club Class 1st Steven Cesco Std Libelle 75.13kph. 2. Ailsa Mcmillan Std Cirrus 74.93kph. 3. Allen Barnes LS1f 75.52kph. **Sports Class** 1st Grant Hudson ASH31Mi 87.69kph. 2nd Scott Percival & Mark Paterson ASH25M 87.62kph. 3rd Andrew Georgeson JS1c 87.83kph.

FOOTNOTE

The day after the Nationals gave the famed booming conditions that Waikerie can produce with thermals to over 12,000ft. Flights of between 500 and 800km were recorded to the east and to the west and up into the lower Flinders Ranges.



TOP: After the storm, looking east

ABOVE LEFT: Sports Class winners L-R Andrew Georgeson 2nd Peter Temple 1st Scott Percival and Mark Paterson 3rd

ABOVE RIGHT: Club Class winners. L-R Ailsa McMillan 2nd, Alan Barnes 1st, Jaroslaw Mosiejewski 3rd.



BELOW: Ailsa's trophy with Bill Mudge Ops and Brian Rau CD.

LOWER: Bjorn Rechinger is awarded the inaugural Swantjee Geyer trophy by Cathy Conway.



36TH AUSTRALIAN CLUB & SPORTS NATIONALS WAIKERIE

11 - 19 NOVEMBER 2016

CLUB

1 MF	ALLAN BARNES	LAKE KEEPIT	LS1-F	4432
2 W3	AILSA MCMILLAN	GEELONG	STD CIRRUS	4103
3 WQF	JAROSLAW MOSIEJEWSKI	GEELONG	PIK 20B	3981
4 Q2	TERRY CUBLEY	GCV	LS3	3973
5 AGZ	STEVEN CESCO	ASC	STD LIBELLE	3655

SPORTS

1 PT	PETER TEMPLE	ASC	ASG29	4572
2 AG	ANDREW GEORGESON	KINGAROY	JS1C	4044
3 1W	PERCIVAL & PATERSON		ASH25M	3887
4 GQE	GRANT HUDSON	WAIKERIE	ASH31MI	3418
5 DW	DAVID WILSON	GCV	ASG29	3353

FULL RESULTS AT
soaringspot.com/en_gb/36th-australian-club-sports-nationals-waikerie-gld-2016/

SAILPLANE GRAND PRIX - HORSHAM

BY LACHLAN ELLIS

The Horsham Flying Club, formally 'Wimmera Soaring Club', was the only gliding club in Australia selected to host a qualifying heat of the prestigious FAI Sailplane Grand Prix (SGP) event. The Horsham competition, part of the 8th SGP series, was held across seven days from 14 to 20 December 2016 and was restricted to a select field of 20 of the world's best competitive sailplane pilots.

EVENT PREPARATION

The preparation for the Sailplane Grand Prix event required a significant amount of preparation to ensure the event would be a success. Horsham Flying club has hosted gliding competitions for the last 50 years, so the club was certainly up to the task. However, receiving notification in May that our bid for the SGP had been successful didn't leave a lot of time to prepare.

One of the key components an SGP event is that it is simultaneously a community engagement event as well as a world-class competition. Because of this, the use of tracking equipment to transmit, in real-time, the position of gliders as they race across the Wimmera plains was a specific requirement. Also, the organising committee had to maintain an active presence on social media, broadcast radio and national television throughout the event.

The club made significant investments in terms of manpower and technical infrastructure in order to make the event a success. It consequently showcased Horsham, the broader Wimmera area, the Horsham Flying club itself and the sport of Gliding to hundreds of thousands of listeners and viewers throughout the competition.

ENTRIES

The proximity of the Grand Prix to the Worlds in Benalla on the calendar proved to be both a blessing and a curse for the SGP. A maximum of 20 places were available for the event, but unfortunately only 14 entries were received.

However, four of this field were international competitors who were in Australia for the Worlds, so it was great to see some new faces around the hangar. The field of 14 made up a small but very workable group to organise, making tasks such as marshalling and launching a pleasure throughout the event.

SIX OUT OF SEVEN AIN'T BAD

With Tim Shirley as Contest Director, the Grand Prix Racing scheduled two practice days followed by seven racing days. The second practice day and race day 4 were cancelled due to weather but, by flying six out of seven days, an interesting and competitive event was achieved.

Due to the format of SGP racing, a race can be held even late in the day as the minimum distance for a valid race is only 100km. Because of this flexibility, we started the race later than 3.30pm on two days and still achieved a result. If this happens in an ordinary gliding

competition, the days would be cancelled!

SGP RULES

The rules of SGP racing are different to normal gliding competitions.

These races are not meant to be endurance races, but rather speed races over a shorter course and mostly during the best part of the day, usually two to three hours in duration. Competitors start and finish directly over the aerodrome, in full view of spectators. The start has a restricted height and speed, with all competitors starting at the same time in a similar fashion to yachting competition starts.

Ask any of the competitors, and they will say it takes a reasonable amount of skill to hold a glider at a certain height, in a certain position, at a certain time, and under the maximum start speed of 170km/hr, to be ready for starting. It was a credit to all of them as they all came together to cross the start line, only separated by seconds.

As at all gliding competitions, safety was paramount, and the strict rules in play during the whole competition both at the start and finish were closely adhered to. Competitors who pushed the limits had time added to their task time. In some cases, the influence of this penalty time directly determined the final outcome of the day.

PUBLIC PARTICIPATION

While the Grand Prix is primarily a glider race, its format also has an important public awareness angle. The Horsham Flying Club was active in the weeks leading up to the competition, promoting gliding and the event to Horsham and the wider community.

Full size glider static displays in the town centre, combined with live radio broadcasts and numerous newspaper articles, all contributed to the high profile this type of event requires.

The public were encouraged to come out to the Horsham aerodrome to see firsthand some of the world's best pilots flying. We set up spectator areas for public viewing of the start and finish of races, as well as wide screen TV sets situated in the Horsham Flying Club hangars tuned to the SGP live tracking.

Similar to the Worlds at Benalla, much attention was given to the tracking system, but with more purpose due to the single start time. This meant that the glider showing up as leader on the TV was actually the one in front. It was extremely interesting to see how the other gliders could work at trying to make up the shortfall and catch the leader.

Looking at the results board, all pilots managed to score points.

Race days 1 and 2 were difficult blue days with several pilots either landing out or having to start their motors during the race. This seemed to suit some of the more conservative pilots who scored points early in the series.

As the days improved and thermal strengths increased, the high wing loadings became apparent and faster

speeds were recorded.

After five race days with one day left, the competition was very much alive as the top six pilots had a chance to take out the prize.

Racing on the last day saw Geoff Brown take the top honours with New Zealand's Mark Tingey second and the USA's Sean Fidler third.

PERFECT SITE FOR SGP RACING

Horsham Aerodrome is the perfect site for a competition like this as it has wide open paddocks bordering the airfield on all four sides, allowing for extremely safe final glides.

It also supports the visual aspects of public viewing as gliders can be seen coming in as far as the eye can see. Quite often while watching for gliders to come across the finish line, it was the trail of water coming from their wing tanks that could be seen before picking out the shape of the glider.

ABOVE: All 14 contestants prepare for action after the start.

BELOW: John Orton joins Arnold Niewand on the grid.

continued over page

ABOVE: Gliders come in to land after crossing the finish line.

BELOW: David Jansen lands 4D.



EXCITING CONCEPT

The SGP format is an exciting concept and one that can involve the public through restricted height starts above the aerodrome, real time tracking on TV screens and possible high speed finishes. The event organizers can set tasks that bring the fleet back over the public viewing area several times during the race, which also adds to the spectacle.

NEXT GRAND PRIX AT HORSHAM

Following the success of the 8th Grand Prix, the Horsham Flying Club has decided to hold the Australian leg of the 9th Sailplane Grand Prix in Horsham from 22 to 28 January 2018.

This is designed to fit nicely with the finish of the Multi-class Nationals held at Waikerie, on 19 January 2018.

Once again we are running an 18m competition with a maximum of 20 of the best glider pilots available at the time. Initially, five places have to be reserved for overseas pilots, leaving 15 spaces for Australians, and these will be allocated a place in the field based on their respective world rankings.

However, if there are less than five overseas competitors at the close of registrations, Australians can fill the remaining places. Official nominations can only be made on the SGP website, which will be operational from the middle of the year.

SUPPORTERS

These heats of the FAI Sailplane Grand Prix at the Horsham Flying Club would definitely not have been possible without the generous support of Gliding Australia, the Victorian State Government, the Horsham Rural City Council and all of our major, minor and daily sponsors. Further information about our previous event, our partners or the replays of the event, can be viewed at

www.sgp.aero/australia2016

GA

FAI SAILPLANE GRAND PRIX - SERIES VIII

AUSTRALIA SGP 2016

14 - 20 DECEMBER 2016

1 KG	GEOFF BROWN	AUS	35
2 OB	MARK TINGEY	NZL	29
3 7T	SEAN FIDLER	USA	27
4 RJ	SCOTT PERCIVAL	AUS	26
5 PT	PETER TEMPLE	AUS	23
6 4D	DAVID JANSEN	AUS	22
7 ZZ	DAVID PIETSCH	AUS	19
8 VZ	BRETT HUNTER	NZL	17
9 LQ	BRIAN DURIEU	AUS	14
10 AG	ANDREW GEORGESON	AUS	11
11 FA	TIM WILSON	AUS	10
12 F8	BILL GAWTHROP	USA	5
13 WP	JOHN ORTON	AUS	5
14 DW	DAVID WILSON	AUS	4

www.sgp.aero/australia2016/results-sgp/results.aspx

COACHING

Coaching begins after instructors have trained pilots to solo standard and taught them the basics of thermalling and outlanding, and prepared them for cross-country flying. At club level, coaches are extremely important and can make the difference between new trainee pilots - now coachees - developing a thirst for cross-country flying, badges and perhaps competition flying and records, and simply languishing with minimum aspirations and even leaving the sport.

Gliding has many attractions, including friendship, freedom, fun and the challenges of bettering oneself and beating the weather. There are many excellent coaches around the country willing to teach cross-country and soaring techniques, and to inspire new pilots to fly farther and faster. The opportunities these coaches lay before the coachees are a result of the GFA's emphasis in recent years on supporting pilots at all levels, so that they may experience the adventures and camaraderie on offer.

This effort helps grow our sport and is gaining momentum. Articles in the February/March issue of Gliding Australia relate what tremendous fun the WIG participants had in Western Australia and Mount Beauty. The ladies at both events achieved many personal bests and resolved to come again. That's what we need.

From their earliest flying training through to World Gliding Competition standard, coaching challenges pilots to gain new skills and a better understanding of their abilities, which encourages further participation and strengthens the core of our sport, and becomes the means for us to grow.

Below are some of the highlights that will take place over the next 12 months.

REGATTAS

These are fun events where budding pilots can really jump start their cross-country soaring knowledge and experiences. We've all been there. The experience is like a drug - hooked for life! - just like the two WIG events mentioned above. Over the next 12 months, each state will be funded \$1,500 each towards 2-seater hire and launches for new attendees to receive coaching at the regatta.

Conveners of these regattas, as well as State RTO Sports, should seek additional assistance from their state associations whenever the number of coachees attending warrants it. The RTO Sports will be in charge of these funds and can either do the coaching or be responsible for ensuring suitable, qualified coaches are appointed to provide 2-seater cross-country experience.

G DALE SERIES

For the past few years, GFA has helped sponsor G Dale from England to come to Australia and provide

some really excellent, professional coaching. G has now written two books based on his coaching presentations and a third is not far away. They are a must-read.

G's training has been reasonably advanced, which had the benefit of passing knowledge to pilots of all levels. The program has been highly successful. Many pilots have had the opportunity to fly with G. I remember my experience in the front seat of the Duo very clearly. "Pull your ... neck in". I think he was referring to my overly emotional state!

G is likely to be coaching full time at Narromine in November and December this year, so if you are seeking his wisdom you will have to contact Narromine Soaring Club. For now, he has no additional time for Australia but that may change for the following season when we hope he can visit WA and SA or Victoria.

SQUAD WEEKS

These have targeted pilots either in the various teams for World Gliding Competitions or knocking on the door. For the same groups, GFA has helped sponsor Squad Weeks as well as two-day or three-day visits to the Australian Institute of Sport.

In December last year, the Australian team for Benalla had the illustrious Ingo Renner and Peter Trotter as coaches for a Squad Week in Tocumwal. Ingo and Peter then attended the WGC at Benalla as coaches as well. The Juniors have attended special Squad Weeks arranged for them in the past. Although we have had a break recently from Juniors and Womens' Squad Weeks, many more WGC events are held nowadays and we need to provide even more assistance.

In May, for example, we have Ailsa Mc Millan, Jenny Ganderton and Claire Scutter representing us in the Women's WGC in the Czech Republic. At the end of July, we have a Juniors team in Lithuania where we are supporting Ailsa McMillan and Reuben Lane in Club Class, and Dylan Lampard and James Nugent in Standard. Allan Barnes, a successful WGC pilot and Squad Week participant, is Team Captain and coach for the Juniors.

Next year, WGCs will take place for 2-seater, Open and 18m Class in the Czech Republic, and 15m and Club Class in Poland. To support them, a Squad Week will be organised in February 2018. All Squad Weeks receive a level of funding, and very little reflection is required to see that these participants give back to our movement in the many ways they help others.

NEW WOMEN'S AND JUNIORS' COACH - TERRY CUBLEY

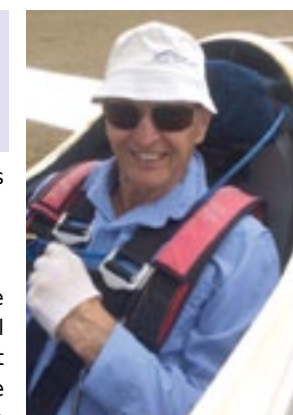
The indefatigable Terry did not hesitate when I asked him to fulfill these roles. What a boost! He has seen the sport from all sides and brings an organizational skill and desire to see the teams succeed. Terry will organize a women's development week this season as early preparation for the WWGC at Lake Keepit in 2019.

Australia is allowed nine pilots in this event, so considerable effort will be expended to get a team organized and trained, while using it to attract other women into the sport. The development week is likely to be at Lake Keepit and will include additional local knowledge coaching. To show their commitment, it is hoped that women vying to be on the team will enter

JOHN BUCHANNAN

National Coaching Director

jbukes2@gmail.com



competitions this year - hopefully the Nationals - to start their training.

AUSSIE CHAMPIONS

MOSP 4 requires that coaching covers the spectrum from early solo to International competition level - and so it should. Learning at all levels grows our sport by sharing the adventures and challenges that are available throughout a life time of participation. So, in addition to coaching at the grass roots level, early cross-country flying, an introduction to competitions and the sharing of knowledge at these events, we should look at the requirements for International Competitions and see what skills and attributes we can learn and bring back to our membership.

This year we have invited Andy Davis and Mike Young, who are multiple WGC winners and podium finishers from Great Britain, to come and tell us how they do it! This exciting, new 'Aussie Champions' event will be held at Lake Keepit from 25 November to 2 December this year and will be available to our top pilots, Team Captains and coaches who are committed to being champions or on the team that helps pilots achieve podium finishes.

Today's winners are different from the Ingo Renners and Brad Edwards of earlier generations. They must be an integral part of a dedicated team with a culture, commitment and determination to succeed. So, perhaps we will learn something new about flying skills, but more likely we will discover how the highly successful British team go about the process of winning. The Brits were also the best placed team at WGC Benalla

Morning discussion topics will include flying skills, team psychology, team culture and dynamics, selection, team flying, training, tactical competing, team member rules and the impact of IT in WGCs. All these topics apply to Australian competitions at all levels.

Scenarios will be set up and mini simulations of WGS days and tactics will be explored. Debriefing will then look at decision-making and explore what the Brits would do. Andy and Mike agreed to help us after having been told that we wanted them to tell us how the Brits win WGCs! So it should really be fun.

FIND YOUR COACH AND RTO SPORTS

If you think you would benefit from some coaching, including theory, seek out your club coaches and see what they have to offer. If there is a scarcity of coaching in your club, contact your RTO Sports through the 'contact' link on the Gliding Australia website. Your RTO should have a list of all the coaches in your state and should be able to help.

Many, very good coaches are available and willing to help and share their knowledge. If you have any ideas or comments as seen from a coachee's point of view, send me an email.

GA

GUIDE TO ACCOUNTING FOR CLUBS

BY JAMES COOPER

PART 4

In this final part of his accounting series, James Cooper explains how to set up your Accounts Receivable and Depreciation reports and more.

ACCOUNTS RECEIVABLE REPORT

This report is a must for the committee, showing a list of members and how much they owe the club and for how long. Remember that if the number is negative the member is in credit. Be aware that some members can be in a situation where they have huge credits to the club. In my opinion, although it is nice to have the money in the club's bank rather than the member's, it is wise not to let it get too large. If it does, make a point of paying the member back. How to make this transaction will be explained later in the article.

PAYMENTS AND CREDITS

Another report that I believe the committee should look at is a report that shows all the payments made since the date of the last committee meeting. This report will show all Bills Paid, Money Spent and Credits to Members. This allows the committee to perhaps look for any payments that may not be approved by the committee.

05/04/16 Payments and Credits March 2014						
Type	Date	Name	Description	Split	Amount	
Mar 14						
Cheque	26/03/2014	Air Services	1242	Fuel	-1,337.42	
Cheque	26/03/2014	James Cooper	1243	GEE	-2,500.00	
Cheque	26/03/2014	James Cooper		Adjustment	-99.50	
Cheque	26/03/2014	Air Services		Adjustment	-0.42	
Adjustment Note	25/03/2014	James Cooper	1245	Stationary	-20.14	
Cheque	23/03/2014	GFA		GFA Membership	-252.00	
Bil	22/03/2014	Telstra Big Pond	1260	Internet	-39.95	
Cheque	19/03/2014	GFA		GFA Membership	-252.00	
Bil	13/03/2014	Moble Pubcity	1259	Mobile Pubcity	-49.00	
Cheque	10/03/2014	Air Services	1340	-SPLIT-	-1,358.01	
					-12,185.94	

MEMORISED REPORTS

To make life easier for the Treasurer make a number of reports, as per those discussed and put them in the memorised transaction list. This way with one double click you can bring them all up in one go and print or email them out for the meeting.

Committee Meeting
A/R Ageing Summary Negative means you are in credit
Payments and Credits
Balance Sheet Prev Year Comparison
Profit & Loss Prev Year Comparison
Profit & Loss by Month
Profit & Loss Last Month

DEPRECIATION

Depreciation is one of the big hidden expenses that can be explained as follows.

Suppose the club purchases a nice, shiny Jantar in 2005 for \$25,000. The money has come out of the bank and is replaced by an asset of the same value. The club is no worse off, since it has turned cash into glider. However the years pass by and eventually the glider will have passed its use-by date. It will be sold and replaced by another nice, shiny glider. The problem is that if, for example, it is sold ten years down the track for \$20,000, the club will make a loss of \$5,000 on the date of sale. Worse things could happen, such as the Blanik or IS28 taken out of the air due to airworthiness issues. This is when clubs who just look at money in the bank and have not budgeted for these events will receive a rude shock.

In our accounting package we will set up a number of Fixed Asset accounts. There would probably be header accounts called Buildings, Gliders, Tugs and Launch Point Van. Under each of these headings would be one for each aircraft or building.

Further under these would be a sub account: At_Cost and Acc_Dep (Accumulated Depreciation).

When we purchase the asset, we make the payment to the seller and post it against the account, for example, Gliders:GEE:At Cost. This will show as a positive value in our Balance Sheet showing that the club owns this glider and it has a value.

Now we know that the value of the aircraft will get less and less each year. Our club works on the basis of 7% on the aircraft's cost. It is up to you how you devalue your aircraft, but DO IT. You can devalue on straight line i.e. 7% of the original, purchase value or 7% of the written down value. It is up to you, but keep to the same rule.

VH-I2S	Fixed Asset	6,735.00
At Cost	Fixed Asset	30,000.00
Acc Depreciation	Fixed Asset	-23,265.00
VH-HNN	Fixed Asset	0.00
At Cost	Fixed Asset	25,000.00
Acc Depreciation	Fixed Asset	-13,408.10
Write Off	Fixed Asset	-11,591.84

To enter the depreciation we make a journal that Credits the Fixed Asset account Gliders:GEE:Acc_Dep and we Debit the Expense account Gliders:Fixed:Depreciaton. We have two header accounts. Fixed or Variable details will be shown later in the article.

So in this case the journal would look like this.

Date	05/04/2016	Entry No.	1078	Adjusting Entry
Account	Gliders:VH-I2S:Acc Depreciation	Debit	Credit	
	Glider Expenses:Fixed Depreciation Gliders	1,750.00	1,750.00	

We discussed the problem with this transaction before, when we looked at reports for the committee - huge

expenses will occur at the end of June. So instead, what we do is make a journal entry each month for 1/12 the value, and enter this with a memorised transaction at the end of each month, thus spreading the expense over the year. Once the first memorised transaction is created it will run forever until you sell or write off the glider, when you stop the transaction from repeating.

Date	30/06/2014	Entry No.	1078	Adjusting Entry
Account	Gliders:VH-I2S:Acc Depreciation	Debit	Credit	
	Glider Expenses:Fixed Depreciation Gliders	145.83	145.83	

WRITING OFF AN ASSET

Let's first look at the write off, since it is easier.

In this case the Glider HNN was purchased for \$25,000. Over the years it had depreciation added, thus reducing its value to \$11,591.84. After that, the glider could not be flown again because of an AD. So at that point we made a new Fixed Asset account called Gliders:HNN:Write_Off. A journal was entered crediting the new account and debiting the Expense account Gliders_Expenses:Fixed:Write_Off_Gliders, thus bringing the glider's value to zero

Date	01/01/2012	Entry No.	538	Adjusting Entry
Account	Gliders:HNN:Write Off	Debit	Credit	
	Glider Expenses:Fixed:Write Off Gliders	11,591.84	11,591.84	

FINALLY WE SHOULD LOOK AT WHAT HAPPENS IF WE SELL A GLIDER. WE WILL DO THIS FOR GEE

VH-GEE	Fixed Asset	6,406.32
At Cost	Fixed Asset	27,478.69
Acc Depreciation	Fixed Asset	-19,073.37

Now if we look at the value of the aircraft that was purchased for \$2,748.69, we see it has had Depreciation of \$1,903.37. At this point it had a value of \$8,405.32. It was then sold for \$15,000 so we make an invoice to the purchaser for the item Sale Of GEE and this item points to the account Gliders:GEE:Sold. The value of the invoice is for whatever it is sold for.

Invoice	05/04/2016	Entry No.	1079	Adjusting Entry
Account	Gliders:GEE:Engine Acc Dep	Debit	Credit	Memo
	Tug:VH-FS:Engine Acc Dep	44.06	0.44065*ENGINE MIN Credit	
	Tug Expenses:Variable:Engine Depreciation	44.06		Debit

The problem now is that the value of the glider in our books is Negative \$6,594.68, so we need to make a further transaction to bring the value of the glider to zero as it is no longer in our books. This transaction is a journal where we Debit the Fixed Asset account Gliders:GEE_Clear_Account and Credit the Income account Profit on Sale of Assets.

This now brings the value of the glider to zero.

Should the glider be sold at a loss then the journal would be the reverse of the one shown but go to the expense account Loss on Sale of Assets.

ACCOUNTS FOR GLIDING CLUBS 4

ENGINE DEPRECIATION

Some years ago we purchased a new engine for our tug. Because of its high value, it was purchased as an asset. The

VH-GEE	Fixed Asset	6,406.32
At Cost	Fixed Asset	27,478.69
Acc Depreciation	Fixed Asset	-19,073.37
Sold	Fixed Asset	-15,000.00
Clear Account	Fixed Asset	0.00

Date	07/04/2016	Entry No.	1078	Adjusting Entry
Account	Gliders:VH-GEE:Clear Account	Debit	Credit	
	General Income/Profit on Sale of Assets	6,594.68	6,594.68	

VH-GEE	Fixed Asset	0.00
At Cost	Fixed Asset	27,478.69
Acc Depreciation	Fixed Asset	-19,073.37
Sold	Fixed Asset	-15,000.00
Clear Account	Fixed Asset	6,594.68

issue now is at what rate should we depreciate it? The answer was relatively simple. The engine had a life as do most aircraft components, so we decided to write off the engine based on the minutes it flew each month. We took the value of the engine and divided it by the minutes it could run and came up with a depreciation rate of 0.44065 per minute. Each Month we go into SmartLogs that stores all the day logs and we are easily able to filter out the month in question and the tug. SmartLogs gives us the minutes for each flight, allowing us to total the minutes flown.

The monthly journal is then opened to enter the data, and to make life easy for the treasurer it has a memo that says the figure to be entered is 0.44065. The \$1 is replaced by the calculated figure, and there is no need for the treasurer to try to figure out whether to debit or credit each account.

So, if the tug flew 100 hours in the month the memorised transaction would be opened, as above, and then modified by the journal below.

Date	31/12/2015	Entry No.	1079	Adjusting Entry
Account	Gliders:VH-FS:Engine Acc Dep	Debit	Credit	Memo
	Tug:VH-FS:Engine Acc Dep	44.06	0.44065*ENGINE MIN Credit	
	Tug Expenses:Variable:Engine Depreciation	44.06		Debit

WHAT DO YOU DO WITH THE DEPRECIATION?

Depreciating the Fixed Assets, Gliders, Tugs, Trailers, Launch point vans and Buildings and posting to the Depreciation expense account is one task. Putting the money aside for future purchases is another. So what we do at our club is to transfer the money from our cheque account to a separate bank account used to purchase assets. The amount we transfer each year is the same as the expense account for Depreciation. This transaction is simple transfer from one bank to the special purpose account.

INSURANCE

Many people I speak to about insurance say that they are 'self-insured'. The question is whether they are Insured, Self-Insured or Not Insured.

'Insured' is when you pay an insurance company and, should disaster strike, you hopefully receive the value of the claim.

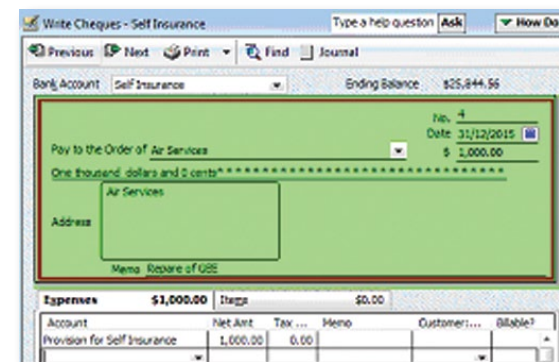
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'Not insured' is when you say, "If I write off my aircraft I am happy to get nothing." 'Self-insured' is putting money aside in a separate bank account for the event of an aircraft being damaged or written off. I like the thinking of Richard Branson who says, "Are you prepared to accept the worst possible scenario?"

If your DG 1000 ran into the tug and wrote both off, could you carry on as a club? Well, perhaps not in this case, so insure both aircraft. If the damage was to one of the Jantars then you could carry on, as you have enough cash in the bank or you have two other Jantars on the fleet, and hardly ever more than two are flown on any given day. I would suggest that the club Self-Insure the Jantar. How do we do this in our accounts? We need to put money aside and debit or increase the Expense account Insurance. But we are not paying an insurance company. All the bookkeepers and accountants know that for every transaction there is an equal and opposite transaction - Debits = Credits. Our transaction is: Debit the Expense Gliders:Fixed:Insurance. Credit the Asset account Provision_for_Self Insurance. In addition, you could physically transfer from the cheque account to the Bank Account called Self Insurance. This second transaction is entered as a bank transfer in your accounts.

If an aircraft is damaged and the committee decide to pay for it with the insurance money set aside, a payment will be made From the Self-Insurance bank account, To the supplier of the components. It is not against the expense Glider Repair or Maintenance but instead against the Asset account 'Provision_for_Self Insurance'.

REGULAR PAYMENTS



Some special situations in your club will need to be thought about. For example, our club occasionally uses one of the member's tug aircraft and for which we reimburse that member on a monthly basis. The issue could arise that the treasurer forgets to create the Adjustment note / Credit note to the aircraft owner for a number of months. Other months when the tug is not used, there may be no need to credit. The question now arises, "Did we forget to Credit or was the amount zero?" For regular transactions like this it is better to make the transaction every month, irrespective of whether the tug was used or not. If no credit is due, just make the transaction for \$0 so you can now look back at history and see that there is a transaction every month, and therefore, nothing is forgotten.

CHARGING MEMBERS ANNUAL FEES & CLEARING MEMBERS' ACCOUNTS

At the beginning of each financial year members need to

be re-charged membership for the following year. My explanation is related to how we do it at our club, so there could be some subtleties depending upon the individual clubs processes. I would go on to say that there has been considerable thought about how this is done and I may add some comments to the logic of our thinking.

I need to point out that when a member first joins our club they are charged the full membership. So it makes no difference whether they join at the beginning of the financial year or part way through. Our reasoning is twofold. First, it is far simpler for the member at the club to take a flat rate, and not have to pro rata the membership depending upon when the new member joined. In addition, we find many people join the club and last a very short time, for whatever reason. So we are quite happy to take full payment on day one and receive payment for all of the instructor's efforts in the next few months. The issue now is if a member joined part way through the year how do we compensate them when they are re-invoiced the next financial year. Bearing this in mind let me now explain how we process the new financial year's charges.

I generally start the process in mid-May as soon as I know the new rates for membership. Invoices are sent out to members in May although they are dated July 1. This gives members the opportunity to receive the invoice well in advance, so that they can settle their account before the financial year starts. The process I go through is as follows:

I create a Sales by Customer detail report, filtered to just the Membership Items. The report has a date range of transactions this financial year. Remember I am creating the report before the new financial year. The report will have been saved in the memorised reports list so that it never has to be recreated. I then print out the report. Below is a snap shot of the report.

James Cooper	01/07/2015	James Cooper	Membership:Club:1 Flying	410.00
Tax Invoice				
Total James Cooper				410.00
James Ross	01/07/2015	James Ross	Membership:Club:1 Flying	410.00
Tax Invoice				
Total James Ross				410.00
Jamie Roach	16/10/2015	Jamie Roach	Membership:Club:1 Flying	410.00
Tax Invoice				
Total Jamie Roach				410.00
Jim Paynter	01/07/2015	Jim Paynter	Membership:Club:9 Life	0.00
Tax Invoice				
Total Jim Paynter				0.00
John Brennan	01/07/2015	John Brennan	Membership:Club:1 Flying	410.00
Tax Invoice				
John Brennan	01/07/2015	John Brennan	Membership:Additional Caravan	155.00
Total John Brennan				515.00

The first two are simple they were last invoiced at the beginning of this year and need a new invoice for this year dated 01/07/2016 for Membership:Club:Flying.

Jamie Roach however paid his membership in October so he needs to be compensated for the fact that he is going to be invoiced for another full year before October the following year. I have set up an item that creates a negative charge, and is 1/12 of the annual fee. You may need multiple items like this for different rates if for example student or family membership. So in Jamie Roache's case he joined 3½ months into the financial year, as per the report. So we put in a quantity of 3.5 of the quantity for the item Discount_New_Member, thus reducing the total invoice.

In addition I have an item called Notes With Membership. This item has no value but a lot of text explaining the

reason for the invoice and what to do if the member needs to adjust it.

The next person on the list is Jim Paynter. Now he is a life member and therefore does not need to pay, but for the records he is invoiced for life membership that has a value of \$0.

Finally John Brennan was charged last year for membership and a caravan, therefore this year he will again be charged for the same two items.

WHEN MEMBERS LEAVE

I generally wait about two months for people to settle their invoices. SmartLogs will after July 1 start to come up with a message stating that the member is behind with their account, when they take off and land. However, by now we have an idea who is not going to re-join for the year. They are usually contacted to confirm and if they are not re-joining then we void their invoice. However there is more to do.

It is probable that the member has a balance in their account and if they owe the club and we cannot see a way of getting the payment we raise a Credit Note / Adjustment note against the item for Bad Debt. If on the other hand the member is in credit, the process depends on the circumstances. We can pay back the money as per the instructions in 'Refunding Member who has a large Credit with the club'. Alternatively we give them an invoice for the amount of the credit to an income Clearing account.

In addition to the finances that we track in our accounting package, SmartLogs helps you track member retention in Reckon and QuickBooks. In the customer's centre, for each member, a tab called Job Info is populated to show when the member joined. You can now show when the member left. You may make a note of why they left and, once you have done all of this and their account is zero, make the member inactive.

MEMBER RETENTION

So how long do members stay in the club and why do they leave?

Because we know when a member joined and when they left we can produce a report that shows these members' details. This is to be saved in Memorised Reports. This report is exported to Excel and the joining date is subtracted from the leaving date giving the total days of membership. Incidentally, we find that the vast majority of members who leave do so in the first year. If you can keep them for a year and a half, they stay.

BREAK-EVEN POINT

It is important to know how much flying an aircraft must do to at least break even. Does the tug have to do 5, 10 or 20 flights per week to pay off its fixed expenses? You may have noted that in this article all of the expense accounts have a sub heading Fixed or Variable. This was done in our club to give us this information. Using the example of all tug aircraft to calculate the Break Even Point, the figures that I have are not shown in a printed P&L in this article, so please just take them as read.

Subtract the Fixed Expense from the Fixed Income of the aircraft or aircrafts. (The fixed income is usually Zero.) This will usually be a negative number.

So as an example our Fixed income is Zero and our Fixed Tug expenses \$8,000, made up of Insurance and

Depreciation. Giving a value of -8,000.

Next take the Total Variable Expenses \$45,000 (Fuel, Engine Depreciation, Maintenance, Replacement Rope etc) From the Total Variable Income \$55,000 (All the tow fees) = 10,000.

Find the flights per year. This can be extracted out of SmartLogs' Cumulative Log Sheet - in our case 850 flights (6,816 min).

Divide the 10,000 by the number of flights, giving \$11.76 per flight or \$1.47 per minute.

We will call this the Variable Margin per flight, or minute.

Finally we divide the net fixed costs \$8,000 by the variable margin and we get the number of flights required to break even.

In our case $8,000 / 11.76 = 680$ Flights per year or 5,452 Min per year to break even.

To make things clearer, divide by the number of flying days. Assuming you fly on weekends you need:

$680/52*2 = 6.5$ i.e. 8 flights per flying day to recover your fixed costs.

$5452/52*2 = 52.4$ Minutes per flying day to recover your fixed costs.

STATEMENTS

Don't forget to email out to your members each month their statement of accounts. There are numerous formats but I believe that as we don't generally email an invoice for each day's flying we send a detailed statement that shows not only the invoice number but also the line items for each invoice. It would be normal to show all the transactions for the last month, rather than just opening invoices.

FANCY REPORTING FROM SMARTLOGS

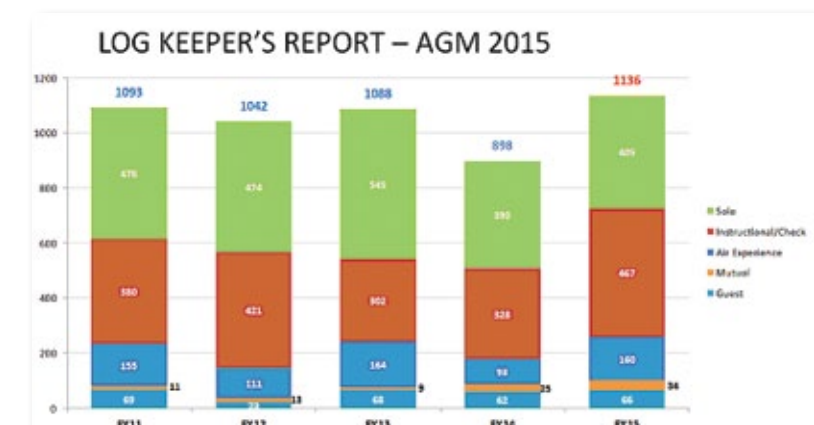
Because SmartLogs has a cumulative log sheet, it has a detailed line of every flight logged at the club. This sheet can be filtered. This can be sent at any time to a member who wants to see, for example, how many hours their glider or tug has flown in a given period or how many hours they have instructed or flown solo.

Those with good Excel skills can make some very interesting reports that are suitable for the committee or Annual General Meetings, as per the examples shown.

I NEED HELP

If you have any questions with regard to maintaining your accounts, feel free to contact me on:

GA



SAFETY CULTURE : REPCON

WHAT IS REPCON?

REPCON is a voluntary and confidential reporting scheme. REPCON allows any person who has an aviation safety concern to report it to the ATSB confidentially. Protection of the reporter's identity and any individual referred to in the report is a primary element of the scheme.

www.atsb.gov.au/voluntary/repcon-aviation

During WGC Benalla, a REPCON was made to the ATSB relating to the safety culture at the championships. Below is the detailed response the GFA made to the report.

REPORTER'S CONCERN

The reporter expressed a safety concern relating to the safety culture, which was encouraged and allowed to continue at the recent World Gliding Competition held at Benalla in January 2017.

The reporter advised that there was known risk taking and aggressive flying by competitors that resulted in at least two mid-air collisions during the competition.

There are videos posted on the competition YouTube channel taken by pilots holding hand held cameras in the cockpit of a single seat glider while flying in a thermal with multiple gliders in the area. These 'gaggles' require full pilot attention to the actual flying in the thermal, but also to maintain separation from the multiple gliders flying in close proximity. These videos are an example of the known behaviours, which were allowed to continue during the competition and were rewarded by posting on the competition channel rather than educating the pilot on the safety implications.

REGULATOR'S RESPONSE (REGULATOR 1)

The Gliding Federation of Australia Inc (GFA), the organisation responsible for the administration of sport and recreational gliding and sailplane activities in Australia, was supplied with the report. The following is a version of the GFA's investigation report:

The Gliding Federation of Australia Inc has investigated the reported concerns, namely that:

- the competition organisers 'encouraged and allowed to continue at the recent World Gliding Competition held at Benalla in January 2017' a negative safety culture.
- 'there was known risk taking and aggressive flying from competitors which has resulted in at least two mid-air collisions during the competition.'
- there were 'videos posted on the competition YouTube channel taken by pilots holding hand held cameras in the cockpit of a single seat glider while flying in a thermal with multiple gliders in the area.'
- 'these videos are an example of the known behaviours, which were allowed to continue during the competition – being rewarded by posting on the competition channel – rather than the pilot being educated on the safety implications.'

AGREED ISSUES

The Gliding Federation of Australia Inc (GFA) agrees that there were two mid-air collisions between gliders during the 2017 World Gliding Championships (WGC2017). These are the subject of investigation by GFA, and were reported to ATSB and CASA in accordance with our agreements and obligations.

The first accident resulted in minor air-to-air contact, with

both gliders landing safely and pilots uninjured. The second accident resulted in loss of both gliders, bail-out action by both pilots and some consequential injuries. These facts are not disputed.

GFA agrees that there are YouTube videos taken by pilots flying single-seater gliders while flying in thermal gaggles with multiple other gliders in the area, including on the WGC2017 YouTube channel. The presence of gliding inflight videos and related comments on social media is not disputed.

DISAGREED ISSUES

GFA specifically disagrees with allegations that the World Gliding Championships 2017 organisers have either:

- encouraged or allowed to continue an unsafe safety culture
 - encouraged or allowed to continue unsafe airmanship standards and operational practices
 - encouraged risk taking and aggressive flying practices
 - rewarded pilots for unsafe behaviours, rather than educated pilots on safety implications.
- This response provides context on:
- how safety and operations in the 2017 World Gliding Championships were managed
 - specific pilot safety briefing topics and presentations, addressing risks in gaggle flying and flying in close proximity to other gliders in competition, and pilot behaviour and risk appetite
 - task setting arrangements and other responses to reduce the risks of large gaggles forming or collisions with other aircraft
 - the primacy of Pilot In-Command responsibility for in-flight actions and decisions.

OVERVIEW

Sensationalised reports, although very good at generating public attention, are seldom balanced or objective and this report is believed to be no exception.

Our investigation did not reveal any evidence to support the allegation that the organisers were fostering a negative safety culture. To the contrary, investigations revealed that the organisers had a strong focus on risk management during the competition period as we will elaborate further.

During the course of the competition, there were two mid-air collisions and two near misses.

Each of these are being investigated, and analysis suggests the limitations of both single pilot operations and 'see-and-avoid', coupled with blind arcs and field of view limitations, contributed to these events. While the reporter was correct that there were videos posted on social media by pilots using hand-held cameras, the use of hand-held cameras was the exception rather than the rule. When it was brought to the attention of the organisers, pilots were briefed not to use them and, to the organiser's knowledge, all pilots complied.

DANGEROUS RECREATIONAL ACTIVITY

Gliding is a 'dangerous recreational activity' because it involves the significant risk of physical harm and a risk will be 'significant' if there is a real chance that it will materialise.

Some level of physical risk is implicit to any sport and recreation. Like many sports and recreational activities, gliding involves high-speed, extreme effort, exposure to height, close proximity to other aircraft and environmental factors such as the weather.

To the outside observer, such risks may be considered unacceptable. However, participants accept that risk is involved

when participating in these activities. At the same time, the organisers are aware of their responsibility and take steps to support the safety of participants, spectators, volunteers and the general public.

COMPETITION STATISTICS

The competition commenced on 5 January 2017 with the first of three practice days. These practice days allowed the organisers to fine tune their operations and identify risks that were not previously foreseen.

The competition commenced in earnest on 10 January 2017 and over the course of the next ten days, pilots flew tasks on eight days, although some classes flew more task days than others due to poor weather conditions precluding the launch of the entire fleet.

During the course of the event, the organisers were launching, from a single runway strip, up to 115 gliders each day in under 90 minutes. Over the course of the event, the 13 tow planes conducted 1,019 glider launches, and self-launching sailplanes flew 105 launches.

There were a total of 3,267 movements at Benalla airfield in Victoria over the 17 days of the competition. The glider pilots flew tasks of up to 750km in distance and covered over 450,000km during the period, flying as far afield as Rankin Springs and West Wyalong, NSW to the north, Mount Beauty, Vic to the east, Thornton, Vic to the south and St Arnaud, Vic to the west.

COMPETITION RISK MANAGEMENT

The organisation

Planning for the 2017 World Championship spanned more than two years and a robust Risk Management Plan was developed and tested during the January 2016 'pre-world' championship event that was also run from Benalla, Vic. The organisers applied a clear process to identify risks, set an acceptable level for risks and took steps to keep risks at that level. Risks were managed by assessing potential consequences and likelihood, working out clear actions and designing a response plan. The organisers also met with emergency service personnel, CASA staff and the aerodrome operator to assist in the development of the risk management plan.

Key responsibilities were assigned to specific people in areas such as operations management, task setting, marshalling gliders and launch operations. Risk review processes were implemented, registers of occurrences and complaints were maintained and monitored, risks were reviewed, communication and consultation processes were implemented, and all team members were trained on risk management. In fact, all of the organisation team, contractors, volunteers and participants involved in the event were informed and aware of the risk management process.

On each flying day the organisers sent an email advisory to all major airspace users in the task area. The advisory provided details of the task area, operational altitudes expected for the day, the direction gliders would be heading, and estimated arrival times at nominated 'choke points' on the return to Benalla.

RULES AND GOVERNANCE

The organisation, rules and governance arrangements for the 2017 World Gliding Championships (WGC) at Benalla are provided at the competition website.

The championships were conducted in accordance with Fédération Aéronautique Internationale (FAI) Rules, as managed

OPERATIONS

CHRISTOPHER THORPE
**Executive Manager,
Operations**
emo@glidingaustralia.org



by the International Gliding Commission (IGC).

These rules include task setting, starting, finishing, scoring and operational requirements.

The rules also mandated use of FLARM to aid in collision avoidance, and the wearing of parachutes in competition flights. (FLARM is an EASA-approved electronic system used to selectively alert pilots to potential collisions between aircraft. It is not formally an implementation of ADS-B, as it is optimized for the specific needs of light aircraft, not for long-range communication or ATC interaction.) Note that these rules did not exclude either flying in gaggles in thermals or team flying practices to provide competitive advantage. The FAI Competition Rules were supplemented by Benalla Local Procedures. This document also summarises the competition organisation and names of officers in various roles.

Pilots also had access to the GFA Competition Safety Pack dated October 2013, which contained detailed operational safety guidance for competitors, including lookout and collision avoidance issues. This was a reference document for the Mandatory Pilots Safety Briefing conducted on Thursday 5 January.

THE ORGANISING TEAM

The WGC Contest Director was an experienced world competition pilot and GFA Executive member. While he had overall responsibility for the safe and effective conduct of a viable competition activity, he was assisted by a large team of officers and operational staff, each contributing to safety outcomes.

Another experienced international competition pilot was the competition Task Setter, responsible each day for designing and setting cross-country soaring tasks for three separate classes of gliders, cognizant of meteorological conditions and available soaring time.

The appointed Safety Officer was an experienced pilot and instructor representing the GFA Operations Department in the competition organisation. He conducted and arranged daily safety briefings during the competition. He also advised the Competition Director on safety issues, liaised with GFA Executive Manager Operations on accidents and incidents, and worked with both Team Captains and the Pilots Safety Committee on issues of concern. He assisted in investigation of the collision accidents. He also worked with the Contest Director and Task Setter on spatial and temporal aspects of task design to reduce the probability of large thermal gaggles and conflicts between gliders.

THE PILOTS

Pilots are responsible for managing their own risk and displaying sound airmanship.

continued over page

Glider pilots are taught to lookout at all times, manage workload, mitigate risk, correct errors, and make good decisions. However, a single person can be more easily overwhelmed when faced with multiple decisions to make, and task management can quickly become difficult even for seasoned pilots when things go wrong. Consequently, errors can and will be made.

All pilots participating in the competition were competent, experienced and current. However, by its very nature competition flying has a number of threats that increase the likelihood of pilots making an error that could lead to reduced safety margins, or may contribute to an incident or accident. The type of threats that competition pilots need to manage include:

- environmental issues such as flying with other gliders, flying from an unfamiliar airfield, weather changes, unpredictable lift, different terrain with changes in height above sea level, partly unlandable country or flat but very small paddocks
- navigational challenges
- physiological factors, such as fatigue, dehydration, hunger, hypoxia, impatience, frustration, optimism bias and overconfidence.
- time pressure on the ground (including launch delays) and in flight
- pressure to get home
- risk of outlanding
- final glides

All these threats increase the likelihood of pilots making an error that could lead to reduced safety margins, or may contribute to an incident or accident.

To quote from former World Gliding Champion Karol Staryszak, 8 May 2016:

‘It is often said that the organiser should do this or that... They should call a day, they should create an easier task, they should make sure there are outlanding fields along the task route, they should not launch so many gliders at the same time, etc. But the task is not an order, you do not have to fly it; the decision to fly is yours and yours only!’

Whether I go over an area with no fields and no option to return, or my final glide is below the glide path, or I fly in a gaggle, or in the clouds - this decision is only MINE!’

TASK SETTING RESPONSES TO REDUCE COLLISION RISK

The World Gliding Championships was a highly competitive event, with elite and experienced pilots flying very fast on long cross-country tasks, often in close company, often shadowing their competitors.

AS/NZS 31000 Risk Management highlights that risk (and opportunity) has dimensions of probability (likelihood) and consequence. The probability of mid-air collision in gliding events is increased when pilots fly in large gaggles in thermals, with large numbers of aircraft in the rising air mass in close relative proximity.

The probability of gaggle flying occurring is a function of:

- weather
- task design and
- pilot behaviour, competitiveness and risk appetite.

The probability of gaggle flying occurring is higher in ‘blue’ conditions, without cumulus clouds marking thermal position and cloud shape indicating thermal strength. During much of the competition period, blue days were experienced.

A number of measures were consciously addressed to

discourage gaggle flying and reduce collision risk. These measures are based upon increasing spatial (distance) and temporal (time) separation of gliders in a competition. These included:

- setting different tasks for the three classes involved in the competition
- increasing spatial separation between the tasks, in particular on the first leg of the task, sending classes out in differing directions
- using dispersed start lines - SW, NW, NE and SE of Benalla AD - for the different classes, to reduce start gaggle size
- setting tasks of long duration relative to the projected soaring meteorological conditions, to encourage pilots to make rapid progress and not linger in groups or gaggles
- minimising overlaps between tasks for the three classes, and planning for temporal separation and minimum crossing angles where overlaps occurred
- planning Assigned Area Tasks, rather than fixed turnpoint tasks, to encourage pilot decisions to turn at dispersed locations and achieve greater separation.

All pilots were repeatedly warned about the risks of aggressive flying, sharp pullups, turning inside other gliders in thermals, joining thermals incorrectly, and poor lookout or situational awareness. They were specifically briefed on the limitations of FLARM for collision avoidance, and on the proximity data recorded. Mandatory data loggers were used and traces analysed, to assist in investigating allegations of dangerous flying, as well as instances where near misses had occurred. Some fixed video recordings assisted in capturing useful data on near misses. The Safety Officer used Pilot Briefings, meetings with pilots, meetings with Team Captains and video recordings to highlight risk and safety issues.

INFLIGHT VIDEOS AND SOCIAL MEDIA

There are no rules governing the use of cameras and recording devices in aircraft and gliders. These are not prohibited by the competition rules applying to the WGC event.

GFA does not encourage the use of handheld cameras and devices for recoding inflight video, particularly in high workload situations, or where distraction may have adverse consequences. For this reason, GFA prefers that when cameras and recording technology are used, they should be either fixed mount or swivel on a fixed base, or else on headband or cap mount. They should not require constant viewfinder monitoring by the operator.

GFA has also found video footage to be beneficial to safety, training and instruction. A near miss between a climbing motor glider and a climbing glider/tow plane combination during the WGC event was recorded on video, which was in turn used to re-educate the pilots concerned and brief all pilots. Other accidents have seen video recording information used in accident investigation.

The decision to use a camera, data recorder or other technology in the cockpit, at any given time, is primarily an issue for the Pilot In-Command. They are responsible for their own decisions and flight management. No amount of prescription or rule setting will change that.

Similarly, the decision to post still photos or video recordings of inflight situations on social media (Twitter, FaceBook, YouTube, Instagram etc.) is also an issue for the pilot-in-command and the owner of the social media account.

GFA does not accept that the organisers were encouraging risk taking and aggressive flying, or rewarding pilots for unsafe behaviours in use of inflight video on social media. It is evident

from much of the video on social media that pilots were trying to record and highlight the increased risk in gaggles, not glorify the practice. Many video clips used fixed mounts. Some handheld recordings were clearly made by gliders at the top of the thermal gaggle, not enmeshed in the higher risk environment lower down. Some recordings show the pilot stowing the camera in order to deal with higher priority airmanship tasks. Use of handheld cameras was a safety briefing topic on 19 January. Thermalling safety and lookout in gaggles were safety briefing topics on 13 January.

SAFETY CULTURE

The safety culture of the event was positive and was supported by the organisers, the team captains from the 27 competing nations, the internationally appointed stewards and the jury members. A safety committee was convened, comprising one competitor from each of the three classes and the competition safety officer. The safety committee dealt with concerns raised by pilots about the flying conduct of other pilots.

The competition rules required a compulsory safety briefing at the beginning of the competition and regular safety communication throughout. At the start of the competition on 5 January 2017, a general safety briefing was delivered, and further safety briefings were delivered as issues became apparent.

All reported safety concerns were investigated using GPS records of the flights that enabled a reasonably accurate assessment of the actions of each pilot. In most cases, the complaint was found to be not sustained, and often involved less than ideal decision making by the pilots involved or unfortunate coincidences. In cases where poor behaviour by a pilot was evident, that pilot was interviewed, together with their team captain, and presented with the evidence so they could see how their behaviour had created a hazardous situation. The pilots and team captains were then placed on notice that a repeat of such behaviours would result in significant penalties. In all cases, the pilots did not re-offend. The process of self-awareness and the use of peer feedback, made pilots aware of their vulnerability to different types of errors, decision styles and biases.

RISK MITIGATION STRATEGIES

There is considerable evidence of actions by WGC officers to brief, educate, oversee and intervene where necessary to promote the required safety first culture.

A Fly-Tool Safety Reporting process was specifically introduced to facilitate reporting of issues by international pilots, supplementing the GFA accident and incident reporting system, which many of them were unfamiliar with. Pilot Safety Reports were also introduced to allow pilots to advise who was causing concerns regarding safety.

Rules and Competition Safety Guide documents were provided for reference by teams and pilots.

A pilot safety committee was formed to assist the safety officer and contest director. A mandatory safety briefing was held before the competition, and then each morning during the competition. These briefings included:

- close call regarding a climbing motor-glider and tow plane-glider combination, recorded on video camera
- changes to procedures to improve separation between tow planes and motor gliders
- role of the pilot safety committee, nominations and election of pilot representatives

- safety advice on gaggle flying, flying in close company, techniques for joining thermals, clearance, lookout, leaving
- dangers in gaggle flying
- analysis of first collision, gaggle safety and lookout when flying straight, flight trace analysis video
- analysis of complaint, flight trace regarding overtaking in straight flight
- use of pilot safety reports, nomination of pilots causing concerns to other pilots
- presentation by pilot involved in second collision and bail-out
- flying too close in cruise
- winning versus safety, relative priorities
- use of cameras in flight

Task design measures described above were used to reduce the probability of gaggle flying in thermals and between thermals.

SUMMARY

Overall GFA found the safety culture was positive and steps were taken to reduce safety hazards as they were identified. The Organisers actively worked to reduce risk, which resulted in some significant improvement and reduction in reported incidents.

A report is being prepared for the international Gliding Commission to encourage some rule changes that would reduce the risk pilots face. Many of these changes have already been implemented in Australia with proven benefit.

The organisers also identified methods to extract meaningful data from the GPS flight records to help identify pilots with a higher risk profile, and can also be used to issue penalties to the worst offenders.

REGULATOR'S RESPONSE (REGULATOR 2)

CASA has reviewed the **REPCON** and the information contained in the report and has the following comments:

There appears to be little evidence to support the claim that the organisers encouraged aggressive flying practices, increased risk taking and rewarded unsafe behaviour.

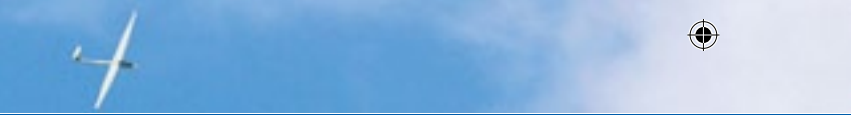
The GFA response provided to the REPCON did not suggest that adverse safety outcomes were as a result of the use of handheld cameras and highlighted the safety measures taken by the organisers when this issue was identified during the competition.

CASA attended the event also during this time and witnessed the competition mass briefing prior to operations, observed the departures and return of all glider classes on 16th of January 2017 and it was clearly evident that the organisers consciously attempted to address close proximity operations by de-confliction of routes and briefed pilots on the priorities of safe flight rather than winning.

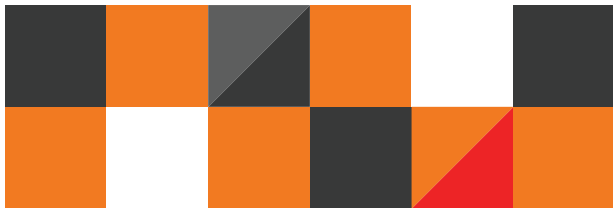
It is CASA’s opinion that while some persons may have used handheld devices to capture video, there does not appear to be any suggestion that unsafe operations or behaviours were actively encouraged by the WGC organisers, in fact tangible evidence exists that the organisers addressed known and emerging safety risks at the time of the high tempo operations.

CASA considers the steps, investigations and mitigators that the GFA have provided in response to the REPCON as appropriate under the circumstances of the World Gliding Competition at Benalla.

GA



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ACCIDENTS & INCIDENTS

All clubs and GFA members are urged to report all accidents and incidents promptly using the GFA's occurrence reporting portal at glidingaustralia.org/Log-In/log-in-soar.html as and when they occur. This is always best done while all details are fresh in everyone's mind.

Reports noted 'Under investigation' are based on preliminary information received and may contain errors. Any errors in this summary will be corrected when the final report has been completed.

As mentioned last issue, there are more reports from November-December 2016 that we did not have space to include in the last issue.

The Gliding Federation of Australia Inc
SOAR Accident and Incident Occurrences
General Statistics

Date From: 01/10/2016
Date to: 30/11/2016

Damage	VSA	QSA	NSWG	SAGA	WAGA	Total
Nil	5	10	9	4	3	31
Minor	1	1	6	1		9
Substantial	1	1	7	2	3	14
Total	7	12	22	7	6	54

Injury	VSA	QSA	NSWG	SAGA	WAGA	Total
Nil	7	12	20	6	4	49
Minor			1	1	2	4
Serious			1			1
Total	7	12	22	7	6	54

Phases	VSA	QSA	NSWG	SAGA	WAGA	Total
In-Flight		4	4	1	1	10
Outlanding	1		8			9
Landing	1	2	5	4	4	16
Ground Ops	1	2	3			6
Launch	3	4	2	2	1	12
Thermalling	1					1
Type of Flight	VSA	QSA	NSWG	SAGA	WAGA	Total
Local	3	6	5	4	4	22
Cross-Country	1	1	3	1	2	8
Competition			8	1		9
	1	2	3			6
AEF				1		1
Training/Coaching	2	3	3			8
Total	7	12	22	7	6	54

8-OCT-2016 NSWGA AIRFRAME ASTIR CS

After an uneventful flight, the pilot attempted to lower the undercarriage before joining circuit only to find that it was jammed in the retracted position. The pilots efforts to lower the undercarriage during the circuit proved unsuccessful and a safe landing was conducted on the grass runway with the wheel retracted. Apart from some cosmetic scratching, the glider was not damaged. Inspection revealed the mudguard on the main wheel engaged on the edge of the joint in the wheel housing fairing, effectively forming a latch preventing the wheel from being lowered. A new undercarriage and mudguard was fitted nine months earlier and the aircraft had flown on 20 occasions without incident. It was determined that there was little clearance between the mudguard and the top of the wheel housing, which allowed the mudguard to contact and distort the structure. Adjustments have been made to prevent recurrence.

8-OCT-2016 VSA GROUND OPERATIONS ASTIR CS

While being towed to the flight line at walking pace, the glider's left wing collided with a small tree. Although the driver stopped immediately, the tail of the glider had already jumped off the towing bar resulting in the tailplane crashing against the rear of the vehicle (SUV). The left aileron suffered damage from the collision with the tree, and the vertical stabiliser was substantially damaged by twisting

forces when the tailplane hit the vehicle. It was later determined that the driver was towing down the airfield's narrow perimeter track, having moved off the runway to stay clear of a tractor mowing the runway. The driver did not pay adequate attention to obstacle clearance and may have been distracted by conversation with a passenger in the vehicle. This incident highlights the need to maintain situational awareness, even during the mundane task of towing a glider.



11-OCT-2016 NSWGA AIRSPACE INFRINGEMENT DUO DISCUS

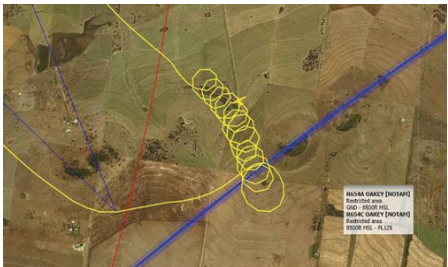
The pilot was competing in the 55th Australian Multiclass Nationals flying in Open class and flying a three turn point Assigned Area Task. On the second leg of the task the pilot flew beyond the back of the 20KM circle and into restricted airspace by approximately 5 kms. The breach was identified during scoring and the pilot suffered a scoring penalty and was later counselled by the Competition Safety Officer. The pilot noted that the flight logger airspace file was outdated. The pilot was flying in the company of another glider that also infringed airspace while using outdated logger airspace files. When flying near airspace boundaries pilots must ensure they use sensible tolerances to airspace. AIP ENR 1.1, paragraph 19.12 states: "For aircraft operating in close proximity to an airspace boundary where there is a risk of an airspace infringement, the pilot in command should consider obtaining a clearance to enter the airspace or



altering track to remain well clear." Pilots should always navigate using CASA approved data and charts. Airspace files provided by competition organisers or downloadable from the internet are unapproved and should not be relied upon.

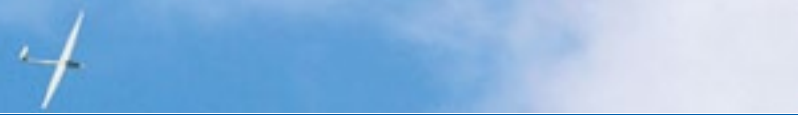
11-OCT-2016 NSWGA AIRSPACE INFRINGEMENT JS1 B

The pilot was competing in the 55th Australian Multiclass Nationals flying in 18M class and flying a three turn point Assigned Area Task. On the second leg of the task the pilot flew to the back of the 20km circle and in close proximity to restricted airspace. The pilot took a thermal about half a kilometre outside the airspace boundary but the glider drifted 300m into the restricted airspace. The breach was identified during scoring and the pilot suffered a scoring penalty and was later counselled by the Competition Safety Officer. The pilot noted that the airspace file he was using was out of date and so no warning was given by the navigational instrument. When flying near airspace boundaries pilots must ensure they use sensible tolerances to airspace. AIP ENR 1.1, paragraph 19.12 states: "For aircraft operating in close proximity to an airspace boundary where there is a risk of an airspace infringement, the pilot in command should consider obtaining a clearance to enter the airspace or altering track to remain well clear." Pilots should always navigate using CASA approved data and charts. Airspace files provided by competition organisers or downloadable from the internet are unapproved and should not be relied upon.



15-OCT-2016 NSWGA GROUND OPERATIONS RF 5B SPERBER

The owner towed the aircraft from its hangar to the tug hangar in order to clean oil residue from the bottom surfaces. The tow was paused when progress to desired point was blocked, and the owner got out of the vehicle to interact with other members. Sometime later after completing another task the owner got back into the car and drove off with the aircraft still attached. The aircraft wings collided with hangar door and suffered substantial damage. The pilot noted that the interruption and re-tasking led to a change in priorities, and upon completion of the secondary task the owner had forgotten that the aircraft was still attached to the car and that the primary task had not been completed. Interruptions and distractions are a significant threat facing pilots, and the omission of an action or an inappropriate action is the most



ACCIDENTS & INCIDENTS

frequent causal factor in incidents and accidents. Interruptions and distractions occur frequently, and while some cannot be avoided, most can be minimised or eliminated through training, adoption of effective procedures, discipline and the use of good judgment. The following aspects should be considered to assess personal exposure, and to develop prevention strategies and lines-of-defence to lessen the effects of interruptions and distractions in all aspects of flying:

- * Recognise the potential sources of interruptions and distractions;
- * Understand their effect on the flow of duties;
- * Reduce interruptions and distractions;
- * Develop prevention strategies and lines-of-defence to minimise the exposure to interruptions and distractions; and
- * Develop techniques to lessen the effects of interruptions and distractions.

22-OCT-2016 QSA RUNWAY EVENTS M 200 FOEHN

Under investigation. A glider landed long and was being retrieved by a vehicle. While positioning to



cross the runway the crew heard a garbled radio transmission but could not see any aircraft on the ground or in circuit. As the towing combination was crossing the runway, the crew heard a pilot give radio call that takeoff was being aborted due to a glider crossing the runway. Shortly afterwards a Cessna aircraft appeared over the hump in the runway. The pilot of the Cessna reduced power, and then continued the take-off once the glider had cleared the runway.

23-OCT-2016 QSA AIRFRAME PW-6U

Under investigation. While on short final glide the front canopy departed the aircraft. The landing was completed without further incident. The canopy was secured before takeoff and the emergency release handle was still in stowed position with safety wire intact after landing. Examination of the front canopy attach mechanism after the event did not reveal any defect.

23-OCT-2016 NSWGA AIRCRAFT CONTROL DISCUS B

The pilot launched with the intention of taking a high tow in order to meet up with a two-seat glider for a photo opportunity. The glider pilot asked the tow pilot to fly east of the airfield but was towed towards the west. The pilot elected to release in lift at about 4,200ft to allow the glider to drift towards

the two-seat glider during the climb. Unfortunately, conditions were weak and by the time the aircraft was near the other glider it was at circuit height. There were approximately five gliders in the air and the pilot elected to join directly onto a base leg on another runway to avoid conflicting with the traffic. The pilot deployed airbrake to lose height and forgot to conduct the pre-landing checks. The aircraft touched down with the undercarriage retracted and suffered only superficial damage. The pilot noted that fatigue (previous late night), a lack of currency (only two flights in the preceding 90 days), and the non-standard circuit led to increased workload and the breakdown in procedures. For further information, refer to Operational Safety Bulletin 01/14 – Circuit and Landing advice.

23-OCT-2016 SAGA AIRCRAFT CONTROL ASTIR CS

The pilot had just converted to a new glider type, which was the first glider the pilot had flown with a retractable undercarriage. Following a successful conversion flight the pilot embarked on a second flight. After a flight of nearly an hour, the pilot felt fatigued and broke off the flight to join circuit for a landing. The pilot did not configure the aircraft for landing, and during the downwind leg conducted a cursory pre-landing check but did not recognise the undercarriage was still retracted. When the airbrakes were opened during the final approach the undercarriage warning alert activated. Being unfamiliar with the sound of the undercarriage warning and due to radio chatter at the time, the pilot assumed the noise was coming from the radio. The aircraft touched down gently on the runway and suffered only superficial damage to the lower fuselage. The pilot cited fatigue and stress as potential causal factors, including the failure to configure the aircraft for landing and conducting the pre-landing checks superficially and without noticing the details. An additional factor was that the pilot had not been briefed on the undercarriage warning system. The Club CFI and Safety Officer will ensure pilots focus the transition from soaring pilot to landing pilot, and the proper use of check lists as per OSB 01/14 - 'Circuit and Landing advice'.

3-NOV-2016 NSWGA AIRCRAFT CONTROL MARIANNE 201B

The student pilot flew too far downwind and angled back towards the runway to intercept the glideslope. He then flew past the centreline and had to turn more than 90 degrees to get back to and align with it. The pilot arrived on the centreline in an overshoot position and deployed airbrakes but allowed the speed to decay despite prompting by the instructor. The instructor assumed control and closed the airbrakes but was unable to arrest the descent during the round-out and the glider landed heavily. The instructor had not flown with this student for some weeks but had formed the view that the student would be capable of safely managing the flight given their level of experience - 20 flights for 5 hours. So, prior to flight

the student was informed that they would be making all inflight decisions and to talk the instructor through the launch and circuit. However, during the flight it became obvious the student lacked appropriate decision making skills and the instructor had to prompt or provide confirmation. During the final approach the student became overloaded and failed to maintain safe airspeed after deploying the airbrakes. Despite this the instructor continued to prompt down to low level, and left the decision to assume control until too late to arrest the rate of descent and prevent a hard landing. As workload increases, attention cannot be devoted to several tasks at one time, and the student may begin to focus on one item. When the student becomes task saturated, there is no awareness of inputs from various sources so decisions may be made on incomplete information, and the possibility of error increases. Instructors need to recognise this and, if the situation is getting out of hand, take control in plenty of time. The CFI noted that the student pilot's training record lacked detail on some of the pilot's deficiencies and that the club's instructors had conducted very little abinitio training for many years.

3-NOV-2016 WAGA AIRCRAFT CONTROL DG-500 ELAN ORION

The flight was to be a short cross-country task where the low hours command pilot was being coached by an experienced pilot in thermal trigger



point selection and thermalling techniques. The command pilot, who had an ankle injury, elected to fly from the more comfortable rear seat. When the glider was about 40km north of the home airfield, the command pilot informed the coach that they were feeling unwell and asked to return home. The coach flew most of the way back and asked the command pilot if they would like to conduct the circuit and landing. The command pilot was still unwell and declined. Upon arrival back at the home airfield the coach configured the aircraft for landing and lowered the undercarriage. During the downwind leg the coach conducted a pre-landing check and checked that the undercarriage was down and locked and that the speed was correct. The coach turned base somewhat higher than normal and, although half dive brakes were employed to lose height, the aircraft was still high at the turn onto final approach. The coach applied full airbrakes to bring the glider onto the aiming point, at which time the undercarriage alarm activated. As the coach was busy flying the approach, they asked the command pilot to confirm the undercarriage was down and locked while simultaneously pushing forward on the

undercarriage lever. The glider touched down smoothly on the bitumen runway and as the wing lost lift the undercarriage retracted and the glider settled on its fuselage resulting in full thickness abrasion. Subsequent investigation revealed the undercarriage was not properly locked down and that the warning alarm worked as intended. The coach who flew the landing was not familiar with the type and, as they did not expect to do the landing, had not sought a briefing on the aircraft's characteristics. The command pilot was also unfamiliar with the type. This incident highlights the importance of pilots receiving a 'first of type' briefing regardless of their level of flying experience. It should also be noted that it is the responsibility of the pilot of any aircraft, before flight, to acquaint themselves and comply with, any limitations or restrictions imposed on it.

3-NOV-2016 NSWGA AIRCRAFT SEPARATION PA-28

A powered aircraft flew down the operational runway on a reciprocal heading at about 300ft AGL and passed about 100ft over a glider on final approach. Efforts by club members to make contact with the powered aircraft to alert it to the landing glider proved fruitless, and its pilot maintained heading as the aircraft flew into the distance. The incident was reported to the ATSB, who were unable to identify the powered aircraft. This airfield is a hot spot for low-level transiting aircraft and in late 2015 the GFA and Club CFI made representations through RAPAC to have the airfield depicted on the charts with appropriate symbology and a CTAF annotated. Changes to the ERC, VTC and VNC were published in the 10 November 2016 AIRAC update cycle.

5-NOV-2016 SAGA AIRCRAFT CONTROL GROB G 109

Under investigation. The aircraft landed heavily and a PIO developed. The mounts for the undercarriage legs were substantially damaged.

21-NOV-2016 VSA AIRCRAFT CONTROL ASTIR CS

The pilot originally decided to attempt a short cross-country task of about 80km. However, as the conditions appeared to be softening the pilot



decided to launch and fly locally within sight of the airfield. After a successful winch launch the pilot struggled to find lift and landed back on the airfield for a relight. The pilot and the Club CFI discussed the possibility that the weather was deteriorating but felt the prospects of contacting good lift to the

West of the rain cells was good. The pilot was again launched by winch into a cumulus filled sky with virga falling from cloud cells some 2 or 3km away. The glider was launched to a height of 1,700ft and the pilot immediately headed to the west to avoid the virga but the wind picked up and dark rain clouds were not far away. The pilot found a thermal just ahead of what was now a moving front and commenced to turn. After about 6 minutes had elapsed from time of launch and, while the glider was gaining height in a thermal, the airfield was struck by strong and gusting winds with heavy rain. The nearby Regional Airport weather data recorded wind speed up to 43kts. The pilot was struggling to work the strong and gusty thermal and, as the glider was drifting rapidly away from the airfield the pilot decided to push into wind towards the airfield. Despite increasing speed to 80kts, the pilot found progress over the ground to be slow, and height was rapidly being lost. At 700ft AGL the pilot gave a downwind radio call for a modified circuit onto the into wind runway and lowered the undercarriage. Although the glider turned onto the base leg with adequate height the pilot did not appreciate the strength of the wind and the angle to the aiming point rapidly decreasing. In the pilot's own words: "I decided to cut the corner and turned onto final. At this point panic set in, I was undershooting the strip. No matter how far forward I pushed the stick I wasn't moving forward fast enough, only down vertically. I quickly came to the realisation that I was not going to make the strip, so I began to look at other options. The area around the gliding club is Mallee scrub, mostly trees and small shrubs. I picked a bare patch of ground and landed in between two trees. I touched down and began to roll along the ground. After about 20m the left wing either hit a small shrub, I let the wing touch the ground, or I was caught by a sudden side gust of wind resulting in a ground loop. As the glider came to an abrupt halt, I just sat there completely in shock and disbelief of what had just happened. With my fingers shaking I undid my harness and parachute and got out of the glider. It was raining steadily as I ran around the glider to look for damage, but realising that I couldn't really do anything and that I was getting completely soaked, I got back in the glider and waited for the dust storm squall to pass." During the approach and landing the pilot correctly flew the glider all the way to the ground while maintaining 'safe speed near the ground'. The glider had come to rest 150m short of the airfield boundary and suffered no apparent damage. Both the pilot and CFI recognised in hindsight that they should not have launched when a storm front was close by. The pilot also learned not to fly downwind of the airfield boundary in strong wind conditions.

Significant Factors

- * Wind strength was high and gusting;
- * A strong wind gradient existed at the time of the incident;
- * The pilot underestimated the strength of the headwind;

* The pilot commenced his final approach from too far behind the runway perimeter for the prevailing conditions and performance of the glider being flown.

* The glider was unable to penetrate the wind in order to complete a landing on the aerodrome; and

* The pilot's options for a suitable landing place were limited by the unsuitability of terrain within gliding distance. Pilots should be aware that virga can significantly influence weather conditions. As rain changes from liquid to vapour form, it removes heat from the air due to the high heat of vaporisation of water. Precipitation falling into these cooling down drafts may eventually reach the ground. In some instances, these pockets of colder air can descend rapidly, creating a microburst which can be extremely hazardous to flight.

21-26-NOV-2016 SAGA SYSTEMS HK 36 TTC

The motor glider was being used as a tow plane during a Regional Competition. On the incident



flight the tow pilot had completed a launch and joined circuit for an engine-on landing. Upon completion of the prelanding check list, the pilot opened the air brakes to the first detent to increase the decent rate and trimmed for speed. On base leg the pilot set the approach speed and again trimmed for the speed. The pilot turned onto final and commenced a stable approach using half airbrakes. During the final stages of the flare, at a height of about 6 feet and just before the stall, the spring-loaded trim lever disengaged from the detent and immediately moved to the full aft position. The aircraft momentarily pitched up as the pilot eased the stick forward against the trim-spring pressure to maintain landing attitude and completed a safe landing. The trim lever on this type of aircraft is located in the middle console between the seats and behind the power-plant control unit. To trim the aeroplane the pilot unlocks the lever by pulling it up, then by moving it to the desired position. Since the lever is spring-loaded, it catches when it is released. The pilot noted that during the tow several trim adjustments were made and discovered that while the spring for the trim detent would happily slide the lever into the slot, on some occasions it would not fully engage the detent. The pilot found that pressing down on the knob ensured it locked in place. Subsequent investigation could not find anything wrong with the system but re-lubricating the trim mechanism appears to have resolved the issue.

PARACHUTE REPACK CYCLE

A review of the CASA website showed that there are no regulations or standards for emergency or reserve parachutes. However, Australian Parachute Federation Operational regulations and Service Bulletins define the standards and repack/service requirements for the equipment their members use.



Parachutes Australia, Slimpack

APF riggers and packer 'A' certificate holders service the reserve and emergency parachutes used for skydiving.

Main parachutes are packed by packer 'B' certificate holders or the individuals for their own use.

Emergency parachutes for other aviators such as glider pilots, acrobatic pilots, hang glider pilots etc are not encompassed by the APF rules. APF packers 'A' and riggers, due to their training and experience, are the obvious 'go to' personnel for other aviators to have their parachutes serviced.

Currently, the APF regulations require reserve and emergency parachutes to be inspected and repacked at six month intervals. The

APF Board has directed the National Rigging Officer and Expert Rigger group to prepare a risk assessment to increase the repack cycle

from six months up to one year repack cycle.

Emergency parachutes that are serviced by APF riggers/packers do not come under a CASA regulation or standard, and are vaguely regulated by other aviation bodies for use by their members. Paraglider, hang-glider and glider pilots generally have their parachutes repacked annually, while a few paraglider pilots pack their own parachutes at 'swing and fling' training days supervised by experienced packers.

In the absence of CASA regulations, parachutes should be serviced according to their manuals. It is generally accepted that the manufacturer knows their product and its limitations. Unfortunately, some of the equipment in use is of very old design standards in their country of build and the service requirements vary greatly, some with a four-month repack and others up to 365 days. The US navy has approved a seven-year cycle for the BAE Dura parachute.

If it is stored well, the length of time that a parachute has remained packed has very limited impact on its opening performance. I recently opened a parachute that had been packed for 19 years and it was functional. The main reason for repacking a parachute is to inspect or replace the consumable components, such as rubber bands on the line stows, or if the outer container indicates that it may have been contaminated with a chemical substance or excessive soiling.



Strong Enterprises USA

The APF has promulgated Technical Directive No. APF TD01/2016 (Rev B) Issued 4 November 2016 covering proposed changes to the APF Operational Regulations that allows experienced skydivers to make compliance decisions in reference to the equipment they jump with.

A similar situation exists where there is no requirement to wear a parachute when flying an aircraft. The pilot or aircrew may elect to wear a parachute that is not within its service requirement as stated in its manual. Pilots should consult with a rigger on the type of parachute and, except in cases where the service cycle is greater than one year, the general equipment in use in Australia should be serviced every 12 months.

The FAA in the US has implemented a 180-day repack cycle, which means that at 181 days the parachute becomes illegal to use. It is not a practical system, as it requires the rigger to use a simple calculator tool to mark the parachute with the date that a repack is due.

It is more practical to nominate a day of the month as the interval period. This means that the repack period may fluctuate a day or so either way but is easier to regulate and a parachute will not become unusable over one day to the next. This is how the APF does it.

Some manufacturers in the US wanted a 12-month repack cycle but were voted down as riggers felt that it would cut their income. Manufacturers have over the years collected data on their parachutes and found that the parachute is actually degraded by excessive packing. Ram air reserves especially are affected because permeability of the fabric changes with handling, which can result in lower performance.

LIST OF COMMON GLIDER PARACHUTE ASSEMBLIES IN AUSTRALIA ALONG WITH THEIR LIFE LIMIT AND REPACK CYCLES

● Parachutes Australia

Thinback and Slimpack container, 20-year life, 8-month repack. Canopy life, indefinite on condition.

● Para-Pheralia USA

Softy series all models, 20-year life, one year repack (outside of USA).

● National USA

All models 20-year recommended life, 180-day repack, FAA.

● Bruggeman Germany

Back type RFS II, 15-year life, 360 day repack.

● Heinrich Mertens Germany

3 Pin Back type, 15-year life, 4-month repack in manual, 12-month stamped on log book?



Paraphernalia USA, Softy series

JO CHITTY APF Rigger 5



National USA

● Strong Enterprises USA

Pop-top back, chair and seat styles, indefinite life on condition determined at every repack, 365 days.

● Thomas Sport Equipment UK

Pop-top back, no life or repack cycle noted in manual. Use condition and country of use regulations.

● Butler Parachutes USA

All models, estimated service life 20 years (civilian), 14 years military. Repack one year maximum or 18 months in combat with 180 day external inspection.

● Airpol Poland

Back type, life 20 years, repack 120 days if worn, 180 in storage.

● MarS Czech Republic

Back type, 20-year life, 365-day repack.

● Rigging Innovations USA

Aviator ram-air back type, 15 year life, one year repack.

● Spekon Germany

RE-5L Series 5, 20-year life, 360-day repack.

Whole aircraft recovery parachute systems added as an indicator that time packed is not an issue if there are no degradable items such as rubber bands to control deployment sequence.

● BRS USA

Life on condition at 6-year repack, 12-year rocket replacement.

● Galaxy Czech Republic

30-year life, 6-year repack and rocket replacement.

SUMMARY

From the above list it is obvious that some repack cycles are a throwback to early designs when silk was used in constructing the parachute canopies and cotton and flax for the harness and container. Some early designs also used brass grommets in the container and on deployment diaphragms that reacted chemically with the rubber bands, causing them to break down into a gooey mess that do not retain the lines. All grommets should be nickel plated or stainless steel. The manufacturers have simply cited their National Aviation Body's repack cycle and have not adjusted their manuals to modern designs and materials.

FAA has stated that the life of a parachute that was TSO (Technical Standard Order) approved without a life statement as part of its approval is deemed to have its life extended at every repack. This is an indefinite life on condition. Some components may become life expired due to age or other climatic effects such as UV or soiling in use or external contamination by oils, acids or strong alkaloids. Replace harness / container if required.

Strong Enterprises fits 26+ years old, 28ft C-9 canopies to their warbird series of emergency parachutes. These canopies have been in controlled storage environment and still pass the relevant tests for safe use.

RECOMMENDATIONS

Except for parachutes that are designed to have a repack cycle in years, emergency parachutes should be repacked every twelve months or for a lesser period as assessed by an APF packer 'A' or Rigger.

Packers/riggers may determine from the condition of the



Galaxy Czech Republic

assembly and the climatic environment it is used in and with the use of a checklist in a clean packing environment and referencing the manufacturer's manual, a repack cycle up to 12 months.

Repack due date to be marked on the log card.

OWNER EDUCATION

CASA regulations require owners of aircraft and aviation products (parachutes) to be responsible for their airworthiness. This requires parachute owners to inspect their equipment regularly, pre-flight, and check on safety bulletins put out by the original equipment manufacturer.

Owners need to read their manuals and talk to their packers about their equipment.

Club talks on parachute use and care can usually be organised.

When owners go for repack cycles of longer than 12 months, they are assuming a greater personal risk.



Bruggeman Germany



BRS USA



CLUB RESOURCES

To help clubs source and keep track of grants, documentation and other resources that will be useful to your club, we have started a new section on the GFA website at glidingaustralia.org called CLUB RESOURCES. You will see a new menu item for the section on the top menu bar of the site.



SPORTING GRANTS

A number of sporting grants are available at Federal, State and Local Government level that clubs can apply for. Corporations such as Holden also provide grants to sporting clubs. The time and effort involved in applying for grants can result in huge benefits to your club in obtaining funding. Grants can be for one-off projects such as upgrades to facilities or towards life-saving equipment such as defibrillators. We have seen several clubs take the initiative in researching and applying for the grants available and their efforts have paid off.

At the GFA offices, Cathy Cassar has compiled a list of the government grants available. Some of them are detailed below. To see the full list go to tinyurl.com/jvzvra7 or click the Club Resources menu on the website.

To make the process simpler for clubs, the available grants have been split into different categories with a brief explanation of the type of funding they provide and deadlines for submission of applications. If you come across other grants that are not listed here, please contact us on returns@glidingaustralia.org and let us know so that we can add them.

FEDERAL

Federal Government Funding - Community Development Grants Programme
grantsandfunding.com.au/grants/community-development-grants-programme/ or tinyurl.com/lbrkjfu

We are currently working with almost 1,000 active organisations on almost 1,400 F4S fundraising projects. These, along with countless others, have helped raise over \$300 million dollars for Australian Sport since 1986 when we first opened our doors. We hope we can help your club or organisation raise more funds, too.

Australian Sports Foundation - Giving4grassroots
asf.org.au/giving4grassroots/ or tinyurl.com/k4dcox6

Giving4Grassroots (G4G) provides grants for community-based organisations to enable them to undertake activities and programs focused on increasing the participation of local community members in sport. The benefits of sports participation are well known and include healthier lifestyles, social inclusion and the development of teamwork and leadership skills.

STATE NSW

Unity Grants
multicultural.nsw.gov.au/grants/unity_grants or tinyurl.com/mcd28ac

Unity Grants bring culturally diverse communities together to promote social cohesion and harmony. Priority areas for Unity Grants are established each year prior to applications opening. Applications must address at least one of the identified priority areas. Unity Grants of up to \$30,000 are available to non-profit sharing community organisations, and local councils in partnership with non-profit sharing community organisations. Eligibility criteria and excluded activities are clearly outlined in our Grants Program booklet. Please take the time to review this prior to submitting an application. Please note, only online applications will be considered.

QLD

Get Playing
The **Get Playing Places and Spaces** program provides funds to improve facilities. Round 6 applications open 3 July 2017 and close 1 September 2017.
<https://www.qld.gov.au/recreation/sports/funding/getinthegame/getplaying/>

The **Get Playing Plus** program specifically funds improvements to infrastructure. Dates for applications for the next round of grants are not yet confirmed.
<https://www.qld.gov.au/recreation/sports/funding/getinthegame/getplayingplus> or tinyurl.com/kkcj7yx

Get Started Vouchers help young people participate. Vouchers can be used to help pay for club membership and/or participation fees. If fees are more than \$150, the parent, guardian or carer needs to pay the difference. If fees are less than \$150, the club will be reimbursed for the value of the membership/participation fees only. The remaining amount is not for use as cash or payment for items required to participate in the activity such as jerseys, boots etc.
<https://www.qld.gov.au/recreation/sports/funding/getinthegame/getstarted/>

SA

Active Club Program - Government
SA Office for Recreation and Sport. The Active Club Program helps active recreation and sports clubs with:
- program and equipment (up to \$5,000)
- facility upgrade requests up to \$25,000 on a \$1 for \$1 basis.
It has two funding rounds per year:
1. facility requests and program and equipment (Round 41)
2. program and equipment requests only (Round 42)
<http://ors.sa.gov.au/funding/?a=144983>

Clubs SA/IGC Sponsorship Assistance Program
Together with the Independent Gaming Corporation (IGC), Clubs SA invites non gaming Clubs and community organisations to apply for Project Grants via its Sponsorship Assistance Program.
clubssa.com.au/about/funding/clubs-sa-igc-sponsorship-assistance-program or tinyurl.com/kpseh25

VIC

Significant Sporting Events Program
sport.vic.gov.au/grants-and-programs/significant-sporting-events-program or tinyurl.com/mdpcktm
The Significant Sporting Events Program helps sporting, community and event organisations to deliver significant sporting events in Victoria. Applications close 28 February 2018.

GFA CLUB LIST

Please send any corrections, updates, additions for inclusion in the club list to
sean@glidingaustralia.org

716 FLIGHT GLIDING CLUB

Operations weekends, Public Holidays and school holidays. Club aircraft 1 two seater. Tel# 08 9571 7800

2 WING AAFG

Operations from Warwick airfield shared with Southern Down GC. E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Aerotow on 1st Sunday and third weekend of every month plus first week of school holidays. Club fleet 2 x two seaters and single seat with Tug. Facilities include own hangar complex. Tel 07 3879 1980. www.2wg.aafc.org.au

ADELAIDE SOARING CLUB

Operations every day except Tuesday Hangars, Bar, Clubrooms, Bunkhouse, Caravan park, Camp sites, Workshop, Club leases airfield Easter Regatta (April), Gawler Week (December), Flinders Ranges camp (May) Gawler (YGAW) -Ward Belt Road Gawler P.O. Box 94, Gawler, SA 5118 Tel (08) 8522 1877, Fax: (08) 8522 3177 Aerotow, Piper Pawnee (BOT PIT)
www.adelaidesoaring.on.net

ADELAIDE UNIVERSITY GLIDING CLUB

Operations from Stonefield with Barossa Valley Gliding Club. Winch launching weekends and public Holidays year round. Facilities include, Clubhouse, bunkhouse, toilets, showers, Kitchen, BBQ area and entertainment. The club owns 5 gliders including 2 x two seaters, 4 private gliders. Tel 0412 870 963. www.augc.on.net

AIR CADET GLIDING CLUB

Ward belt Road Gawler airfield. Facilities and operations shared with Adelaide Soaring Club. Located at: -34° 36' S, 138° 43' E. Operations weekend sand school holidays or by arrangement. Aerotow and self launch. 2 private two seater motor gliders. Clubhouse, Bunkhouse and briefing room. Tel 08 8522 1877.

ALICE SPRINGS GLIDING CLUB

Located at Bond Springs 20km's North of Alice Springs.- Winch launching Saturdays and public Holidays. 4 club aircraft including 2 x two seaters. Facilities include Club house, camp sites, Hangars, Tel 08 8952 6384.

AV8 FLIGHT TRAINING AV8 FLIGHT TRAINING SOUTH AUSTRALIA

0429 803 705 AV8.net.au

BALAKLAVA GLIDING CLUB

Weekend operations by winch 10km's NW of Balaklava on the Whitwarta Road. Tel 08 8864 5062. Located at. 4 Club aircraft including 2 x two seaters, 10 private gliders. Facilities include Bar, Canteen, clubhouse, caravan Park, camp sites, workshop, Hangar sites, Club owns Airfield. www.bgc.asn.au

BALLARAT GLIDING CLUB

15 members operating from the Ballarat airfield. Airport Road Ballarat. 47.5 E Tel 5339 2444. Aerotow operations most weekends or by arrangement. Single club two seater. Access to hangarage and airport facilities for Bar, showers and rooms.

BAROSSA VALLEY GLIDING CLUB

Stonefield, 16km East of Truro, L 5km, behind Stonefield church, Tel 08 8564 0240, Winch operations weekends and public holidays or by arrangement. 2 club Gliders including 1 x two seater, 5 private gliders. Facilities include canteen, clubhouse, caravan park, camp sites workshops, Hangarage and spare sites. Club owns airfield.

BATHURST SOARING CLUB

Pipers Field - (On Fremantle Rd, 1.5km from Eglinton) E. Tel: (02) 6337 1180. Aerotow operations weekends and public Holidays. Club has two tugs and 6 gliders including 3 two seaters. Private fleet is 34 aircraft. Club Facilities include: Clubhouse, ablution block, Caravan park with Power, Hangars, Full Kitchen, Dormitory.
www.bathurstsoaring.org.au

BEAUFORT GLIDING CLUB

Shared facilities with VMFG and Geelong GC at Bacchus Marsh airfield. 26 members, Aerotow by arrangement with GGC and VMFG, operations on weekends and public Holidays. 4 club aircraft with 2 two seaters, 17 private gliders. www.beaufortgc.org.au Tel 03 9497 2048

BENDIGO GLIDING CLUB

Borough Rd, Raywood. Own airfield. Operates weekends and public holidays. Hangars, workshop and club house with cooking and ablution facilities. Aerotow with Eurofox tow plane. Club fleet a PW6 two seat trainer and a Junior. Approx 20 private gliders. Tel 03 5436 1518 or 0459 485 281. www.bendigogliding.org.au

BEVERLEY SOARING SOCIETY

Beverley Airfield, Bremner Rd Beverley WA, Tel 08 96460320 Clubhouse, Bunkhouse, Fully equipped Kitchen and Briefing room. Members Caravan Park with Ablution block.Large workshop. Operations Friday to Sunday and by arrangement on Public Holidays. 3 Pawnee tow planes, 8 club aircraft including 4 two seaters Private fleet of 40 single seat gliders.
www.beverley-soaring.org.au

BOONAH GLIDING CLUB

is in South-East Queensland about 25 minutes south of Ipswich. Contact the Boonah Gliding Club via Email infomail@boonahgliding.com.au for any queries 7 days a week. If you wish to speak to someone about bookings, call our mobile 0407 770 213. www.boonahgliding.com.au

BORDERTOWN-KEITH GLIDING CLUB

Western Hwy 5kms west of Bordertown, Tel 08 8752 1321. Operations by winch every Saturday or all year by arrangement. 5 club aircraft including 2 x two seaters, 1 private glider. Bar canteen, clubhouse, bunkhouse,

Caravan Site, Camp Sites.

BUNDABERG GLIDING INC

Elliott Gliding field, Childers Hwy Bundaberg, Tel 0417 071 157, Winch operations weekends and public Holidays. Club Fleet includes 1 single seat and 1 two seat glider, Private fleet 1 x 2 seat glider. Club Facilities: Clubhouse, Area available for camping & caravans, 2 hangars. Grass and sand runways. www.gliding.inbundy.com.au

BYRON GLIDING CLUB INC.

Tyagarah Airfield (council owned) - E side of Pacific Hwy, 5 kms N of Byron Bay. Entry off Gray's Lane then 2nd left into Old Brunswick Road passed the blue hangars to club white hangars at the eastern end of this dirt road. Telephone (02) 66847627. Operations are 4 days a week, self launch only. The club owns 1 Jabiru Falke and there are 4 private motorgliders - Falke 2000, 2 Dimonas and Grob 109A (some available for hire). Facilities include: Clubhouse with kitchen and bathroom, 2 hangars, with only basic camping on grounds. www.byrongliding.com

CABOOLTURE GLIDING CLUB

45 km's North of Brisbane on Bruce Hwy PO Box 920, Caboolture, Qld 4510 Tel 0418713903 Flying: Fridays, weekends, Public Holidays. Aerotow with Piper Pawnee (SPA) Licensed aerodrome, bar - canteen
www.glidingcaboolture.org.au

CANBERRA GLIDING CLUB

Bunyan Airfield , 1297 Monaro Highway, Bunyan NSW 2630 (13km north of Cooma, Western side of highway), Located at: -36° 08' S, 149° 09' E. Tel# 0429 523 994. Aerotow operations weekends and public Holidays. The club has 4 aircraft including 2 tow seaters. Private fleet is 11 gliders. Facilities include: Clubhouse, bunkhouse, club and private hangars, Club own the airfield. www.canberragliding.org Wave flying centre for NSW

CENTRAL COAST SOARING CLUB

Bloodtree Road, Mangrove Mountain NSW 2250, Tel 02 4363 9111. Rope Winch operations Thursday, Saturday and Sundays. 5 club aircraft including 2 two seaters, one private glider. Club facilities, workshop, hangar and clubhouse. www.ozstuff.com.au/ccsoaring

CENTRAL QUEENSLAND GLIDING CLUB

Lot2, Gliding Club Rd, Dixalea. 90 km SSW of Rockhampton Tel 0488 781821 Winch operations Weekends and weekdays by arrangement. Club fleet: Grob103 twin, Astir CS, 5 private gliders, Hangarage Clubhouse, bunks, lounge-briefing room, kitchen, showers, 12V solar power, 240V gen set Club owns airfield 06/24, 1700m, grass/gravel www.cqgliding.org.au

CORANGAMITE SOARING CLUB

Kurweeton Pastoral Co, Kurweeton Derrinallum - Private strip. Tel 03 5593 9277. Winch and self Launch. Club Fleet 1 x two seater, 2 private aircraft. Flying by arrangement.

**DARLING DOWNS SOARING CLUB**

McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn S down Mason Rd), Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. There are 26 private gliders. Facilities include: Bar, Kitchen, Cluhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. www.ddsc.org.au

GEELONG GLIDING CLUB

Shared facilities with VMFG and Beaufort GC at Bacchus Marsh Airfield. Tel 0409 212 527. Operations by aero tow weekends and public Holidays and by arrangement. Monthly winching also available. 3 Tugs, 6 club gliders including 2 x two seaters, 16 private gliders,

GLIDING CLUB OF VICTORIA

Samaria Road Benalla, Tel 03 5762 1058, State Gliding Centre of Victoria. Club rooms with Bar and large lounge dinning, Office, Members kitchen and commercial Kitchen Toilets and briefing rooms with storage. Members Caravan Park with Ablution block and dormitory accommodation. Weekends from April-Sept, 7 day a week operations at other times. GFA approved workshop. 8 club aircraft including 4 two seaters, 41 private aircraft. Hangar space, Large private hangar complex. www.glidingclub.org.au

GLIDING CLUB OF WESTERN AUSTRALIA

GCWA is about 1.5 hours, 160 km's east of Perth, towards Kalgoorlie. The club operates weekends and public holidays, with sealed runways, hangar, club rooms and a fleet of 7 aircraft and Pawnee Tow plane. The club operates from the Cunderdin airfield and can be contacted on 0417 992 806 or see us at www.glidingwa.com.au

GLIDING TASMANIA (The Soaring Club of Tasmania)

is situated half way between Launceston and Hobart on the Midland highway (4km east of Woodbury). 28 members. Operations every Sunday and Saturdays by arrangement. Club owns ASK13, Club Libelle, Pawnee Tug. MotorFalke also available for dual flying. Private fleet includes Nimbus and Grob 103M. Ph. 0419992264

www.soaringtasmania.org.au

GOULBURN VALLEY SOARING

Lot 2, Tidboald Road Warring, Located at: -36.41S 145.14E. Winch operations Saturdays and Sundays by appointment. 4 club aircraft and 2 private. Clubhouse, Shower and toilets. Caravan Park, Private units, Hangars. 13 members. Private owned strip.

GRAFTON GLIDING CLUB

Waterview Heights (Eatonsville Rd, 8km W of South Grafton). Tel 02 6654 1638. Winch Operations Saturday or by arrangement mid week. The club has two aircraft including 1 two seater, with one single seater. Facilities include a hangar. .

GRAMPIANS SOARING CLUB

Located at Ararat Airfield (Victoria) the club operates at weekends and public holidays with independent operator mid-week activities by arrangement. Launching is primarily by aerotow; winching also available. Fleet comprises

basic trainer (Puchacz) and advanced trainer (Janus C) plus Jantar Std 3 and H201B Libelle; 8 private single-seaters. Hangar space often available for visiting pilots plus club-house and bunkroom accommodation. Locality offers excellent XC, ridge soaring and mountain wave opportunities. Camps at Jallukar (near Grampians) Easter and Queens Birthday. Well-deserved reputation as the Soaring Centre of Victoria. Clubhouse phone 0490 487 708 weekends or 03 5342 9946 weekdays. www.grampianssoaringclub.com

GYMPIE GLIDING CLUB

Located at Kybong 10 km south of Gympie, 26 degrees S, 152 degrees 42 E. on the Bruce Highway. Telephone 54851895/54477647 . Winch operations . Operates Wednesdays and Saturdays and other days by arrangement. Facilities include Club House and Hangars . Gympie Airfield is a CTAF and hosts other power aviation and commercial operations. The Club has 2 Club two seaters, 2 single seaters and 10 private single. www.ggc.gympiegliding.org.au

HORSHAM FLYING CLUB

Horsham airport – Geodetic Road Horsham. Tel 03 5382 3491. Weekends and public holidays, aerotow. Clubhouse, Bar, canteen, Bunkhouse, campsites, Caravan Park, Workshop, hangar space. 5 club aircraft including 2 x two seaters. 8 private aircraft.

HUNTER VALLEY GLIDING CLUB

Warkworth - (10km W of Singleton. S along Putty Rd to Mt Thorley intersection, then W towards Denman. 1st turn right after crossing the river at Warkworth), Tel 02 6574 4556. Aerotow operations weekends, Public Holidays and one friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. www.hvgc.com.au

KINGAROO SOARING CLUB

Situated at Kingaroy Airfield, Club Gliders include Duo Discus X, Ask 21.2, Discus CS and Astir CS77. 30 Private gliders, Facilities include Club House with licenced bar, Bunk House accommodation for 35 in single and family rooms. New Club hangar was opened in February 2014. Operations every weekend, First Thursday of the month 4 day weekend and two after 3 day weekend i.e. Friday, Saturday and Sunday. Come and visit one of the friendliest clubs around. Club House 61 7 4162 2191 Launch Point 0438 179 163 www.kingaroysoaring.com.au

LAKE KEEPIT SOARING CLUB

The Club lies within Lake Keepit State Park off the Oxley Highway between Gunnedah and Tamworth, Elev 1120ft AMSL. Tel: 02 6769 7514. Operates 365 days a year. Aerotow every day, winch every second Saturday. 9 Club Gliders including 4 two seaters, 40 private gliders. Facilities include Flight Centre; Clubhouse; kitchen/BBQ; double, single, twinshare accommodation; camp sites; workshop; hangarage. www.keepitsoaring.com

LATROBE VALLEY GLIDING CLUB

Latrobe Valley regional Airport – Airfield

Road Morwell. Tel# 0407 839 238, Weekends, Public Holidays and mid week by appointment. 3 club gliders, 3 private gliders.

LEETON AVIATORS CLUB

Brobenah - (9km N of Leeton PO, on E of main canal at foot of Brobenah Hills). 26' 07" E. Tel 02 6953 6970. Winch operations Saturday and Sunday by arrangement. Club A/C 1 tow seater and one private motorglider. Facilities include Clubhouse showers toilets, Canteen, hangar with workshop, Camping.

MELBOURNE GLIDING CLUB (VMFG)

Bacchus Marsh Airfield 8 km's south of town on the Geelong Road. Operations weekends, Public Holidays and Fridays. Tel 0402 281928. 115 members, aerotow operations. Two tugs and 7 gliders in the fleet with 4 two seaters and a two seat motorglider.

MELBOURNE MOTORGLIDING CLUB

Moorabbin Airfield, Grange road Mentone. Tel 0418 511 557. Operates Motorglider AEF's around Melbourne anytime by booking. Royal Victorian Aero Bar and restaurant. Controlled airspace operations. .

MILLICENT GLIDING CLUB

Mt Burr Road Millicent. Tel 0427 977 241. Winch launch operations Sundays or by arrangement. Two club aircraft one two seater, 3 private aircraft. Bar, Clubhouse, Workshop, Hangarage.

MORAWA GLIDING CLUB

We are a small club located in the best soaring weather of all WA clubs approximately 4 hours drive north of Perth. We operate on Sundays and for nominated blocks of time to cater for training courses and cross country events. Members participate in Club and private operations of winch, auto launching and motor glider flying. ph (08) 9971 1137 <https://sites.google.com/site/glidingwesternaustralia/home>

MOUNT BEAUTY GLIDING CLUB

Mount Beauty Airfield operations weekends and public holidays and by arrangement. Winch launching with a two seater and single seat fleet. 30 members with a range of private gliders and motorgliders. Tel 0417 565 514. www.mtbeauty.com/gliding

MOURA GLIDING CLUB

Location: On Moura-Theodore Rd , 5 mins from Moura, Tel 07 4997 1430. 3 members, operations Sunday by winch. Facilities include Club House, hangar, 1 x two seater.

MURRAY BRIDGE GLIDING CLUB

Pallamana (7km from Murray Bridge on Palmer Rd). Tel 0403 318 277 www.murraybridgegc.com

Operations are self launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage. www.murraybridgegc.com

MURRAY VALLEY SOARING CLUB

Redlands Road Corowa 3km's west of town. Tel 02 6033 5036. Seasonal professional operation, aerotow or self launch. www.australian-soaring-corowa.com Large

hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

NARROGIN GLIDING CLUB

Located 8 km's west of Narrogin Township WA on Clayton Road This is about 200km's Sth East of Perth. The club features a powered Caravan Park, Ablution Block, kitchen, workshop, Licenced Bar, clean accommodation, Sealed Runways. The club fleet comprises three two seaters and three single seat A/C with Pawnee Tug. The club operates weekends and public Holidays and conducts 5/6 day beginner courses. The club conducts annual wave camps at the Stirlings, Fly-ins to local farms and Cross country courses. Contacts at Tel 08 9881 1795 or 0407088314,

www.narroglinglidingclub.org.au

NARROMINE GLIDING CLUB

The club owns and operates Twin Astir, Duo Discus, LS4, Libelle, Discus B. Tugs: club owned Pawnee 260 and private owned C-180.14 private owned gliders. Facilities include club house with licenced bar and kitchen. Private owned tourist park on site with En-suite rooms,airconditioning, kitchen, recreation room, laundry. Walking distance from town. The club operates full time November to April and Fri, Sat, Sun, Mon for the rest of the year. The club welcomes all visitors.

www.narromineglidingclub.com.au

NSW AUSTRALIAN AIR FORCE CADETS

Flight Commander (Pres) - FLTLT(AAFC) Bob Sheehan 0429 485 514 Chief Flying Instructor - SQNLDR(AAFC) Bill Gleeson-Barker 0408 443 009 Restricted full week courses, ADFC and ADF Personnel only - mainly during school holidays. Bathurst A/D

NORTHERN AUSTRALIAN GLIDING CLUB

Batchelow adjacent to the township. Tel 08 8941 2512. Operations Saturdays and public Holidays. Aerotow operations, 1 two seater, 3 private gliders. Club House, Hangarage available.

NORTH QUEENSLAND SOARING CENTRE

Corinda Avenue, Columbia, Charters Towers, Tel 0428 797 735, Operations by winch Sundays and public Holidays by arrangement. 5 Private gliders. www.nqsoaring.org.au

RAAF RICHMOND GLIDING CLUB

We operate gliders mostly on the weekend using a tow plane (mainly Sunday), and our motor-glider flights are available 7 days a week. All our operations are subject to Air traffic control, weather and pilot availability. Main Phone: 02 4587 7618

www.richmondgliding.com

RAAF WILLIAMTOWN GLIDING CLUB

Williamtown airforce base 25 km's North of Newcastle on Nelsons Bay Road., Tel 02 4982 9334. Club fleet 2 Two seaters and

2 single seat gliders. Facilities include: workshop. 14 members. Operations weekends by appointment.

SCOUT GLIDING CLUB

Armstrong, (On Morgan Rd, 10km N of Blanchetown, W side of River Murray). Tel 0418 815 618. www.airactivities.sa.scouts.com.au Operations weekends and by arrangement. Self launching 2 x motorfaulks. Club House, Bunk house, Full kitchen and dining facilities, camp sites.

SOUTHERN RIVERINA GLIDING CLUB

Gate 3 Tocumwal Aerodrome 2km east Operations 7 days a week all year round. Launching by aerotow. 3 club operated gliders - 2x2 seaters and one single seater 76 members with a range of private gliders and motor gliders. BBQ and full kitchen facilities. CFI 0358 743 052. www.srgc.com.au.

SOUTHERN CROSS GLIDING CLUB

Located at Camden Airport, approx 1 hour south west from the centre of Sydney, the club is one of the oldest and largest gliding clubs in Australia. It operates Saturday, Sunday, Monday, Wednesday and Friday all year round. The club offer 4 two seater and 4 single seater gliders supported by 3 Piper Pawnee tugs. A GFA approved workshop is located on the aerodrome. Postal address PO box 132 Camden NSW 2570 Ph (02) 4655 8882 email secretary@gliding.com.au.

www.gliding.com.au

SOUTHERN TABLELANDS GLIDING CLUB

Lockesyleigh" Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left onto Carrick Rd, 8km, over railway on right). Tel 0408 647 671. Winch operations Saturdays or by arrangement. Facilities include hangarage. www.stgc.org.au The club has 2 two seaters and a single.

SOUTH GIPPSLAND GLIDING CLUB

Leongatha airfield 8km's south of Korumburra. Tel 0437 041 709. Operations weekend and public Holidays and by arrangement. Winch launching with rope. Aerotowing by arrangement. 4 club aircraft including 2 x two seaters. 2 Private gliders. 14 members. Camp sites, workshop, hangar

SOUTHWEST SLOPE SOARING P/L

Operations from Bendick Murrell airfield. Tel 0488 531 216. Winch and self launch by arrangement. Club own 1 two seater and has 3 private gliders. Facilities include: Hangar, powered camping area.

SPORTAVIATION – TOCUMMAL

7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road Tocumwal airport. Tel 0427 534 122. 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses.

www.sportaviation.com.au

SUNRAYSIA GLIDING CLUB

Winch launching Weekends and public Holidays. 3 km's West of Koorlong, Mildura. Tel 03 5025 7335. 22 members,

2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites. www.sunraysiaglidingclub.org.au

SYDNEY GLIDING INC.

Operations from Camden Airport.. Tel 0412 145 144. Self launch operations weekends and midweek by prior arrangement. Club has 2 self launching 2 seaters. www.sydneygliding.com.au

SOAR NARROMINE P/L

Operations from the Narromine airfield west outskirts of town. Tel 0419 992 396. 7 day a week aerotow operation 2 tugs. 10 club aircraft including 3 two seaters. Facilities include: Caravan park with En-suit rooms and showers and air-conditioning. Camp Kitchen self cooking, recreation room with TV and Laundry Facilities. www.soarnarromine.com.au

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

Operates from the Camden airfield. See Sydney gliding for location details. Tel 02 9773 5648. Operations with self launch motor glider and 1 two seater glider. Weekends and other sites by arrangement. Membership restricted to youth scout Assn members.

TEMORA GLIDING CLUB

Operations from Temora Airfield 2km's Nth of the township off airport Road.. Tel 02 6977 2733. Operations by aerotow weekends with full time camps in January and others by arrangement. Club owns a two seater, Private fleet, 7 single seaters. Facilities include: Bar, canteen, Clubhouse, camp sites,

WARWICK GLIDING CLUB

Warwick Gliding Club is a small, friendly gliding club located at the Warwick Airfield on the Darling Downs in South-East Queensland 2 hours drive from Brisbane. Tel: 07 3077 6973 www.warwickgliding.org.au

WAIKERIE GLIDING CLUB

Operations weekends and by arrangement, 7 day operations December and January. Waikerie airfield 3 km's east of town. Tel 08 8541 2644. Aerotow operations. 4 club aircraft including 1 x two seater, 17 private gliders. Trailer park. 29 members. www.waikerieglidingclub.com.au

WHYALLA GLIDING CLUB

Tregalana (25km from Whyalla on the Whyalla to Port Augusta Highway on the Right) Tel 08 8645 0339. Winch launching operations Sundays. Two single seat club aircraft, 1 private. Club House, hangarage available.

CLASSIFIED ADVERTISING

glidingaustralia.org

For members' convenience, Classified Ads can be purchased from the Gliding Australia website at glidingaustralia.org. Go to Classifieds then click on the link and complete the online form where you will need to provide the text for the ad and any photos, if required. The cost for the ad will be determined by the number of words and any photos you wish to add. You will then be taken to a secure payment area to process your payment. Your ad will be placed on the GFA website for a month from the date of payment. Ads that are financial at magazine deadline (10th of every second month) will appear in the GA Magazine. For any enquiries please contact the GFA office on 03 9359 1613.

SINGLE SEAT

VH-XOR ASW20B Glider is in great condition finished in PU in 2010. Lubrication on wing internals completed in 2013. Comes with Oxygen, water bags, Cambridge 302 vario, butterfly flarm display, winglets and straight tips, dual batteries, mobile phone booster, strobe for out-landings, and Oudie. Trailer is in good condition and has internal lights fitted. \$58,000. **Contact Craig ph 0438 328 402.** Location Victoria.



VH-GST LS6B Form Two Valid until November 2017, Landings 1135, Hours 3400, Mountain High Oxygen System, Oudie 2#, All Tow Out Gear, Mars Parachute, A CD containing all log book entries and pictures of the Glider instruments etc. is available. \$58,000 Contact George Scarfe georgescarfe49@gmail.com Mob. **0428 464 618**



VH-GID, I have a Pilatus B4 which I purchased around 2008. I have not flown it. I would like only \$5,000 for it if anyone is interested. Contact **David Millward on 0406 835 129**



VH-WVX LS3, The best LS3 in the country. Fully repainted in PU. Winner 3 x National championship in club and 15m class, 5 X 1000

km flights, 5th place in Junior worlds. LS8 performance for less than half the price. Great handling, great condition. Fully enclosed metal clam shell trailer, competition ready. 2800 hours. 800 flights. Fresh form 2. ground handling gear and one man rigging device. Fly away after the Kingaroy nationals. \$40,000 negotiable based on what you want included. **Call Terry on 0408 085 988**



VH-UKD Ventus2a, Competition ready – Cobra Trailer (reg NSW) and basic instruments. Full tow gear. Empty weight 220kg, carries 220 litres water. \$80,000 **Call 0407 459 581**



VH-CTG LS1D 3404hrs, 1318 Landings. Great performing LS1D with recently rewired electrical and repiped pitot static system. Includes a recently installed flarm Mouse (with certified flight logger) and Flarm-NAV readout, a Winter Variometer, and a full service history with associated documentation. Comes with a good registered trailer. Will be sold with a fresh Form 2 Annual Inspection / Maintenance Release \$15,000 ONO **Contact Steve 0437 187 565**



VH-IDJ ASG29E- 4D, LX9000F, V9,AHRS, Compass option, Flap sensor, Remote stick, In panel USB connector, Artex 406 ELT with remote switch, 8.33khz Radio, Boom mic, Trig T21 mode S transponder, 1090 ADSB Receiver, Air switched total hours meter, Schleicher rotary



battery/solar select switches Oxygen bottle holder, Undercarriage warning and green "down" light in panel. In panel USB power outlet, LiFePo4 batteries x 3 and wall charger, Tail battery (Pb), Solar panels, Pirker electronic bug wipers (currently uninstalled), Tail water tank. New canopy cover, Leather interior finish, Ground handling gear. Water filling equipment, Complete wing and fuselage covers, Avionic Trailer with spare wheel. Steel internal fittings in trailer roof, Floor reinforcements. Tyres rotated every year. Stored in hangar. Spares include: Complete rudder, Brass tail wheel (complete assembly), 1 set of rear lift pins. Wing flap drive covers. Main and tail wheel tubes. Complete finish in PU paint including new finish to inner wing panels in 2015. Complete replacement of internal and external seals (2015). Tinted canopy (Blue) Approx 1400 hours airframe, 14 hours engine. Always stored in hangar. Price negotiable. Contact: **David Jansen 0409 592 747**

VH-FFR Schempp-Hirth Mini Nimbus HS7 serial No. 28.



2210 hrs 724 landings. Same Club Class handicap as Discus a,b & CS, LS7 and SZD 55. I am the second owner. No prangs. Fully refinished in 2 pack polyurethane in 2012 by Peter Holmes. First layer of glass replaced on undersides of wings. All control surfaces stripped and re-glassed. Immaculate finish. New blue tinted canopy fitted 2012. New weight and balance 2012. New wheel hub and brake assembly, main wheel tyre and tube 2015. Wing pins replaced 2011.

Tow out gear (wing walker, tail dolly, tow bar) new in 2013. Instruments include Zander SR 820 BE electronic and Winter mechanical varios. Instrument panel and cockpit vinyl linings replaced. Cockpit re-painted. Gear warning system. All AD's done. Arguably the best Mini Nimbus in Australia. Will sell with new Form 2. Price \$45,000 Contact: **Lyle McLean 0410 536 052**



VH-GYZ Std Cirrus C2 Fresh 3000hr survey. Complete with certified dive brake mod, winglets, nose hook, trim mod. Finished in PU. Tinted canopy. Adjustable seat back. Parachute, LX16 and Ilec S8 varios. Microair radio, Flarm nav wired for Oudie, EW logger. Mountain

High EDS. Full dust covers. great trailer, easy to operate, 4 x new LT tyres fitted this year. \$26,000 ONO Contact **John Eddy 0419 677 552** or email johnbed@bigpond.com



VH-GFH, LAK-12 Open Class glider \$26,000. 1996 built; genuine L/D 50:1, Min sink 87 fpm; 20.5m wingspan; TT 490 hours. Beautiful, glider; easy to fly; big comfy cockpit. ASA handicap of 0.865. 1000km capable. Tailwheel and wing wheel mods which make ground handling a doddle. Fair trailer. 20 yearly inspection completed 2016; Annual completed 19th November 2016. Very economical



glider to own. See photos at <https://www.flickr.com/photos/100805789@N07>. Greatly reduced price as am keen to sell. Contact **Chris Hamilton 0418 234 000**

TWO SEAT

VH-GCV Duo Discus, based at Benalla offers 6 shares at \$2800 each. **Contact Phil 0418 511 557**

MOTOR GLIDERS AND TUGS

VH-XQK G500M two seat, self launching motor glider, 60HP Rotax 535C. Has been syndicate owned since being imported new in 1992. Being sold with a recent Form 2 inspection. Always hangered. \$120,000 negotiable. NOW REDUCED TO \$95,000. **Link to video https://youtu.be/UFNKtUg2rSE** For more details contact **Bob Ph 02 6332 9235 bobjmcdo@gmail.com**



VH-GXG HK36R Super Dimona, VHGXG, tail dragger, 80HP Rotax. TTAF 2329, TTENG 980. In excellent condition, professionally maintained, always hangared, fully instrumented. \$90,000. **Ph: 0412 145 144.**



VH-GFU Kept in own hangar. Airtime 1095 hours, Engine time 947 hours, 1114 landings. Retractable undercarriage. 32:1 L/D. Rotax 912 Liquid cooled 4 stroke. Hoffman 3 position prop. Aircraft fully insured. A great touring motorglider for the morning glory. \$80,000 **Contact Bill on 0428 513 91**



Whisper Motorglider 16m tail dragger. Fast-build kit plus many extras including canopy and Aerovee 80HP motor. Everything you need except instruments and prop. See www.whisperaircraft.com for specs and performance data. Located Cairns, Qld. Price \$22,500 neg. **Ph 0417 713 106** or murray.dixon2@bigpond.com

VH-NUF TAURUS 503 20 month old Taurus M powered by an air cooled two stroke two cylinder 50 hp Rotax 503 engine. Two seat side by side spacious self-launching glider. Only 114 Total hours and only 30 Engine hours. Comes with Pipistrel 5 year extended Warranty. Fitted with every possible extra including a Galaxy Ballistic parachute and a full set of instruments including an LX9000 with ProStick control. Even has an E22 Test nose release. Beautifully finished with acrylic paint and a very high build quality. Spacious cockpit with leather seats and trim and maximum cockpit load is a generous 190 kg. Large blue tinted canopy with excellent visibility. Includes a dedicated Cobra trailer for long distance travel. Price \$ 190,000 negotiable. Contact



Owen Jones 0417 917947 joneso@inet.net.au **Grant Rookes 0407 998 959** rookes@yahoo.com

VH-GUE DG500M 1/5 SHARE. Based at Boonah. Built 1995 always hangared. Immaculate condition. New Solo engine factory fitted in Germany by Binder 2014. Equipped for solo independent operation. Australian Agent for Solo Engines is one of the syndicate members. Dual Mountain High oxygen system. Flarm and Mode C Transponder for safety and CTA transit Full avionics panel, flight and engine controls both cockpits, Low utilization. \$37000. **Jim 07 3821 1246** hjgrant@primus.com.au



VH-MXG PIK20E self-launching sailplane with all associated equipment for independent operation including trailer, stands for single person rigging and maintenance, large (10m x 36 m) hangar at Corowa Airport (can take up to seven sailplanes and could be dismantled and relocated). Price negotiable depending on whether sale is as complete package or individual items. For further details contact **Lloyd Bungey Phone: (02) 6059 882**: lloyd.bungey@gmail.com



VH-UMC PIK20e excellent condition, new Form 2, fixed pneumatic tailwheel, TT 763 hrs, Landings 342. Engine 43 hrs. Prop 154 hrs. Complete with factory trailer, full weather covers. Located at Keith/ Bordertown SA. More details; **Peter Brookman 0409 693 027.**

Pawnee Tow plane PA25/235. Set up for towing. Fitted with flarm. **Contact Arnie Hartley 0418 270 182** \$70K

INSTRUMENTS AND EQUIPMENT

VHF RADIOS - Icom ICA-210, Becker AR3201 and AR4201, Funke ATR600. All in working order - Great prices. Call **Arnie 0418 270 182** or email arnie.hartley@gmail.com

ASG 29 15 meter tips and trailer mounting brackets for sale. \$11,500 Ex BB. Call **John 0419 643 711** or email jbukes2@gmail.com

Come and Fly with US!

Lake Keepit Soaring Club is a great place to fly... A 7 day a week club operation with a relaxed, fun atmosphere. LKSC has a modern, well maintained fleet and launches are by aerotow and winch. The region's varied terrain from plains to mountains with plenty of safe out-landing opportunities and year-round good conditions make LKSC ideal for pilots wanting to fly further, faster... sooner.

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