

# GLIDING

## AUSTRALIA

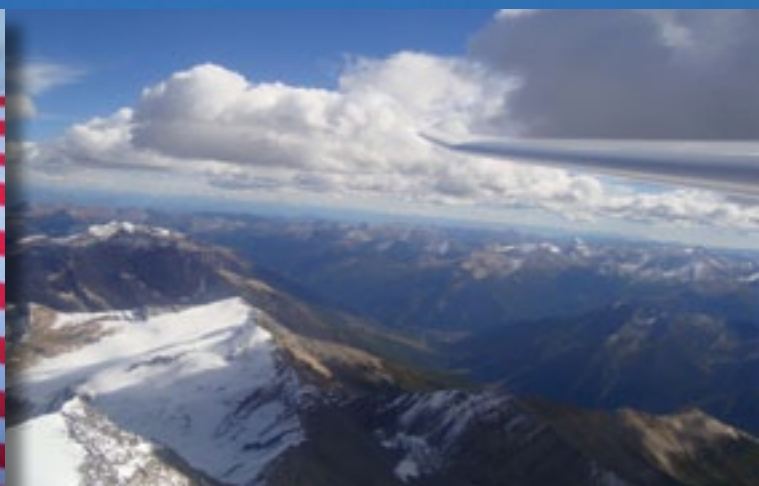
Issue 36 June - July 2017

[www.glidingaustralia.org](http://www.glidingaustralia.org)

### ***WOMEN'S WORLD GLIDING CHAMPIONSHIPS***



***ROCKY MOUNTAINS - BUNYAN WAVE - ODE TO  
SOARING - PREPARE FOR THE NEW SEASON***





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# GLIDING AUSTRALIA

No. 36 June - July 2017

COVER: ASW20CL BY TEAL EVANS

**2 FROM THE PRESIDENT - EXECUTIVE OFFICER**  
What's happening in the Australian gliding airspace.

**3 NEWS & EVENTS**  
This month's news covers GFA advocacy, Soaring into the Future and volunteering.

**8 WOMEN'S WORLD GLIDING CHAMPIONSHIPS**  
Ailsa McMillan, Claire Scutter and Jenny Ganderton have just returned from the WWGC, Czech Republic. Here's a quick snapshot of the competition ahead of the full report coming out in our next issue.

**11 SOUTH AUSTRALIAN STATE CHAMPIONSHIPS**  
The 2017 SAGA Championships, held over two weekends this year, featured coaching, social events and three full flying days.

**12 WAVE IN THE MONARO**  
Despite a wet and dismal start, the Monaro weather factory didn't disappoint members of the Canberra GC on their wave soaring weekend.

**14 ROCKY MOUNTAIN HIGH**  
For glider pilots, driving through the Rockies could never be enough. On a trip to Invermere, Sean Young got a topdown view of the Columbia Valley.

**17 GLIDING GLOSSARY**  
Every sport has its own language and technical terms - gliding is no exception. Here are words that you're likely to encounter on the airfield.

**18 POMMIE GIRL AT LAKE KEEPIT**  
As mid-week manager at Lake Keepit GC, a 7-day operation, Val Philips has special insight into the Club's team, weather, courses and coaching.

**22 ODE TO SOARING**  
Sidney Dekker explores reasons why pilots love gliding, ranging from peace and a fresh perspective on life, to the timeless beauty of the sky.

**24 REMOTE OUTLANDING**  
Learn how to prepare for outlandings and discover new devices and procedures that make you and your glider easier to locate and retrieve.

**26 OSTIV AT WGC BENALLA - FUTURE OF OPEN CLASS**  
At WGC Benalla, a panel of designers and manufacturers at OSTIV Congress presented their goals for advancing the future of Open Class.

**28 VINTAGE GLIDING**  
The Hunter Valley Vintage 2017 Rally over the Easter holiday included the first flight of prototype ES-56 Nymph VH-GHA in 30 years.

**30 CROSS COUNTRY TASK PLANNING**  
Whether on a badge flight, racing or cross country touring, understand the requirements for your flight. The most important word is 'planning'.

**32 VOLUNTEERS & RESPECT - AIRWORTHINESS**  
Australian gliding relies on volunteers, but their needs and motivations - especially respect and recognition - aren't always well understood.

**36 INTERNATIONAL TEAMS COMMITTEE**  
At Narromine, the 2016/17 ITC Committee finalised its selection of pilots for the Pre-World, Juniors and Women's World Gliding Championships.

**38 OPERATIONS & INCIDENTS**  
Chris Thorpe discusses the key relationship between Club Committee members and the Instructors' Panel.

#### 43 CLUB LISTING

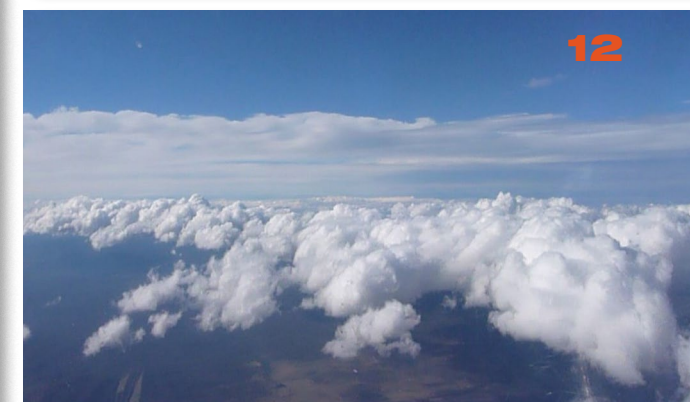
Sean Young  
Editor  
[sean@glidingaustralia.org](mailto:sean@glidingaustralia.org)

Adriene Hurst  
Deputy Editor  
[adriene@glidingaustralia.org](mailto:adriene@glidingaustralia.org)

**EDITORIAL SUBMISSIONS**  
We invite editorial contributions and letters.  
email [sean@glidingaustralia.org](mailto:sean@glidingaustralia.org)  
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**DISPLAY ADVERTISING & MAGAZINE ENQUIRIES**  
[sean@glidingaustralia.org](mailto:sean@glidingaustralia.org)

**GLIDING AUSTRALIA**  
[www.glidingaustralia.org](http://www.glidingaustralia.org)  
Tel 02 9332 2822  
PO Box 246 Edgecliff  
NSW 2027



#### GLIDING FEDERATION OF AUSTRALIA

**MEMBERSHIP & CLASSIFIED ADVERTISING**  
Cathy Cassar [cathy@glidingaustralia.org](mailto:cathy@glidingaustralia.org)

**AIRCRAFT REGISTRATION & related**  
Tanya Lorient [tanya@glidingaustralia.org](mailto:tanya@glidingaustralia.org)

**AIRWORTHINESS & GFA TRAVEL**  
Fiona Northey [fiona@glidingaustralia.org](mailto:fiona@glidingaustralia.org)

**RETURNS**  
If you are sending documents they must be emailed to [returns@glidingaustralia.org](mailto:returns@glidingaustralia.org)

**SHOP** The GFA Online shop has a range of useful products including a Form 2 kit, [www.store.glidingaustralia.org](http://www.store.glidingaustralia.org)

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Before calling the GFA office, please check out our website [www.glidingaustralia.org](http://www.glidingaustralia.org) to buy items, find documents and other information, and renew your membership.

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Tel: 03 9359 1613 Fax: 03 9359 9865  
C4/ 1-13 The Gateway  
Broadmeadows VIC 3047

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1 year is \$47 inc. GST. [www.glidingaustralia.org/shop1](http://www.glidingaustralia.org/shop1)

**WS Media** Design & Publishing Services [info@westsunsetbooks.com](mailto:info@westsunsetbooks.com)

Official publication of The Gliding Federation of Australia Inc.  
ABN 82 433 264 489 (GFA).  
The GFA is a member of the Fédération Aéronautique Internationale (FAI) through the Australian Sport Aviation Confederation (ASAC)

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## WHY DO WE VOLUNTEER?

In gliding we often hear the phrase "We are all volunteers".

Are we really volunteers or are we coerced into doing what we do by being made to feel guilty if we don't, or do we really want to be volunteers?

I have tried to write this article to explore why we volunteer, who volunteers and how we can better appreciate and support those that do volunteer.

I love diagrams that explain issues in simple terms and I found this great diagram which I think cuts to the heart of what I want to say:

<https://www.volunteeringaustralia.org/volunteering-resources/volunteer-managers/>

It is clear to me that there are several ways in which the relationship between the volunteer and the organisation (whether that is a gliding club or GFA) can break down. In large part it is to do with expectations and respect on both sides.

I have seen many instances where members have not been allowed to have, or have been unable to set, boundaries to their contributions and this has led to them withdrawing their services which is a bad outcome for everyone.

I think it is important for GFA and clubs to understand what each of our volunteers really want to do and respect and support that. It is all too easy to ask someone who is already contributing to

do more but that can and will lead to dissatisfaction and a bad outcome.

A true volunteer is someone that does something willingly. What I see at gliding clubs are people who perhaps in the beginning might have been volunteers, but actually are now doing things that they feel obliged to do, and are often expected to do more than they want to do.

I struggle to know exactly how to best to phrase this - but it is not the same thing. If you spontaneously decide that you want to volunteer to do something, that is not the same as being seen as a volunteer and being seen as available, and being seen as being there as an enabler. If you volunteer once it does not mean that you are a perpetual volunteer. I think we do abuse that perception - we do see someone who volunteers once and assume that they are then a perpetual volunteer. I think that is part of the weight that so many of our members carry. I think that is part of the problem, and also part of the reason that our members are not always willing volunteers.

I see a lot of people who are named as volunteers but I would not call them willing volunteers - I would call them reluctant volunteers. If you have reluctant volunteers then you naturally build up resentment into the system. A willing volunteer on the other hand is amazing. Someone who willingly volunteers, brings passion to what they



do and gives up their time is a huge resource and an incredible inspiration for the club. Sadly, I see many reluctant volunteers and old volunteers, people who volunteered to do something 20 years ago, and who the club still expects to be willing volunteers now.

I rail against the pervasive culture of guilt that surrounds so many of our launch points where people keep score. You hear people say, "They don't pull their weight. He got here at half past nine and I've been here since nine o'clock", or "He went home early", or "He just sat and had his lunch while she went and retrieved a glider." Why is this? Why are we surrounded by these comparisons and guilt at so many of our launch points? Why can't we respect our members who volunteer and respect other members who are not volunteers, understanding that we are all different?

I well remember being on the club committee and I really was keen and enthusiastic with lots of ideas and energy. But every time I turned up to the club, whether it was to pay a bill, or to catch up with friends, to have a fly, to have a cup of coffee, I was expected to be available to listen to members' issues. That is a lot to ask of someone, isn't it? I'm not quite sure how to fix that. How do we allow someone to stop being a volunteer, even if only for a day or a weekend? How do we set and enforce those boundaries to respect the volunteer's right to time out?

We have a system that seems to expect that once you have volunteered you are always going to volunteer and be continuously available - and that is not sustainable and not reasonable.

On the other side of the coin, why don't we respect and thank our volunteers? Why don't we encourage our volunteers? Why don't we, at the end of the day, turn around to the people who

have enabled us to fly and say:  
Thank you.  
Thank you so much.  
Thank you for giving up your day.  
Thank you for being my instructor.  
Thank you for being my tug pilot  
Thank you for driving the winch.  
Thank you for being the duty pilot.  
Thank you for helping with ground operations.

Why is that hard for us to do? Why do we not do that? Why do we take these people for granted? It costs us nothing and it would make an enormous difference. People want to be respected, people want to be appreciated - it is a basic human need. It would not be hard for the instructor to thank the duty pilot, or for the student to thank their instructor. Why can't we have a culture where people appreciate our volunteers? Surely, everyone would benefit from that.

So I have to ask -  
Are you a volunteer?  
If you are a volunteer, are you a willing volunteer?

If you are not a volunteer or if you are a reluctant volunteer - what can be done to make you happier to bring back the passion and energy that you started out with?

What would we have to change in the system, what would the clubs have to do?

What would the members have to do to make you want to volunteer?

What can we change?

Are there any simple things that we can do? I'd really love to hear what you think.

**MANDY TEMPLE**  
**PRESIDENT**

[president@glidingaustralia.org](mailto:president@glidingaustralia.org)

## RANGA SCHOLARSHIP

Applications for the 2017/8 RANGA Scholarship are now open, and will close on 3 July 2017.

Full details of the Scholarship and the application process can be found in the Document Library at [glidingaustralia.org](http://glidingaustralia.org) short URL [tinyurl.com/y9tvnybn](http://tinyurl.com/y9tvnybn)

The scholarship is given for gliding training, and is available to anyone who has not previously gone solo in any aviation discipline.

Please pass this on to anyone who you think may be interested. Note that the scholarship is not age or gender restricted - anyone who meets the criteria can qualify.

## SOARING INTO THE FUTURE



In April a group of us met in Melbourne with representatives from Sports Community. They have been contracted to help us to halt membership decline, to improve membership pathways and to increase retention.

The meeting was very productive and everyone left with a feeling of optimism that we can turn things around and secure the future of gliding for coming generations.

The new Strategy will be launched at the GFA AGM in August with a working title of 'Soaring into the future'.

We spent Saturday reviewing the member pathways and Sunday working on ways to make things easier for clubs, to reduce the burden on volunteers.

The take home message was that unless we change, gliding is likely to be unsustainable into the future.

Sports Community provided us with research information and successful experiences of many other similar sports facing the same issue and gave us confidence that we will be successful in future grant applications to support this initiative.

From L to R, Steve Pallas Sports Community, Ian Caldwell CMD, Tighe Patching Vic, David Fosdick WA, Peter Cesco VP, Mandy Temple President, Chris Thorpe EMO, Jenny Thompson Qld, Ian Grant Vic, Beryl Hartley NSW, Peter Sachs SA, Terry Cubley EO, Chris Stephens NSW, Ian Downes NT, Nick Mather Junior.

Ian Caldwell the GFA Marketing and Development Chair is the point of contact for this exciting new initiative.

I hope that you can see the value in this and that you will join us and embrace this opportunity to change and modernise gliding in Australia, something which I believe is long overdue.

### VOLUNTEER PERSPECTIVE

**Value from the volunteer's perspective - what is the volunteer seeking?**  
A volunteer may be seeking a variety of things ranging from: satisfaction from helping others; new experiences and skills; active participation in the community; new social networks; the meeting of Centrelink participation requirements.

Match between what the volunteer seeks and what the organisation offers.

### ORGANISATION PERSPECTIVE

**Investment required of the volunteering organisation - what must the organisation offer?**  
The volunteering organisation must offer a volunteering activity which satisfies what the volunteer seeks, bearing in mind that volunteers have different needs.

Both parties deriving value from investment.

**Investment required of the volunteer - what must the volunteer contribute?**  
The voluntary giving of time, skills and commitment.

Balance between what the organisation seeks and the investment required of the volunteer.

**Value from the volunteering organisation's perspective - What is the organisation seeking?**  
The unique qualities only volunteers can bring to an organisation or program; support to fulfil the organisation's mission or deliver a service.

Figure 1: Exchange of needs between the volunteer-involving organisation and the volunteer



# FROM THE EO

## CHANGES TO THE GFA WEB PAGE

Based on feedback from a few members we have made changes to the web page to make it easier to find information. Open the web page at [www.glidingaustralia.org](http://www.glidingaustralia.org) and you will see a row of menu items across the top.

The **New To Gliding** menu now includes new membership applications, as well as contact details for all gliding clubs. Make sure your club's information is up to date so people can find you.

**Gliding Information** includes a lot of information of interest to members and non-members alike.

The menu titled **My GFA/SOAR Reports** enables members to check and update member details, apply for a GPC etc, as well as submit a SOAR report. Identify what you want to do, sign in and you are taken directly to that item.

**Docs/Forms** lets you search for all GFA documents and forms, from Administration through to Sports.

**Club Resources** provides information ranging from Regional associations and new ideas clubs

have implemented, through to Grants available.

**Videos** provides links to recent gliding videos that are worth a look.

Enjoy, and if you have any suggestions for improvement please email me at [eo@glidingaustralia.org](mailto:eo@glidingaustralia.org).

## A NEW FACEBOOK PAGE

We thank Nick Gilbert for reinstating our GFA Facebook page, with a slightly altered name, **Gliding Federation of Australia**. – It is quite active now, so have a look. We look forward to reading your comments.

## CLUB HEALTH CHECK

21 clubs have responded to this opportunity to seek feedback from their members. The consolidated results for your club (minus names of the respondent) are sent to your club committee with a comparison to our national benchmark data. GFA is then able to provide support to clubs who participate in order to help the club grow and improve its facilities. If your club is not listed, talk to your committee members and suggest that they send you the



**TERRY CUBLEY  
EXECUTIVE OFFICER**

[eo@glidingaustralia.org](mailto:eo@glidingaustralia.org)

link so you can express your views.

The clubs who have responded so far are Barossa Valley GC, Waikerie GC, Bathurst SC, Canberra GC, Hunter Valley GC, Lake Keepit SC, Southern Cross GC, Southern Tablelands GC, Beverley SS, Narrogin GC, Caboolture GC, Darling Downs SC, Kingaroy SC, North Queensland SC, Warwick GC, Beaufort GC, Bendigo GC, Geelong GC, Horsham FC, Mt Beauty GC and South Gippsland GC.

## PILOT PROGRESS

The GFA Operations panel have updated the 'Pilot Training Record', which is an ideal tool for use by Students and Instructors to track their progress. This covers the whole training syllabus through to GPC, and provides useful drawings and diagrams to help the student and instructor fully discuss the details. It is currently being edited prior to publication and the final version will be made available to clubs shortly.

## YOUR WILL

Some previous members have made donations to their clubs by making an appropriate entry into their Will. For those interested, a Codicil is much easier to use as it does not require a change to your Will. Talk to your legal or financial advisor.

## COMPETITION MARKS REGISTER

If you are the Registered operator of a glider you may register a competition mark, rather than use the glider registration on the tail. You can now view and apply for a competition mark on the web site. Look under **MyGFA/SOAR Reports**.

## WWGC 2019

The Women's World Gliding Championships will be held at Lake Keepit in late 2019. We aim to provide coaching and training for any female pilot who may be interested in improving their cross

country soaring skills, with the intent of possibly representing Australia in this World Championships or future championships. Any women interested in this opportunity should contact the WWGC2019 Team Captain, Terry Cubley, via [terrycubley@bigpond.com](mailto:terrycubley@bigpond.com).

## JUNIOR GLIDING

Within gliding internationally, a Junior is any member who has not yet turned 26 years of age. Those under 18 or in study get a discount GFA membership, but all are eligible to participate in the Junior Nationals Joeyslide, either solo or as part of the 2-seat coaching program. All are eligible to join the Junior Gliding club and share in their resources. Have a look at the AUS Junior Gliding Facebook page for details.

## TOWPILOTS

GFA is taking over management of tow pilot qualifications/approvals from CASA. This is explained in the Draft Aerotow Manual that will be published shortly. Towing Endorsements will be issued by GFA, which is in Transition through to 31 December 2017.

To assist Tow Pilots who do not fly gliders, the Board has introduced a new Tow Pilot membership category, which costs \$15 per year. Limitations of this membership are: Cannot fly glider/motor glider as PIC or receive glider flying instruction. Can be trained as a tow pilot and exercise

Tow Pilot authorities. Can assist with club activities. No voting rights. Not required to be a club member.

## GFA FEES

Most GFA fees increased by 1.5% from 1 May 2017.

Given that the AEF Introductory membership fee has not changed for six years, and that the conversion from AEF to members is very low, the Board increased the 9-day Introductory Membership fee to \$40, with the expectation that clubs will pass this increase on to their 'visitors'. If one of these introductory members does decide to join and learn to fly, while the membership is still current, then GFA will reimburse the \$40 to clubs in recognition of this choice. This may be an extra incentive that you can 'sell' to the prospective member.

This change raised the question of the legality of members flying visitors without them joining the GFA as an introductory member. Flying members of the public for 'hire and reward' without appropriate approvals and insurance and allowing the passenger to manipulate the controls is deemed a commercial operation and to do so without CASA approval (AOC) and the proper insurance cover is illegal. This is the legislation and not a GFA rule. The penalty for conducting illegal Charter flights without appropriate insurance, if convicted, is up to 2 years in jail.

# GFA 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.*

## FEDERAL BUDGET AND GFA CASA FUNDING

Minister Chester has responded to our formal letter to confirm that the current funding arrangements will stay in place for the next 12 months. This follows the budget announcement that there is to be no change to CASA's funding.

Budget papers reveal -

CASA funding arrangements have been recently reviewed and government has agreed for the current funding arrangements to remain in place for 2017-18, noting that there is increasing pressure on CASA's budget with the demands arising from the growth of new international and low-cost carriers,

together with the continued rapid growth and complexity of drones.

The aviation safety watchdog is funded through a 3.556c per litre excise on aviation fuel consumed by domestic aircraft (but not international flights), a yearly allocation from the government and fees for regulator services.

A key issue for the CASA board has been the volatility of the aviation fuel excise as a major source of money. CASA chairman Jeff Boyd has previously said he would also like to see international flights contribute via the fuel excise.

Last year an alliance of major aviation associations called for a new funding model for the watchdog. CASA received a big funding boost in 2010 through a rise in fuel excise rates after the 2009 aviation white paper backed concerns about the pace of reform at the body.

The budget papers show that CASA expects to recruit to return to its

average staffing level of 805 in 2017-18, up from 765 in 2016-17. The watchdog will continue to run an operating surplus. CASA has had to budget for pay rises because of its enterprise agreement and expects employee expenses to rise from \$114.7 million in 2016-17 to \$122.3m in 2017-18.

## CASA PART 99 DRUG AND ALCOHOL TESTING

We recently brought to the attention of CASA an incident whereby one of our members tested positive while working with methylated spirits. CASA thanked us for drawing their attention to an area in which their procedures may well be improved in circumstances involving testing at locations where environmental factors may affect the results of the test they conduct. CASA has undertaken to look carefully to identify and make those improvements as required.

# GFA AGM

**The GFA AGM is being held on the last weekend in August in Melbourne. Members are invited to join us for the meeting and the presentation dinner that evening, where the GFA Awards are presented. Booking details to follow.**

**Members may nominate directly for the role of President, Vice President or Treasurer of the GFA. Do you have the skills and aptitude to take on one of these important roles?**

Details [glidingaustralia.org](http://glidingaustralia.org)

# AVSAFETY SEMINARS

As well as the main themes, this round of seminars will also provide a brief update on the Regulatory Reform process, a reminder of the correct procedures to use at Non Controlled Aerodromes, and a discussion on the pros and cons of using personal electronic devices in the aviation environment.

The seminars are an opportunity for industry to interact with CASA, discuss local issues and ask questions of the regulator.

**For a list of all seminars and for more information please go to**

[www.casa.gov.au/avsafety](http://www.casa.gov.au/avsafety)

**BANKSTOWN THURSDAY 15 JUNE 2017**

**CESSNOCK TUESDAY 27 JUNE 2017**

**HORN ISLAND TUESDAY 27 JUNE 2017**

**SCONE WEDNESDAY 28 JUNE 2017**

**GOLD COAST WEDNESDAY 28 JUNE 2017**

**ARCHERFIELD THURSDAY 29 JUNE 2017**



## GFA CALENDAR

Use the Contact GFA menu at [www.glidingaustralia.org](http://www.glidingaustralia.org) to send events to the GFA Secretariat for publishing online and in GA

## BASIC SAILPLANE ENGINEERING COURSE

1 July 2017 Perth WA

Contact Rob Hanbury mob 0429 082 520 email [dcad1@glidingaustralia.org](mailto:dcad1@glidingaustralia.org) to register

## BASIC SAILPLANE ENGINEERING COURSE

15 - 22 July 2017 Cunderdin WA

Contact Rob Hanbury mob 0429 082 520 email [dcad1@glidingaustralia.org](mailto:dcad1@glidingaustralia.org) to register.

## JUNIOR WORLD GLIDING CHAMPIONSHIPS

30 July - 13 August Lithuania

Australia will be represented by Ailsa McMillan, Rueben Lane and Dylan Lampard. You can watch the action unfold at [facebook.com AusGlidingTeam](https://facebook.com/AusGlidingTeam) [glidingaustralia.org](http://glidingaustralia.org) and [jwgc2017.lt/](http://jwgc2017.lt/)

## 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-camp/cctb](https://nls264.wix.com/canberra-gliding#!wave-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@team.telstra.com](mailto:Phillip.Southgate@team.telstra.com)

## CLUB AND SPORTS CLASS NATIONALS GOONDIWINDI

9 - 18 October 2017

## KEEPIT FAST - LAKE KEEPIT

11 - 18 November 2017

KeepitFast is a X-Country training and coaching week for competition and XC pilots wishing to improve their skills and competition results. While remaining a fun and relaxed event, this is a bit more intense than the Keepit Regatta. Proven coaches and national champions will do briefings, present topics and fly with participants. Everyone will have at least half a day in a dual-seater with a coach.

Entries are limited to 15 in order of arrival. Entry fee \$180 if paid prior to 30 Sept, late entry \$230 post 30 Sept. More information and registrations at [www.](http://www.keepitsoaring.com)

[keepitsoaring.com](http://www.keepitsoaring.com) or email Jacques Graells [jg.gliding@gmail.com](mailto:jg.gliding@gmail.com)

## WAIKERIE ORANGE WEEK

18 - 25 November 2017

Contact John Ridge

[johnridge16@gmail.com](mailto:johnridge16@gmail.com)

## NARROMINE CUP

18 - 25 November 2017

Contact Beryl Hartley email [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)

## NSW STATE CHAMPIONSHIPS

9 - 16 December 2017

Temora Aerodrome

Contact Secretary Daryl Connell [djpconnell@gmail.com](mailto:djpconnell@gmail.com)

## FORMULA 1.0 GLIDING

28 December - 5 January 2018

Leeton Airfield, NSW

[www.f1gp.com.au](http://www.f1gp.com.au)

## MULTICLASS NATIONALS

8 - 19 January 2018

Waikerie

Contact John Ridge

[johnridge16@gmail.com](mailto:johnridge16@gmail.com)

## JOEYGLIDE NARROMINE

20 - 27 January 2018

## SAILPLANE GRAND PRIX

## HORSHAM

20 - 26 January 2018

Contact Contest Organiser - Arnold Neiwand mob 0429 857 275 or email [nieci@aanet.com.au](mailto:nieci@aanet.com.au) or Contest Organising Chairman - Selwyn Ellis Mob 0427 824 925 or [selwyn@wllisworks.com.au](mailto:selwyn@wllisworks.com.au)

## HORSHAM WEEK COMPETITION

3 - 10 February 2018

[www.horshamweek.org.au](http://www.horshamweek.org.au)

## KEEPIT REGATTA - LAKE KEEPIT

24 February - 3 March 2018

All pilots are invited to the Lake Keepit Regatta for a week of fun, friendly competition and coaching. This event is ideal for beginner and intermediate cross country pilots that want to start competition or improve their XC skills as well as for seasoned pilots that want to take it easy and share their knowledge. Daily talks and briefings by experienced coaches and seasoned competitors on topics of interest and of course we will finish Saturday evening with the traditional extravaganza dinner at the Dircks. We have 8 new cabins and lots of camping sites but make sure you register early as the cabins get booked very quick. Bring your glider, borrow your club dual seater, or rent one of ours (limited availability) and come have fun at the gliding paradise.

Entry fee only \$180 per glider and \$50 per additional passenger if paid prior to 31 Jan, late entry \$230 per glider and \$70 per additional passenger post 31 Jan.

More information and registrations at [www.keepitsoaring.com](http://www.keepitsoaring.com) or email Jacques Graells [jg.gliding@gmail.com](mailto:jg.gliding@gmail.com)

## VSA ALPINE REGATTA

3 - 9 March 2018

Please contact Ian Grant, [ian.grant.gliding@gmail.com](mailto:ian.grant.gliding@gmail.com)

or VSA

website [www.gliding.asn.au](http://www.gliding.asn.au)

# FAI GLIDING BADGES

TO 24 MAY 2017

## A BADGE

WONG TSZ YAN	LAKE KEEPIT SC	12226
HOLMIK GABOR DAMIAN	GCV	12234
BEATH MICHAEL JOHN	DARLING DOWNS SC	12236
ABBOTT SCOTT ANTHONY	301 NSW ATC	12239
WEBERSINKE ANDRES	SOUTHERN CROSS GC	12240
BLOOM JACOB	NARROMINE GC	1224
BOYD CONOR EARLE	NTH QLD SC	12244
SEAR-JONES SARAH	DARLING DOWNS SC	12246
HUGHES KYLE	301 NSW ATC	12248
STOBIE LACHLAN	QLD ATC	12255
GIBBS COOPER BROCK	DARLING DOWNS SC	12258

## B BADGE

WEBERSINKE ANDRES	SOUTHERN CROSS GC	12240
POUT BEN	SOUTHERN CROSS GC	12158
CHAN YAM KIT	LAKE KEEPIT SC	12180

## C BADGE

NIGHTSCALES GREGORY	DARLING DOWNS SC	12110
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## A,B BADGE

MOK YEE MAN	LAKE KEEPIT SC	12242
REBBECHI BRIAN	BENDIGO GC	12251

## B,C BADGE

GOODE ANDREW STEPHEN	BATHURST SC	12165
WATSON JOHN	DARLING DOWNS SC	11949

## A, B, C BADGE

SAVAGE FRANCIS WILLIAM	BALAKLAVA GC	12227
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BERYL HARTLEY  
FAI CERTIFICATES  
OFFICER  
[faicertificates@glidingaustralia.org](mailto:faicertificates@glidingaustralia.org)

TANG ZHEHAO JASON	MELBOURNE GC	12228
STANTON PETER JOHN	GYMPIE GC	12229
KERL BRUCE	SPORT AVIATION	12230
HENSHALL BRUCE	ADELAIDE SC	12231
KEHOE DANIEL	STH GIPPSLAND GC	12232
VERDOES ROBERT HENRIE	BEVERLEY SC	12233
KALUSHKOV IVELIN	ANGELOU LAKE KEEPIT SC	12235
LEE DAVID	MELBOURNE GC	12238
TURLAN LACHLAN	CHARLES ROYCE SUNRAYSIA GC	12237
SCHEEPERS BASTIAAN	G.C.V	12241
JANSEN NICHOLAS HERBERT	G.C. WEST AUSTRALIA	12247
WALMSLEY DAVIS KENT	BEVERLEY SC	12249
ECKERT SHANNON	GRAMPIANS GC	12250
HOEY STEPHEN JAMES	BEVERLEY SC	12252
TURNER JACK STANLEY	BEVERLEY SC	12253
MORWOOD MARK ROY	CABOOLTURE GC	12254
GIBBS JASON LUCAS	GRAMPIANS GC	12256
MCCONNELL DAVID K	G.C.WEST AUSTRALIA	12257
VAN SCHALKWYK IAN	SA AIR TC	12259

## SILVER C

KELLER MICHAEL	NARROGIN GC	4927
BAKER STEPHEN	G.C.V.	4928
DANIELS ETIENNE	SPORT AVIATION	4930

## DIAMOND GOAL

KELLER MICHAEL	NARROGIN GC	
SHACKLEFORD DAVID	GCV	
BAKER STEPHEN	GCV	

## 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

**BADGE  
DECLARATION**

Click the [BADGE DECLARATION](#) button on [glidingaustralia.org](http://glidingaustralia.org) to go straight to the form. Or use this address [inyurl.com/hsp4h7p](http://inyurl.com/hsp4h7p)

site. [http://www.admin.glidingaustralia.org/index.php?option=com\\_chronoforms5&chronoform=Badge\\_Declaration](http://www.admin.glidingaustralia.org/index.php?option=com_chronoforms5&chronoform=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: [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)

Post your green gliding certificate book.

Make the payment on the GFA web site in the shop.

Safe soaring, **BERYL HARTLEY**



# WOMEN'S WORLD GLIDING CHAMPIONSHIPS



The 9th Women's World Gliding Championships were held in Czech Republic from 17 May to 4 June 2017. Unusually for a European contest, the maximum number of competition days was flown in often challenging but generally good flying conditions. The Australian team of Ailsa McMillan, Jenny Ganderton and Claire Scutter were accompanied by three crew members including Andrew Maddocks. Julie Maddocks volunteered to be the Team Captain. We plan to bring you the full story of their adventures next issue. Here is a snapshot of the competition.



## MANDY TEMPLE

The results from the 2017 WWGC are the best ever for Australia. Ailsa McMillan not only achieved three day wins but also became the first Australian woman to finish in the top ten in a WWGC. Ailsa flies with grace, poise and a maturity beyond her years, and displays great determination in competition.

Her achievement is even more remarkable when you realise that, due to the tyranny of distance, she was flying in a borrowed glider that she had only flown once before the competition started.

Ailsa is part of a small team of three pilots, three crew members and a volunteer team captain. The Australian team flew against the best pilots in the world, and most of those were flying their own gliders. Many of the European teams benefit from professional team captains and ex World Champions as coaches, and gliders supplied with government funding.

When the Women's World Gliding competition comes to Lake Keepit in late 2019, we have a great opportunity to continue to raise the profile internationally of Australian pilots and Australia as a gliding destination. I am sure that, with a home turf advantage, our WWGC team for Lake Keepit will do well.

## AILSA McMILLAN

### 24 MAY

Claire and I ended up starting just behind the Germans, who were absolutely on fire.

We caught the Brits within the first 20km or so, but also

lost the Germans entirely at that point. Claire fell off the back of the group sometime around then, but flew well by herself the rest of the day. I kept running with the Brits until the way home, where I snagged a better than average climb and jumped a fair amount of height on the others. Our group had a slow run home, but still all right on the points for today and overall.

### 27 MAY

A neat flight today, and my first day win at an international competition! Took the risk of a late start with Claire, Jenny and the Poles, and we caught up to the main group along the second leg. I found the two French pilots half way around task, and then worked with them the rest of the way home.

### 28 MAY

I don't know what I expected from today, but a second day win was not it! I flew with Sarah from the US team, and we got pushed into a later start time than we wanted because of the way the weather was cycling. It felt for a while that this could be a giant mistake, but we kept up a higher speed than expected for the first hour or so flying together.

We split for another hour after that, and then met up at the same height again at just the right moment to take on the more difficult end of day conditions together. I think we probably made up a fair amount of time by not messing around there, plus Sarah found us an amazing 6 knot climb out of nowhere! Only a 2 point difference in our scores, so it doesn't get much better than that!

LEFT TOP: All three team members flew Standard Cirrus in the competition. Photographed is 75, flown by Ailsa McMillan.

LEFT BELOW: Ailsa about to launch on the second last day.

RIGHT TOP: Ailsa receiving her prizes on her 3rd day win.

RIGHT MIDDLE: Claire Scutter getting ready to launch.

RIGHT BOTTOM: Team Captain Julie Maddocks, Claire Scutter, Jenny Ganderton and Ailsa McMillan at the opening ceremony.

BELOW: Andrew Maddocks claiming the airfield for Australia.



continued over page





ABOVE: Jenny Ganderton about to launch. Jenny gave a talk at briefing about the next WWGC to be held at her home club, Lake Keepit, in 2019.

## CLAIRE SCUTTER

The last 30km was painful. No clouds, no thermals and only the occasional blip on the Vario. Ailsa and I found ourselves together for the last stretch. We tried to help each other back to the airfield but unfortunately Ailsa had to land just before the finish circle. I got lucky and managed to just make it into the finish ring. I probably could have scraped back to the airfield with the height I had, but I decided to land safely just short in a field with four other gliders.

Before I even had a chance to take the tape off, my wonderful crew had already showed up to collect me.

## JENNY GANDERTON

That's it - all done and dusted. The final day really was fantastic weather, although there were some difficult patches with spread out cloud, and a blue hole or two. The task was a three hour AAT - C task given to us on the grid.

This competition has been really well run, and the weather has been amazing. The task setting has been excellent, and made the most of the days.

## TERRY CUBLEY

Ailsa is Australia's number one female and Junior pilot, and this was her first women's world championships. It was also the first international experience for Jenny Ganderton and Claire Scutter as part of their preparation for the Women's Worlds at Lake Keepit in 2019. All three pilots performed outstandingly - congratulations to them, with strong thanks to their Team Captain Julie Maddocks.

The pilots they competed against are the best in the world, with many years of competition experience. But Ailsa has shown that she can compete with them on equal footing, and is demonstrating that she will quickly become a force to be reckoned with. She won three days out of the 12 competition days flown, which is a lot of flying. Many world comps are won after only five or six days. Ailsa is very good tactically and a skilful pilot, which makes her a champion in waiting.

Ailsa and Claire will both be competing in the Junior World Gliding Championships in August in Lithuania. GA

# SAGA CHAMPIONSHIPS 2017



This year, after several years of declining numbers, it was decided to try a new 3-plus-2 format for the South Australian State competition. It was run over the long weekend in March and the following weekend, with the first Friday as a practice day and we had a social event each weekend. Matthew Scutter gave a presentation about his new Skysight weather program on the first weekend and Mandy Temple talked about Emergency Parachute use on the second weekend. We then showed a movie over dinner. This format was popular and also attracted non-competing members.

The final entry tally was 18 aircraft with 22 different pilots. Both of the Adelaide Soaring Club's DG aircraft were made available for coaching with Matthew Scutter, Peter Temple and Brenton Swart, which made a great introduction to competition flying. We flew on the practice day and three other days, sufficient for a valid competition. Given the success of the event and pilot feedback we plan to run with the same format next year.



## 9TH FAI WOMEN'S WORLD GLIDING CHAMPIONSHIPS 2017

### ZBRASLAVICE, CZECH REPUBLIC

17 MAY - 3 JUNE 2017

#### CLUB

1	SABRINA VOGT	GERMANY	STD LIBELLE	8,662
2	SARAH ARNOLD	USA	STD CIRRUS	8,555
3	SARAH DREFENSTEDT	GERMANY	STD CIRRUS	8,478
5	AILSA McMILLAN	AUSTRALIA	STD CIRRUS	8,204
17	CLAIRE SCUTTER	AUSTRALIA	STD CIRRUS	7,117
18	JENNY GANDERTON	AUSTRALIA	STD CIRRUS	7,089

#### STANDARD

1	AUDE GRANGERAY	FRANCE	DISCUS 2A	8,881
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#### 18M

1	KATRIN SENNE	GERMANY	ASG-29E	9,297
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## SOUTH AUSTRALIAN STATE GLIDING CHAMPIONSHIPS 2017

### ADELAIDE SOARING CLUB GAWLER

10-19 MARCH 2017

#### SPORTS

1	WVH PAUL CLIFT	LS3	4432
2	GZ STEVEN CESCO	LIBELLE	4103
3	WUD SID NANKIVELL	LS3	3981
4	ER TEMPLE COACHING	DG505	3973
5	OTN LEIGH STOKES	ASW20C	3655

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[www.soaringspot.com](http://www.soaringspot.com)



# WAVE AT THE MONARO WEATHER FACTORY

BY COLIN VASSAROTTI

The Monaro Weather Factory was very kind to Canberra Gliding Club pilots on Saturday 6 May 2017. Late autumn Canberra was overcast wet and dismal, and our windscreen wipers were given a work out on the 90km road trip to Bunyan airfield.

Undeterred, a few hopefuls turned up and prepped their sailplanes. All five of us had looked at the forecast westerly airflow and optimistically planned for high altitude wave adventures and fun.

By midday we were all impatient and started launching into a clearing sky. Broken cloud at about 6,000ft gave us some encouragement but did not look particularly good for wave. Our expectations were not all that high.

## AND HOW WRONG WE WERE!

Launching behind Mal Williams in our Pawnee MLS was unusually free of the robust turbulence we typically encounter and enjoy on a good wave day.

To our collective delight we found ourselves climbing in brilliant lee wave. We all achieved climbs well above 20,000ft. Some raced, others just cruised. Justin Fitzgerald flying his Ventus PEO recorded 481 OLC kilometers ranging between Michelago and Jindabyne. Ric Agnew in the CGC Jantar CQT and Geoff Brown in his beautiful JS1 UKG also covered vast distances. Peter Fox went to flight level 245 to gain Diamond Height in his Astir IKI.

In my trusty LS1f Echo Bravo I was happy to settle for 20,000ft, after initially not connecting with wave upon release and descending almost to circuit height before scrambling aloft in scrappy thermals and finally into the wave. Once at that altitude I contentedly went cruising, taking in the magnificent view and putting my camera to work. Without any particular effort on my part, I gained another 2,000ft while tracking north towards the airspace boundary near Michelago.

How fortunate we are in the Canberra Gliding Club to be located in such an excellent soaring environment with access to airspace that allows high altitude gliding.

Overall, we had a great day when all indications suggested that staying snug and warm back in Canberra might have been a good option. In the words of some of our pundits, Rule 1 'You have to be there'. Also, remember that our annual wave camp is scheduled for 26 August to 3 September 2017.

**Brief videos are available on YouTube**

[inyurl.com/l739pwu](http://inyurl.com/l739pwu)

[tinyurl.com/majzf56](http://tinyurl.com/majzf56)



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# ROCKY MOUNTAIN HIGH

BY SEAN YOUNG



I recently visited Canada and made the pilgrimage from Vancouver into the Rocky Mountains. All my life I have heard that the Canadian Rockies are the most dramatic mountain range and that Banff and Jasper National Parks are among the most beautiful places on earth. The 300km road between the towns of Banff and Jasper along the borders of British Columbia and Alberta are said to be among the top ten most scenic and dramatic drives in the world. Having now driven that road in both directions, I am curious to find out what the other nine roads are. Can there be anywhere on Earth more spectacular?

Of course, driving through the mountains was never going to be enough. I had to make my way to that other almost mythical place - for glider pilots at least - Invermere, and fly through and above the mountains.

Invermere is in the Columbia Valley, which is the head of the mighty Columbia River and part of the Rocky Mountain Trench, also known as 'The Valley of a Thousand Peaks'. The 'Trench' stretches from the border of Yukon and British Columbia in the north, to south of the Canadian border in Montana.

After spending a week hiking across frozen lakes and snow covered hillsides in the Banff and Jasper area, I called the Invermere Soaring Centre. Trevor Florence assured me that the weather was good and I should come on down. The drive from the town of Banff takes just 90 minutes through the Kootenay National Park on the British Columbia (western) side of the massive mountain ranges, down to 2,800ft AMSL and the Columbia River Wetlands. The Wetlands are North America's largest intact wetland and a bird watchers' paradise. The river meanders from Invermere, where the lakes drain out of Lake Windermere, and heads north to Golden. The airfield is just outside of town, with the Rocky Mountains towering up to the east and the Columbia Mountains (or Kootenay Rockies) on the eastern side of the Trench.

How far you can fly in a glider along the Trench depends on several factors. Trevor explained, 'If you have the glider and the skill, there is an unlimited

LEFT TOP: The Rocky Mountains have a distinctive look - big and rocky, with dozens of peaks over 10,000ft.

LEFT BOTTOM: The town of Invermere is situated where the Columbia River drains from Lake Windermere.

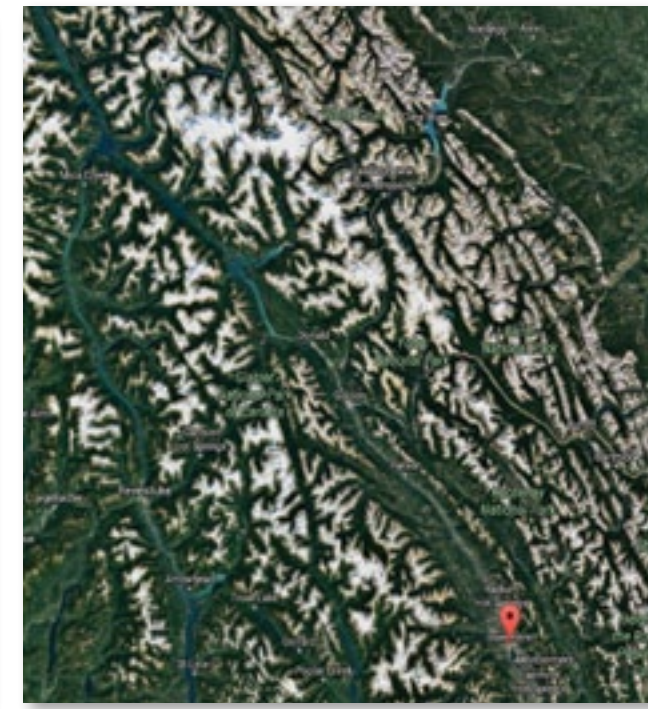
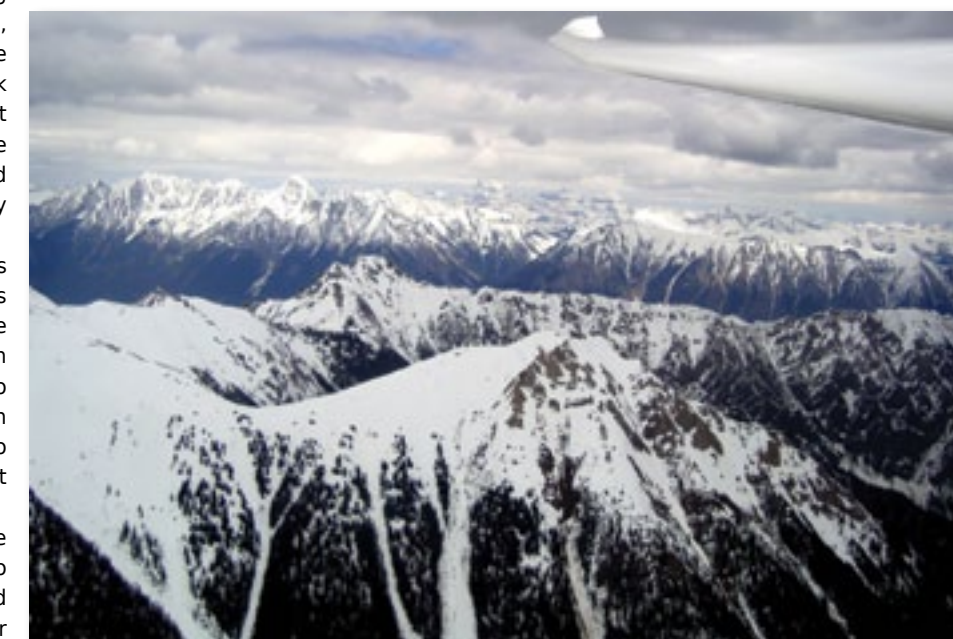
RIGHT TOP: Trevor Florence prepares to take Sean Young for a flight in Duo Discus 007.

BELOW: Invermere is located in the Rocky Mountain Trench, 90 minutes from Banff National Park.

area to fly. The mountains are endless. We can fly 200km south to the US border, but our friends down there will shoot at us if we cross it. Going north? If you are in an airplane, which is what I call those long winged machines with engines in them, you can go as far as you dare. There are places you could land a glider and walk away. The glider would be damaged, but it would be survivable. So some pilots use areas like that as stepping stones and figure that if the engine doesn't start, they can put down there.

'Hans Binder has been as far as Kamloops. Motor gliders do go as far as Mica Dam about 230km north along the Trench. There is a lake there so, like in Finland, you can land in it. But there are no people up there. So it depends how much risk you are willing to take. In my Duo Discus, it's a bit more limited and I don't go as far as the motor gliders do.'

How far can you venture into the mountains? Trevor said, 'I have been up to Banff, but that needs to be on a high cloud base day. It can be quite easy to get over







to Alberta. But coming back can be a different matter. It is like a fish going upstream. You need to respect the mountains and have local knowledge of where the dips and passes are.'

Trevor started the Invermere Soaring Centre in 1997. He has over 7,000 hours in hang gliders and gliders. He bought a Pawnee in 2000 and Duo Discus 007 the next year from a German club. He is also the CFI of the local club, the Canadian Rockies Soaring Club. He said, 'The club has 20 to 30 members. Pilots come over from Vancouver and Calgary as well as the eastern provinces. We also get a lot of pilots from the USA. We do some basic training but we need more instructors. I don't run mountain flying courses, so it is mostly pilots with gliders who come here to explore the Rockies.'

On the way out to the launch point I was surprised to meet David Conway from Geelong and Adelaide Soaring Club. David is in Invermere for the summer flying the Pawnee for Trevor. David had never flown in

Canada before. He said, 'The opportunity came up to fly here, so I thought I would escape the Australian winter.

'We will tow over to a hill we call Number 2, and you will probably pull off there at about 6 - 7,000ft.' The airfield is at 2,800ft. Most of the thermals come off the mountains rather than the valley floor. '

### FLYING THE ROCKIES

We pulled off tow and Trevor climbed up to cloud base at 10,000ft. We headed west over the peaks of the first range. The thaw was late this year and the mountains were still covered in snow and ice. Dozens of 10 - 12,000ft peaks stretched into the distance to the north, south, west and across the valley into the east as far as I could see.

We tracked along the mountain tops north and south. It was not a particularly strong day but we kept between 8,000 and 10,000ft. Sheer rock faces and the enormous bulk of the mountains give the Rockies a unique look. We flew over the first set of mountains and peeked into the Kootenay Valley, looking across to Mount Assinaboine.

The mountains looked more impressive from above, but somehow less daunting, perhaps because I didn't feel I had to climb them but to soar above them.

We crossed the valley where Trevor showed me ski runs and old mines, and treacherous rapids along rivers pouring off the mountains.

The two hour flight was a perfect end to my Rocky Mountain adventure. Back home, I am unable to get the experience out of my mind. I got a short taste of flying the Rockies. Now I have to figure out how to get back there.

**Invermere Soaring Centre BC Canada**  
[www.soartherockies.com](http://www.soartherockies.com)

GA

# TEAL'S HELPFUL GLIDING GLOSSARY

BY TEAL EVANS

**Every sport has its own language and technical terms, and gliding is no exception. Here are some that you are likely to meet when on the airfield.**

**AEROTOW** A second-rate form of launch for those with too delicate a disposition to handle winch launches.

**ALL OUT** The state of most gliding club members' finances when asked to pay for the drinks and chocolate bars they've been helping themselves to from the clubhouse fridge all weekend.

**ANGLE OF ATTACK** The precise angle at which an instructor's hands intersect a trainee's cranium when the trainee does something particularly boneheaded.

**ATTITUDE** The mental state of a pilot during flight. May range from abject terror to gung-ho overconfidence; often oscillates between these two extremes very rapidly.

**BALLAST** Curse uttered by pilots who forget to deploy the undercarriage before landing.

**BANK** The funding source for gliding activities.

**CHAOTIC** The usual state of gliding operations before noon.

**CFI** A ferocious individual with a demeanour somewhere between that of a pitbull and a shark. Keeps all the other instructors in line; AKA "God". Be afraid. Be very afraid.

**COCKPIT** A small space found in gliders for storing non-essential components (such as pilots). Usually about the size of a shoebox.

**CONTROL COLUMN** Term sometimes used to refer the joystick, usually by those who worry that 'joystick' sounds vaguely obscene.

**CROSS COUNTRY** What happens if you aim the glider at your home airfield and miss.

**CROSSWIND** Eructations produced by instructors after trainees perform particularly spine-crushing landings.

**DI** Was married to Prince Charles. Since she's no longer around to inspect gliders for us at the start of each day, we have to do it ourselves.

**DRAG** You know how sometimes you arrive at the airfield all ready to fly, and a hurricane suddenly appears so you sit in the clubhouse instead and wait for the weather to improve? That's a drag.

**OUTLANDING** The inevitable result of cross-country attempts.

**FLAPS** Arm movements made by desperate glider pilots who are unable to find any usable lift but wish to avoid having to land and face the derision of those on the ground, to whom they were bragging not five minutes previously about their I33t soaring sk1llz.

**GROUND LOOP** A common cause of crop circles in airfields.

**INSTRUCTOR** Minor deity that requires regular appeasement through offerings of beer and barbecued snags.

**LOG BOOK** Collection of creative writing exercises given to pilots to occupy themselves in between flights.

**ROUND OUT** Also known as flare, it's that time in a pilot's life when he or she finds it progressively more difficult to cram his/her vast bulk or graceful form into the shoebox known as the cockpit.

**RUDDER** Useless plank on the back end of a glider. Completely unnecessary, especially when performing turns.

**SILVER 'C'** Earned by keeping it up for over five hours. A mighty achievement (although if it goes purple you might be Doin It Rong...)

**SINK** Like gravity, only suckier.

**STICK** Don't tug too hard on this. A gentle smooth touch is required to get the best response.

**TAKE UP SLACK** An exhortation occasionally heard on airfields in an attempt to get the lazier folk present involved in club operations.

**THERMAL** That which raises a glider up into the heavens. Particularly good ones can be an almost religious experience.

**TRIM** Decorative fiddly bits often found on glider tails.

**UNDERCARRIAGE** Sacrificial glider component used to prevent injury to pilots' legs on landing.

**VARIOMETER** An expensive piece of electronic equipment specifically designed to indicate regions of highest sink and direct a glider toward them. Often emits sounds that resemble a constipated duck.

**VNE** The velocity that one should always aim to exceed when flying between thermals. Is short for Velocity Nicely Excellent, and if you are regularly flying faster than this, there's a good chance that you'll win a Very Nice Prize (or VNP) at some point in your flying career.

**WATER BALLAST** That which needs to be shed after consuming too much beer.

**WAVE** The Holy Grail for glider pilots, most commonly found near the most expensive gliding fields, and has been reputed to lift gliders up beyond Alpha Centauri on some occasions.

**WEAK LINK** You. Yes, you, reading this. You are the weak link.

**WINCH LAUNCH** The best kind! Will simultaneously throw a glider into the air, throw a kilometre of cable into a horrendous tangle around the drum, and throw oil all over the winch driver.

**YAW** A word often used in flying situations to hand over control of a two-seater to the other pilot, e.g. "Yaw aircraft!", uttered when about to land in a tree.

ABOVE: Rocky Mountains as far as you can see.

BELOW: Australian David Conway is tug pilot for the season, shown here with Number 2 in the background.





# A POMMIE GIRL DOWN UNDER

BY TIM CARR AND DAVID SHORTER



“Good morning, my lovelies!” is not the usual greeting from your instructor of the day at the morning briefing for club gliding activities. But this welcome typifies the warmth and friendship of the wonderful pommie who is the mid-week manager of operations at Lake Keepit.

Val Philips, an import from Lasham, UK, has been manager at Lake Keepit for the last four years, during which time she has overseen continuing growth in the club, both in membership and facilities. “Welcome to paradise” is the typical greeting offered to visitors and members at Lake Keepit. Val has led by example and Lake Keepit has become a club where members go out of their way to ensure that Lake Keepit is remembered as ‘the friendly club’, a great place to glide and a great place to visit and relax. As Val says, “Do you want to experience what gliding in paradise is all about?”

Lake Keepit offers 365-day a year facilities in a unique lakeside location in a State Park in northwestern NSW. As the second largest club in Australia with 170 members, the club offers the full suite of gliding activities from air experience flights and ab-initio training, to dedicated one-on-one cross country coaching by world competition pilots, to wonderful solo cross country opportunities for both the newbie and the experienced veteran pilot.

With a full-time operation on a dedicated gliding airfield, Lake Keepit provides intensive ab-initio training that typically progresses a pilot to solo standard over a week-long course. How many times have you listened to a new pilot at your club getting disillusioned by their

lack of progress in attaining solo?

“We can provide the training continuity in a week’s course that can help students accelerate, progress and develop a real feeling of achievement,” explained Val. “Students efficiently progress through the syllabus to ensure they reach solo. Then they can begin to enjoy the freedom and excitement of solo flight and early cross country badges. That’s what we aim to achieve - to show pilots how enjoyable flying can be.”

In addition to the 40 or so private gliders, the club has a solid fleet of aircraft for hire including two tugs and a winch, Duo Discus XT, Discus 2, LS7WL, two Pw5s, an ASK21 and a Grob 103. A Twin Astir, LS1 and LS8 are also available for private hire.

Supporting this is an on-site commercial maintenance and repair facility, Keepit Glider Tech. This GFA Approved Maintenance Operator (AMO) is available for a range of glider maintenance tasks from annual Form 2 inspections through to minor and major repairs.

## THE TEAM AT KEEPIT

“While I’m employed as the midweek manager, the operation is still very definitely a club,” Val said. “One of the nice things I like about Lake Keepit is the club atmosphere – members run the club and visitors have

an opportunity to join in this cooperative environment.” While the club atmosphere pervades, the club is supported by a number of other semi-permanent team members – a mid-week tow pilot and additional seasonal instructors for mid-week operations.

Each year, seasonal tow pilot and instructor positions are filled mostly from international applicants, flying in the Australian summer season while their countrymen shiver in the northern winter. Tuggies find this a great way to accumulate hours towards future flying qualifications. Two of the best tuggies in recent years have been young women who have both gone on to further their aviation careers. The club continues to seek applicants for these roles - interested pilots should submit their resume to the manager of the club.

Weekend operations are staffed by rostered club volunteers who fill the tow pilot and instructor roles.

## FLYING CONDITIONS

“Since coming to Australia I’ve been amazed at the amount of time throughout the year when soaring is possible at this club,” said Val. “Coming from the UK, I can’t believe people fly all year round and achieve very respectable cross country flights even in mid-winter.”

The region is renowned for the highest number of soarable days in Australia. Located at latitude 30°S, the club’s weather remains soarable throughout the year, with frequent 300km tasks flown in mid-winter when other sites further south are closed down. Further north in Queensland conditions are more tropical, and storms can interfere with summer conditions. The best soaring conditions at Keepit extend from October through May. The more moderate weather through winter can provide perfect training conditions.

## WEATHER

The club is located in the Northwest Slopes and Plains weather region, west of the Great Dividing Range, that shields the area from the marine influence of the east coast. Seabreeze influence mostly does not penetrate this far inland, but the hills are still close enough so the region experiences plenty of cumulus weather, whereas further inland at other more western sites, the weather is drier and bluer conditions tend to dominate. “It’s always so much more fun to be flying with cumulus indicators,” Val said.

Being part of the Slopes and Plains region also ensures plenty of variation and diversity in the countryside you fly over. It’s not all flat and boring. There is higher rugged country towards the east, a picturesque broad river valley bounded by low hills to the north, and a range of low mountains to the northwest topped with an extinct volcanic remnant, Mount Kaputar. It is visually fantastic country. These hills often have a convergence line early in the day running for 80km that can be great fun!

Beyond Mt Kaputar and surrounding the club to the west and south is farming country with



ABOVE: Lake Keepit

large cultivated grain paddocks and grazing country with good outlanding opportunities, and further west is The Pilliga, an extensive dry scrub that cooks up lots of powerful thermals on a good day. Coming home, the lake - actually a dam for irrigation further downstream - is always there as a beacon to show you where to go. “Because of the visible land features and the lake, it’s very difficult to get lost here,” Val said. “Also important, there are also plenty of safe outlanding paddocks.”

Tamworth Airport is the only controlled airspace area to avoid. Otherwise, the club has largely unrestricted airspace across its unmatched cross country terrain.

## AB-INITIO COURSES & COACHING

As the club operates all year, ab-initio training courses are provided on a weekly basis with a maximum ratio of two students per instructor. Student pilots will progress through the gliding syllabus with morning briefings and theory lessons, which are then put into practice during the day. The cost of the ab-initio course averages out at around \$2,500 per student for the week, and includes club membership, glider hire,

BELOW: LKSC has a two-seat glider flight simulator with a 220° wrap-around in a dedicated room for training.







ABOVE: Landing over the lake.

BELOW: Big cumulus day at Lake Keepit.



launches, instruction and accommodation during their stay. The course fee however is not fixed, as many students may already be part-way through their training or have previous flying experience, and only pay for what they need.

While two to four students typically train in any one week, if you have a group of friends wishing to come and learn together, the club can accommodate up to six students per week, utilising three instructors and three training aircraft.

In addition to ab-initio training, Lake Keepit offers one-on-one crosscountry coaching in the Duo Discus, or lead-and-follow in single-seat gliders. The club also has world competition standard coaches available who can help you to improve your flying technique or increase your crosscountry speeds.

### FLIGHT SIMULATOR

Complementing its glider training fleet, Keepit has a two-seat glider flight simulator in a dedicated room with a 220° wrap-around, fully immersive screen. This simulator provides the ability to further practice or consolidate during an evening or to continue to train should weather prevent flying on any given day. The Instructor Panel also uses the simulator for instructor training, to help maintain consistency and instructional standards at the club.

### OUTLANDING TRAINING COURSES

As a promoter of early cross country pilots, Lake Keepit has developed a unique outlanding training program including an Outlanding Experience Flight (OEF). In the OEF, an experienced instructor takes the crosscountry student in a motor glider or RAAus aircraft to practice paddock selection techniques. Typically, six to eight outlanding simulations are performed including paddock selection, circuit planning, right through to final approach before a low pass of the field to confirm its suitability. "Pilots have raved about this program and it is a highly recommended step in achieving pilots' outlanding endorsements," said Val.

### KEEPIT COMPETITIONS

Lake Keepit's annual event, the Keepit Regatta, is not to be missed. It aims to bridge the gap between a pilot becoming a competent club pilot, to their first competition flights. This week-long event, held at the end of February each year, combines morning briefings and competition lessons, followed by handicapped AAT tasks during the day. It is an event in which pilots are encouraged to talk on the radio, help each other and, most important, have a lot of fun. Why not give it a try?

Periodically throughout the year the club organises 'mini Grand Prix' racing weekends – normally coinciding with holiday long weekends. Handicapped for both glider and pilot, they give everyone a chance to participate and win. They are very friendly and supportive events and if you win, your handicap just gets more difficult. Just participating gives you a handicap improvement, so everyone has a chance.

Lake Keepit Gliding Club is also a regular venue for National and State gliding competitions.

### 2019 WOMEN'S WORLD GLIDING COMPETITION

Lake Keepit is delighted to have been selected to host the 2019 Women's World Gliding Competition which will be held during the best of the soaring season in November 2019. There will also be a number of pre-world events aligned to other competitions to be held at Lake Keepit, where competitors can hone their skills and expand their knowledge of the area.

### HOW TO GET TO KEEPIT

Lake Keepit is approximately 40km west of Tamworth in northwestern NSW, roughly halfway between Sydney and Brisbane by road, about a 5 hour drive from either city.

### ACCOMMODATION & AMENITIES

As Lake Keepit is about 30 minutes from the nearest town, the club offers accommodation options to meet all tastes and budgets. This includes plenty of camping opportunities, bunkrooms, air-conditioned family suites though to well-appointed motel style units. The club can accommodate up to 36 people onsite in 22 rooms, and there is plenty of overflow accommodation at the nearby State Park.

Part of the Keepit experience is staying onsite. Visitors and members socialise each evening while cooking and dining in the well-appointed clubhouse, or enjoy a post flight debrief over a beverage or two. The majority of club members travel to Keepit from afar, 4 to 5 hours away from home for most, and stay for a weekend or more extended holiday - so staying on-site for the duration is the normal practice. There are also about 20 members based overseas who return each year to get their dose of paradise. This sets the scene for many gliding stories and tall tales. It's also a great place to learn more about gliding technique from some of the veterans who are very happy to help newcomers learn. This social side of the club is one that sets Keepit apart as the Australian club of choice for visitors from both local and afar.

### A FAMILY FRIENDLY CLUB

Keepit prides itself on being female and family friendly. "I'm not the only woman in this club," explained Val, "We have a number of dedicated women involved in the running of club operations, including myself, the Tugmaster and Club Secretary."

"We also run dedicated women's training weeks so if you have a group of women who would like to train together, please contact the Booking Manager to line up a suitable week."

"The club runs dedicated junior weeks during school breaks as well, when our younger members arrange to



ABOVE : Val Philips serves as mid-week manager of operations at Lake Keepit.

get together to train and fly with their mates. Our Junior Committee representatives also play an active role in club activities and events."

Lake Keepit is the only gliding operation in Australia adjacent to a large freshwater lake, which is approximately the size of Sydney Harbour and provides opportunities for freshwater swimming, sailing, fishing and boating. The NSW State Park at Lake Keepit has a range of accommodation and camping options, a children's water park, tennis courts, bike tracks, birdwatching and a kiosk. Truly a great place to keep your family happy while you are flying!

### HANGARAGE

Having recently renegotiated a long term lease for the site, Keepit will be adding additional hangarage in a staged rollout over the coming years. These will be available for purchase or short term rental. If you are interested in a space in the new hangars, please contact the President for further details.

### Need more information?

**The club always welcomes visitors and new members. You will find much additional information on the club's website.**

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# ODE TO SOARING

## OR WHY WE LOVE GLIDING



BY SIDNEY DEKKER

As I bank more steeply to chase the centre of the thermal, a wedge-tailed eagle joins me. He's slightly lower at first, but proceeds to flap his wings and climb and pull level with me.

He seems to understand the rules, pliantly circling the same direction as I. He ogles me suspiciously. He is huge and possessive and I want to ask him why, given that the sky in this country is so boundless, so vast, why does he think he needs to lay claim to his own part of it? Can't he just save a little, tiny piece for me? If all is well, I'll be out of his area soon enough. Then I marvel at just one of his evolutionary wonders - how he can keep his eyes open and tears-free as he streaks across the cold sky at 50kts. I sure couldn't. I have to wrap myself in a little Perspex bubble, like almost all fellow glider pilots.

### BUOYED BY EMPTY AIR

On this day, like other days with an exploding, frothing, simmering sky, but always with enough difference to keep it exciting and unpredictable, I feel alive in ways that daily work never could make me feel. It's not just close encounters with wildlife, some 5,000ft above the earth, that take us far from our ordinary lives. When we poke our nose into a natural world where social media can't reach and inboxes don't ping, where we can bend and weave and porpoise at will, buoyed by empty air, feeling and reading the sky, there is but one word that captures it - awe.

Psychologists explain that such experiences of awe bring us into the present moment, with little or nothing else intruding. These experiences have the capacity to adjust our perception of time and our perspective of the world and of ourselves. They change our decisions, and offer us a life that

feels more satisfying than it would otherwise be. People who regularly feel awe are more likely to be generous, helpful, altruistic, ethical and relaxed. When we are dwarfed by an experience infinitely larger than ourselves, we are more likely to look like one another, look to one another, care for one another.

Of course, we hardly need research to tell us about the joy of soaring. Some glider pilots, previously on anti-depressants, have stopped taking them. Flying is their happy-pill. Others lean on the endless, timeless beauty of the sky to survive illness or breakups or family trauma. It isn't in the sky that we meditate, the sky meditates us. When we launch and venture out into a heating landscape where bubbles have been boiling for thousands of years before we showed up to come take a look, we know, or we hope, that we may stumble upon awe. And then we return to the community that makes it all possible, the motley crew of people dressed like disheveled gardeners with silly hats, bound by a common love.

### SURROUNDED BY THE MYSTERIOUS

We spend a lot of time in life trying to look or be or feel bigger, to project ourselves, capture more money, a position higher up the hierarchy, a newer car, more space, more attention, more 'likes'. We might have forgotten how it is to feel small. With the world at our fingertips wherever there is Wi-Fi or mobile phone coverage, we no longer have the privileged sense of being surrounded by the mysterious, the unseen. Mystery, reverence and humility before a natural order that preceded us and surrounds us and will survive us—it has basically been edited out of our experience of the world. We might have forgotten to feel the awe that comes

from being silenced by something that is infinitely greater than us, something that is unfathomable, unconquerable.

Of course, soaring is not always sheer delight. The long slog at 1,500ft over some pointless town, with an ugly grain silo in the middle as its only claim to relevance, would be one experience that is not delightful. The vexing, angry thermal that refuses to let you into its centre is another, always pushing, surging and tricking you down to an anemic climb rate. Or the cloud that looked boiling and promising, then turning into frayed shards of fizzle just by the time you get there, as if it is thumbing its nose at you, indifferently letting you sink to the bottom of a deep pool with no sides to cling to.

And outlanding, of course. Yet outlanding, once you're over the hump of accepting the inevitable, has its own strange rewards. To begin with, there is the immediate, sheer elation of not having busted or broken anything in a field you have never landed in and, in this country, most likely where nobody has ever landed. Then there is the profoundly unsettling, overwhelming experience of opening the canopy onto a world that is surprisingly, utterly unlike the one you were just soaring above. Suddenly the landscape has contours you couldn't see before - hillocks, tree lines. The rush of the wind over your glider has stopped, but the world around you now produces sounds you couldn't have heard earlier, the extended swish of a car chasing the clock in the distance, the burble of a truck using compression braking, but also birds and the soft hush of the wind as it folds and ducks around the outcroppings of the land. And there are people here too, not many perhaps, but people—who live, love, hurt and laugh. It is the overwhelming realization that the landscape that you've seen from overhead so many times, now seen from the inside, from the eyes of non-flying humans, looks like nothing you could have known or expected. The experience, the shift, is like going to the movies when it's still light, entering the cinema through its glittering front entrance, being swallowed up by the film's experience for an hour or two, and then being puked out through a small exit into a narrow dark side alley, the day having evaporated and been replaced by darkness, the film story a mere memory, all the sounds, sights, concerns and emotions just a distant echo. You're disembedded, thrust into a different world, and you weren't quite ready for it. That's what opening the canopy in a strange, unplanned field can feel like.

With it come some discomforts. The uncertain mobile phone coverage, the long wait (I mean, really, how long does it take to hook up the bloody trailer, really?!), the prospect of having to derig (and tomorrow rig) the glider, the indebtedness to mates who will have to be bought off with beer, having to wrap yourself in the canopy cover to protect your sorry bones against the cool of twilight, to name but a few. Of course there are countless exhilarating stories too. The American neighbour of a farmer, whose field I ended up in with a Libelle without any incident, calling 911 in hysteria, because Ohmygod there has been a PLANE CRASH! Or the Dutch farmer's wife waddling toward me, wiping her hands



on an apron stretched across her ample front - while I, then a teenager, sat stranded in a K-8 in front of her farmhouse - and asking me if I'd got tired of paddling.

### TIME SLOWS AND CEASES

But not on this day. On this day all I see is the straight, silver underbelly of endless cloud streets stretching toward the northwest. The sun, lighting up the cauliflower-shaped buds from above, makes the whole sky overhead look like a tin roof in desperate need of a series of repairs. But it is a roof that beckons, pulls, sucks and surges. When I look west, there is more of that gorgeous streeted cover than I can ever use: the day will run out before I run out of distance under the clouds. All I can do is turn back, the point being painful and a relief at the same time. Then the final glide, east towards the inevitable glaoming of the oncoming evening. I am enveloped in the steady, soft vacuum-cleaner white noise of the glider's speed, suspended in my little bubble as if I am stationary and the earth itself rotates backwards beneath my glider. Time slows and seems to cease altogether. Undemeath me, in the settling, yellowing, thickening air, the shadows of tree lines and farmhouses are bending ever further eastward. And behind me, I can now only imagine the immensity of the outback galloping westward, chasing a setting sun.

The computer is telling me that I'm OK, yet my own eyes are disbelieving it every second. Far ahead of me is the destination field at a disconcertingly shallow angle, almost as if it levitates out there, as if it will soon be soaring above my glide path. Yet it isn't. I finally cross the threshold and settle onto the cooling grass. I let the glider hobble out of energy, lay itself down onto one wing. I open the canopy. Then I sit there, unwilling, unable to get out just yet. I feel a deep gratification as if having eaten a really good meal, and not ready to push back from the table quite yet. Above me, the sky is whitening, as blue is trading places for the grey of twilight. Shivers of the most resilient cumulus clouds still hang there, flattened now, but unwilling to yield, as if they too don't want to let go of the awe of being in the sky. The wind has quit for the day, save for a gentle, occasional breath that ruffles my hair. All that is left is stillness and the occasional shriek of a cockatoo.

GA

*Sidney Dekker is professor, writer, owner of an SZD-59 Acro and CFI of Warwick Gliding Club. He has lived and flown gliders in seven countries across three continents.*





I outlanded in a very remote part of the WA North Eastern wheat belt late on Friday 10 December 2016. I was physically unscathed but the glider is somewhat the worse for wear having completed a ground loop. I had landed at 16:48.

I pressed the SPOT 'landed out' button almost immediately after I exited the glider and then took some time to take stock of my surroundings and compose myself. After ten minutes or so rest and reflection, I pulled out the map and tried to get a view on where I was. The GPS gave me an exact fix, South 30 05 25 and East 117 41 41. I was 204 km from Southern Cross, my take off point, on a bearing of 129° true.

#### NOT GOOD!

I stabilised the glider by ripping off my sheep skin backing on the parachute and folding it around the upwind wing and weighting it down with rocks. I then took inventory of water and food. I had plenty of water, half a sandwich, an apple and some muesli bars. I called "glider down" on the radio, gave a status report to anybody who was listening and then tried both my phones. There was no phone coverage and I got no reply from the radio. Stepping back 20 metres, the glider looked ready to go but up closer it looked like a wounded bird, though not fatally so. I said sorry to her. After another drink and some food I decided to have a look around. At a 50m radius I completed a circle, then increased the radius keeping the tail in sight at all times as the bush land was dense scrub. The further out I got the thicker and denser the scrub became and when I started to lose sight of the tail I stopped and retreated back to the glider.

#### 911

I waited at the glider for about an hour or so and then after a lot of thought, and with the sun setting over the trees to the West, I pushed the 911 button on the SPOT. In retrospect this was the right decision as the ground crew and ground based help were still hours away and the forest is almost impenetrable during the day, let alone at night. I had no way of knowing the status of the retrieve.

The effect of pushing the 911 button was almost instantaneous. Within ten minutes a commercial twin

turbo prop on route from a FIFO mine to Perth radioed me. It commenced a high orbit above me relaying information back and forth to Melbourne Central and the Southern Cross base.

When I had assured them I was unscathed and I had plenty of food and water they advised that the plane had reached its fuel limit and headed off telling me that a dedicated King Air would arrive in about 30 minutes.

On time, the King Air arrived and confirmed my exact location and health status. It was near dark by now and I had unpacked our out-landing survival kit, setting up some strobe lights on a portable aerial that we have made out of light carbon fibre tent poles. I tested the phone on the aerial, to no avail. The King Air stayed with me until a chopper arrived from Search and Rescue.

#### SNATCHED AWAY

At 21:05 the chopper saw my strobe light and told me to prepare for an in-and-out snatch, as they would be at the limit of their fuel reserves. When the chopper touched down, the copilot and paramedic ran to me and forced a pair of ear muffs on me, hustled me over to the helicopter and physically man-handled me into the chopper. They wanted me to lie in the cot, but after a second or two of gesticulation on my part, they reluctantly forced me into a seat.

The copilot forcefully held me down while the paramedic buckled me in. Thumbs up and we were gone. It was 2110 hrs. On the way they apologised to me for the rough handling but said the fuel reserves did not allow for any niceties. During the trip the paramedic gave me a full medical and apart from some minor dehydration and a bit of shock I was OK. They radioed ahead and my wife met me at the pickup point at Jandakot airfield.

I must have looked like I felt, with lower lip on the floor, having had several hours of quiet time at the glider plus the helicopter flight to fully realise what a hole I had got myself into and been extracted from. I gave my wife a hug and a grimy kiss as she met me at the touch down point. Like a trooper she did not say much but her look of concern said it all.

I said my thanks and goodbyes to the crew. Colin, the paramedic, led both my wife and me to the hangar exit door. As he opened it for me he gave me a big grin and said, "Just before you walk out this door you should know

that 50 percent of the people we pick up go direct to the morgue, the other half go to ICU and about two people a year walk out this hangar door. You are one of them, so enjoy the walk and have a nice evening."

I can't imagine how much my 'rescue' cost - most likely many 10s of thousands of dollars - and I really expected to receive a bill for this. Amazingly, I was told that, in my case, there would be no charge and thus I am in debt to the Australian tax payer. Thank you all!

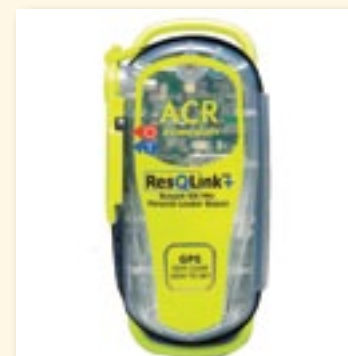
I am also forever in the debt of the ground crew, Owen Jones and Peter Howlett, who spent more than a full day in oppressive heat recovering our glider. This particular retrieve must go down in annals of our club as one of the hardest glider retrieves ever. Reliable and constant communication in a crisis is essential. I was unable to contact anyone directly and this inhibited the retrieval process and caused consternation for all concerned.

The 911 button when pushed works very well but all the fuss may have been avoided or lessened if I had been able to communicate in real time with the various parties concerned. I know that some glider pilots carry

### COME AND GET ME!

We are fortunate that, when flying cross country in Australia, we usually have a choice of large paddocks that we can land in. However, even if you outland without damaging yourself or the glider, you will still need a retrieve. No matter where you fly from, you could easily find yourself in a remote area in intense heat and fading light, out of radio and telephone contact with no inhabited farms within walking distance. If you add to that the possibility that you may be concussed or injured, then you maybe in a very critical situation.

For decades pilots have juggled these risks and fortunately very few critical situations have ended badly. But in any club you will hear stories from glider pilots of amazing good fortune resulting in lucky retrieves. Since the development of GPS and satellite telephony services, we need no longer take such risks.



#### 406 BEACON

Many pilots consider a 406 Beacon to be an essential safety item for cross country pilots, properly registered with [www.beacons.amsa.gov.au](http://www.beacons.amsa.gov.au). There is no charge for registration. This will ensure that the rescue authorities will not need any third party to inform them that you are in an emergency. You push the SOS button and they will

be on the way. There are many small Personal 406 beacons. Popular ones can be bought at boating supply stores.

#### SATELLITE TELEPHONE

A satellite phone using the Iridium satellite system enables you to voice call anyone including your club, crew

a satellite phone and I can see how this device would have certainly helped in this case. As these devices continue to get cheaper, we may all be carrying one in the not too distant future. In the meantime, a SPOT is highly recommended.

#### TOM HOLT ON ENGINES

WPTs bush landing was caused in part because the propeller pylon could not be fully raised. Most if not all SGLs with pylon mounted propellers have a maximum airspeed when raising or lowering the pylon, typically around 55kts. The starter is enabled when the pylon is fully extended. Also, on Schleicher gliders, the drive belt is only fully tensioned when the pylon is erect. It's very easy, in the stress of a low in-flight engine start, to forget some element in the process that results in an outlanding. Those of us who fly SGLs need to remind ourselves of the fact that we need to allow plenty of time for engine starts.

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or emergency services no matter where you are. This is the most expensive option, but some pilots say it is the best for retrieves as you have full voice and text communication. There are many units for sale or rent, and you can buy a connection package and only use it in the main gliding season.

#### SPOT

SPOT has been used for the last decade to send outlanding and emergency messages. Many pilots report that the system works well and I have used it successfully several times. Club members and family can keep track of your location on a web page. If the glider stops moving, they can see where you are, even if you are unable to press the button and send a message.

#### INREACH

InReach uses the Iridium satellite network and provides you with two way messaging communication as well as emergency, position and pre-set retrieve messages. The advantage over SPOT is that you can receive messages so that you will know that your retrieve message got through. It will also enable you to coordinate with your crew so you can remind them to stop at the servo on the way and bring you a cold drink.

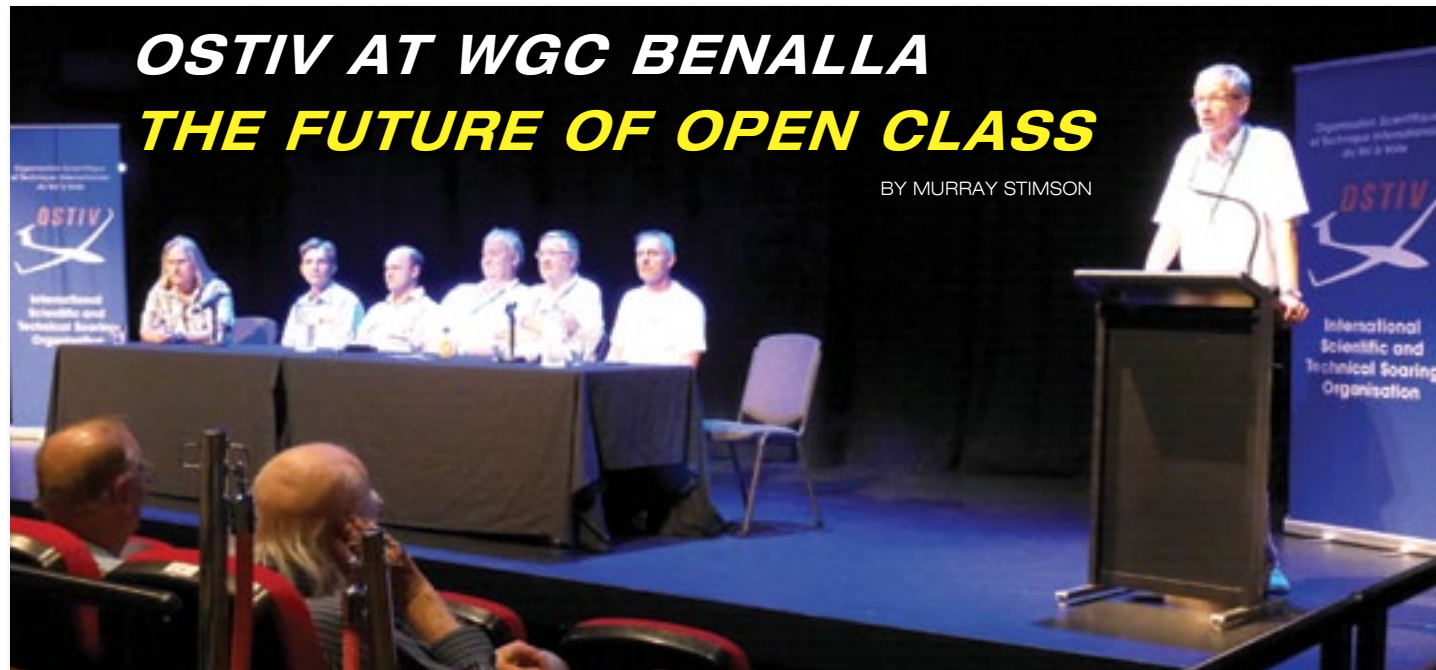
Evaluate the systems available, but be sure to select at least one. Not only will it make cross country soaring much safer for you, it will also make it more convenient and enjoyable as you will not be left wondering if anyone is coming to get you.





# OSTIV AT WGC BENALLA THE FUTURE OF OPEN CLASS

BY MURRAY STIMSON



ABOVE: The 'Future of the Open Class' panel. L to R, Mark Maughmer, Tilo Holighaus, Uys Jonker, Gerhard Waibel, Loek Boermans, Oliver Binder. Rolf Radespiel as moderator.

The exciting future of Open Class could see gliders achieving 100:1 glide angle at airspeeds near 150kn, according to some of the world's leading authorities on glider design. Gathered in Benalla, Australia for the 33rd OSTIV Congress and the World Gliding Championships 2017, these designers and manufacturers gave a sneak preview of some of their dreams and goals under active research and development.

OSTIV is the Scientific and Technical Organisation for Soaring, dedicated to advancing the art and science of the sport by sharing knowledge as freely as possible. Open Class, only restricted by a mass limit of 850kg, is the class where the most advanced concepts are first tested in the cauldron of competition. Balanced against these dreams is the practical reality that all manufacturers need to build, certify and sell enough aircraft to get a return on investment.

Five of the leading figures in sailplane design and manufacture participated in a panel Q&A session with the moderators and then the audience. Rolf Radespiel, President of OSTIV and Professor of Fluid Mechanics at Braunschweig, Germany, and Mark Maughmer, Professor of Aerospace Engineering at Penn State University,

moderated the session. The great tradition of Open Class at Alexander Schleicher company was represented by Gerhard Waibel, famous designer starting with the D-36 in 1962 continuing through to his recent collaboration with Dick Butler on the Concordia glider in 2014. Renowned CEOs, Tilo Holighaus from Schempp-Hirth company and Uys Jonkers from Jonkers Sailplanes, both gave their views quite freely. Oliver Binder represented Walter Binder Flugzeugbau having brought two examples of the new EB-29R Open Class gliders to the WGC 2017 for the German team. Not least, Loek Boermans, aerodynamics researcher at TU Delft, Netherlands, has had a major role in the aerodynamic design of many gliders across several different manufacturers (including Concordia) and won the prestigious FAI Lillienthal Medal in 2015 after 19 years as the president of OSTIV. There could hardly be a better qualified or more experienced panel on this topic.

## THE HOLY GRAIL

Limitations and technical compromises abound in Open Class even when there are few regulatory limits. Certification to the crashworthiness requirements of a 9g

impact is already a limiting factor and there were comments by a number of panelists that the mass of 850kg should not be raised further, as crashworthiness would otherwise be compromised. Aeroelastic tailoring has for many years held the promise of controlling the nose-down twist of the outer sections of a slender wing at high speed. That control may not be far in our future judging by research now underway, resulting in lower drag at high speed. Flutter margin is another limitation that practically limits the span and aspect ratio, particularly for Open Class gliders. But the strength of the carbon fibres themselves was described as a key design parameter that might soon be addressed by new fibres in development for the wider aerospace industry. The key benefits of new fibres would be to allow even thinner wing profiles and lighter wing panels for easier rigging!

## DRAG REDUCTION AND 100:1

But for the holy grail of drag reduction and the 100:1 glide angle, Loek Boermans and Gerhard Waibel are firmly convinced laminar flow control via suction is the key by reducing profile drag at higher speeds by as much as a third to a half. "With a drag polar so flat across the speed range, there would be no point flying between thermals slower than maximum permissible speed," concluded Gerhard Waibel. Wind-tunnel models are almost ready to study the effects of ingesting the near-wall boundary layer inside the wing through fine holes and then exhausting it rearward, providing a significant drag reduction. While net thrust by blowing is now technically outside the regulations, there's nothing to say such gliders could not form their own class in future, 'blowing away' the competition with astonishing performance.

Keeping the sport a pure expression of gliding pleasure could see some proposed developments not included on Open Class gliders. Some gliders in the class already sport self-launching piston engines in the fuselage behind the cockpit. But the current developments for Front-Electric Sustainer (FES) or even mid-fuselage electric motors is unlikely to reach Open Class anytime soon, according to some panelists. Current endurance for battery power is insufficient to compete with combustion engines, and the power insufficient to drag a heavy glider aloft. All of the motor options were seen to take away from the intent of Open Class - to maximize the gliding performance across the whole soaring day with the longest tasks possible. As Gerhard Waibel said, "We must remember that adding an engine amputates the lightweight end of the aircraft performance envelope and electric propulsion even more as the current batteries are the highest weight propulsion solution." The panelists agreed that future open-class competitions should exploit the unique features of these superb sailplanes by sending the competitors out early in the day for tasks as large as possible, thereby eliminating tactics games and gaggles before the start line.

Major advances and substantial investments will still continue to drive performance ever upwards. Loek Boermans was happy to share for the first time in public that he is collaborating on a new Open Class sailplane. The new design will be heavier, fly by wire, and have a spanwise scheduled flap system that will be continuously and automatically moving. Wing loading will go up and will use autoclave-cured structure. We can only dream of the soaring distances and speeds possible with one of these new Open Class super ships.

GA



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## HUNTER VALLEY VINTAGE RALLY EASTER 2017

BY DAVID GOLDSMITH



A large turn-up of vintage gliders and visitors, a forecast for warm weather, light winds and scattered cumulus and a very enthusiastic local team provided the ingredients for a memorable Easter Vintage Rally at Hunter Valley Gliding Club, Warkworth, this year. Some extra standouts included a number of firsts, including the first flight by prototype ES-56 Nymph VH-GHA in 30 years. The Nymph had long been roosting in the rafters of a furniture showroom, and was facing extinction as the demolition bulldozers were called in. Fortunately, some Nymphomaniacs from the

Central Coast Soaring Club were on hand, and the glider was saved, refurbished, and now, flown!

The K7s were much to the fore, with four in the line-up! Attending were K7 GQP with Ron Kingston, HNT with Dennis Meyer, GPG with Rob Moffat and John McCorquodale, and GCQ having its first flight in three years with Robert and Wayne Hare. Phillip Brown could not bring K7 GFR from RAAF Richmond, last flown in January 2015, but did get to fly it on the last day of April at Richmond. GTU, the Central Coast Club's K13, sported a nice new tinted blown enclosed canopy – or for wind in your hair, you could choose the cabriolet two-holer!

Peter and Helen Raphael with red Cherokee GPR and Dave and Jenne Goldsmith with Ka6E GEA came from Victoria. Local Warkworth SF-27M ZOT with Peter Rundle, was the only self-launcher present among the gliders. Mark III Kookaburra GLJ, with Len Diekman and Richard Pincus, had its evaluation flight as it approaches 60 and looks good. Boris Jovanovic also came from the Central Coast Club with Pilatus B4 GJV.

Many long flights were made during the rally, when two or three of the craft shared thermals on many occasions, sometimes with an eagle or two. A number of flights were made above cloudbase as convergence lift sometimes appeared a mile upwind from the cumulus. Generally heights were maxing out at up to 5,000ft, and a few flights exceeded 100km. The Nymph was in demand, proving to be a delight to fly with a rather novel take-off and a short landing on its skid. Performance is surprisingly good and identification not a problem once its unique spoilers – a short one above the wing and long one below, were deployed.



The local operation was well managed with over 30 flights on a number of days, using the club's Pawnee tow-plane. Evening meals were also delightful, a particular favourite being the Greek roast lamb with salad. Evening entertainment was much appreciated, including talks on getting the Nymph from the rafters through restoration to aviation by Peter Rundle, and on physics and space flight by Boris Jovanovic, plus a well-researched and rather rowdy aviation trivia night.

Thanks are due to the Hunter Valley Gliding Club members, instructors and tow-pilots for their hard work and support. Regular rally visitors Warren and Lynne Morrow from Grafton Club were kept busy helping and flying, but they couldn't bring the club's K7. The clubroom and airfield facilities, which now include new bunkrooms, were first class and much appreciated by all. Particular thanks go to the organisers, Peter Rundle, Arie Van Spronsen and Paul Dickson and their assistants for their efforts that resulted in a lot of people having a lot of fun. See you next year!

OPPOSITE TOP: Prototype ES-56 Nymph VH-GHA takes its first flight in 30 years.

OPPOSITE LOWER: Arie and Daniela share a flight.

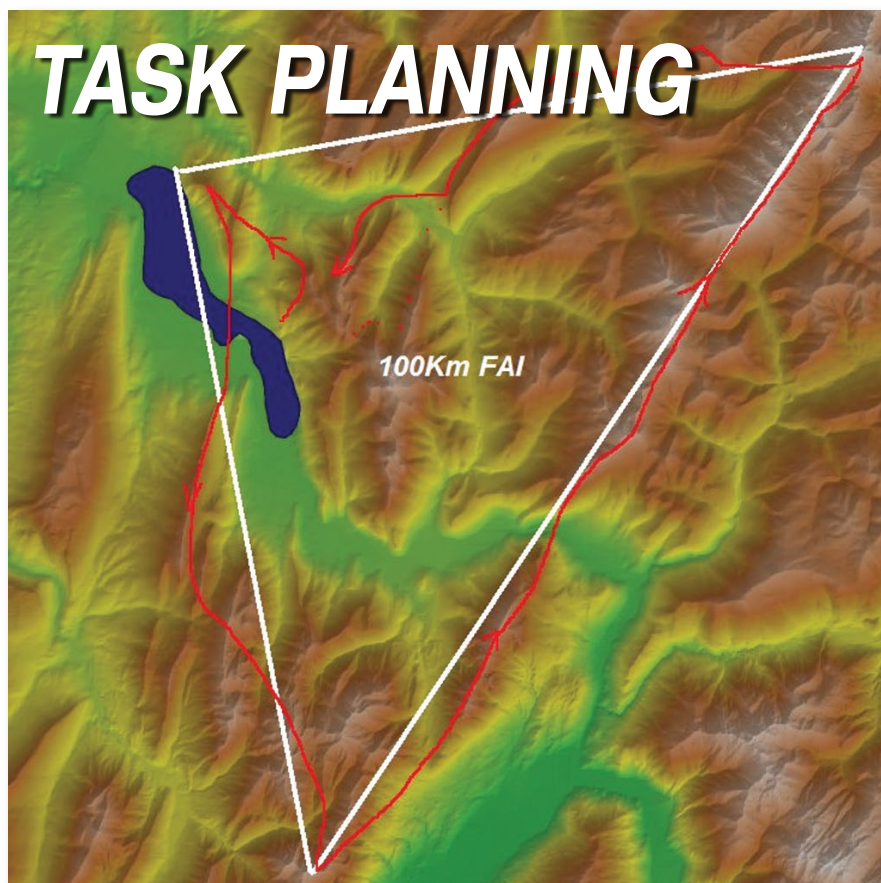
ABOVE: K7 GCQ admirers.

RIGHT CENTRE: Peter Rundle pauses after the evaluation flight in the Nymph.

RIGHT LOWER: Len Diekman and Richard Pincus.







Whether you're doing early badge flights, notching up a diamond award, racing or cross country touring, it's important to understand the requirements for your flight. The most important word is 'planning'. To have a successful flight the preparation and planning for that flight needs to be done well before you launch.

### TYPICAL TASKS

The main tasks you might set yourself fall into the following categories:

**1. Straight distance from a point.** This task is required for the 50km Silver C. It may also be set by those wishing to achieve record flights, but is not really relevant for most club flights where it's nice to get back home.

**2. Triangle flight** which can be either (i) the start/finish plus two turnpoints, or (ii) three turnpoints separate from the start/finish point (called deferred start triangle), in which case the distance will be the sum of the three legs defined by those three turnpoints. An advantage of this task is that the last leg from the third turnpoint home can be much shorter and gives you an opt-out option closer to home if you can't complete the task in time.

**1. 3 turnpoint distance flight** (four legs). This can be a quadrilateral or a cat's cradle shape. The advantage of the cat's cradle is that you can design the flight to make a couple of reasonably close passes to the club during the task, which is great as an opt-out if required.

**2. Out and Return - one turnpoint.** Takes you furthest away from the club, but may be appropriate to run along a line of convergence or a trough line. One of the earliest 1,000km speed records was established by a Mosquito flown by Bruce Tunks in SA running out and return along a trough - tailwind each way. There are quite a few other tasks defined in the FAI sporting code, including free distance tasks, many of these only relevant for record flight attempts. Read the sporting code if that's your plan.

The FAI Triangle Note on triangle geometry - for record flights of 750km or more there is a requirement that each leg be between 25 and 45% of the total, and for less than 750km the minimum leg size is 28 referred to as an 'FAI triangle'.

This is NOT a requirement for badge, diamond or diploma flights. However, the OLC (Online Contest) scores additional points for flights that use FAI triangle geometry, and there is a bit of extra prestige in doing the more difficult FAI triangle task.

### LOSS OF HEIGHT FOR BADGE

For diamond or diploma flights, the loss of height from start point to finish point should not exceed 1,000m (3280ft), or a severe distance penalty will apply. Start point may be the

release from tow or means of propulsion and finish point may be the landing, in which case the tow cannot go more than 1000m AGL (4440ft QNH over 1160 field elev). To be safe tow to a max 4000ft QNH at Keepit. You may declare start and finish lines 1km, long line centred on the start/finish point perpendicular to the course. Your start/finish times and heights will be the crossing of these lines in the direction of the course. In this case, loss of height between crossing the start line and crossing the finish line should not exceed 1,000m, to avoid a distance penalty. So, if you tow to 6000ft and cross the start line at 5600ft QNH then you must finish by crossing the finish line at a minimum height of 2320ft QNH (5600-3280) to avoid a distance penalty.

For Distance flights of less than 100km (Silver C flight), the loss of height cannot exceed 1% of the declared distance. So for a 60km flight to Mullaley the loss of height from start to finish cannot exceed 600m, or approximately 2000ft. Note - 1,000m loss of height refers to a barometric pressure reading. If your instrument is using GPS height recording, the Loss of Height allowance is 10% less.

### FAI BADGE, DIAMOND AND DIPLOMA FLIGHTS

So, what do we need to do to successfully complete

an FAI badge or diploma flight? The Federation Aeronautique Internationale (FAI) defines the rules governing our sport and defines a set of internationally recognized achievement awards. They range from the Silver to Gold Badges with Diamonds, and Diploma awards for longer distance flights (750, 1,000, 1,250km ...) The detail can be referenced from: [www.fai.org/fai-documents](http://www.fai.org/fai-documents) Download the pdf document 'Sporting Code Section 3, Gliding' - current version dated 1 October 2016. This document has been revised in recent years and is now quite readable. In summary the FAI badge requirements are:



### SILVER BADGE



a. Silver Distance - a straight distance flight of at least 50km from the release point. b. Silver Duration - a duration flight of at least 5 hours. c. Silver Height - a gain of height of at least 1,000m.

### GOLD BADGE

a. Gold Distance - a distance flight of at least 300km with up to three turnpoints. b. Gold Duration - same as Silver duration. c. Gold Height - a gain of height of at least 3,000m.

### DIAMONDS

There are three Diamonds. Each may be achieved separately by completing one of the following soaring performances and each may be mounted on the Silver or Gold badge. a. Diamond Goal - a distance flight of at least 300km over an out-and-return OR a triangle course. There is no restriction on the triangle geometry. The triangle can be (i) the start/finish plus two turnpoints, or (ii) three turnpoints separate from the start/finish point (called deferred start triangle), in which case the distance will be the sum of the three legs defined by those three turnpoints. b. Diamond Distance a distance flight of at least 500km using up to 3 turnpoints. c. Diamond Height a gain of height of at least 5,000m.

FAI Diploma flights - Diploma flights begin with a minimum distance of 750 km and increase in 250km increments. (GFA no longer issue 750km diploma badges.) They may use any course with up to three turnpoints.

### SO LET'S GET PLANNING.

**1. Weather** - the course you set will be influenced by the weather. We're very spoilt now with the accuracy of weather forecasting even a week away, due to RASP, XCskies and

SkySight all now providing good weather forecasts days ahead. I always like weather with cu's and naturally strong high convection. Plan your task to go where it's good.

**2. Timing.** When to start, and how long you can fly is important for going distance. If you think you can get going early, remember to speak with your tugger beforehand to organise an early tow and advise the duty instructor of your plans. Jacques' intraday summary on the club website gives a good idea of how early you can expect to be able to get away. It's nice to have convection to at least 3000ft AGL.

**3. Know your instruments.** If you're flying a club glider be sure to read the manuals, know how to program your task, and be sure to enter your name in the instrument's task declaration.

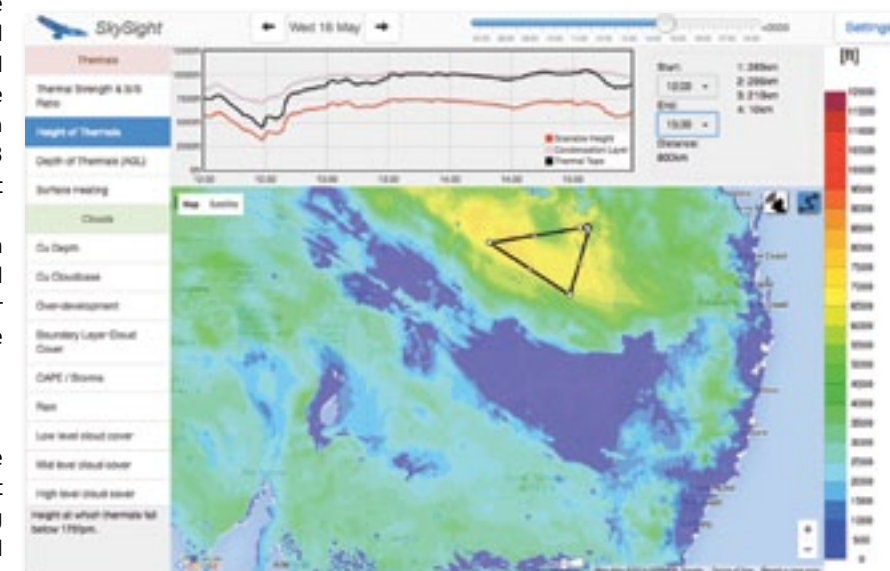
**4. Arrange for an OO (Official Observer) to witness your task.** The club has quite a few Observers. It makes it a lot easier for everyone if we have more. It's an easy qualification to get... If you get yourself and a few mates organised with OO qualification, finding someone for this job won't be an issue.

**5. Do have maps of the area.** Nav instruments do breakdown and if you outland it's nice to know where you are.

**6. Other essentials.** Water, pee provision, tiedown kit, money, torch, warm clothing, phone. It's also a very good idea to have an emergency beacon or Spot device.

**7. Have a number of alternative tasks** researched and ready to go. Get yourself a copy of Seeyou and do your task planning at home beforehand. Then go and have fun. There's nothing like the sense of elation and achievement from getting home after finishing a good planned flight.

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## RESPECT, RENEWAL AND REJUVENATION IN GFA VOLUNTEER RANKS

DREW MCKINNIE  
Chair of Operations  
cop@glidingaustralia.org

In Gliding Australia No28 February-March 2016, my article 'Difficult Conversations' tackled the contentious issue of how we might deal with ageing pilots, as well as our own inevitable transition into the ageing pilot cohort. I discussed responsibilities of individual pilots making decisions about themselves, mindful of obligations to family, friends and other pilots, as well as at club operations level, with collective obligations to all pilots, families and friends. I then discussed strategies for how these difficult conversations might be conducted, based on outcomes, focus, risk disclosure, use of common ground, re-framing objectives, collaborative language and style, confidentiality and trust, and maintaining respect and positive club culture.

Feedback from this article has been positive, with a number of pilots resonating on these issues in the context of their own clubs. That said, I have also been concerned about some negative commentary and over-generalisations that diminish the contributions of various groups of people in our volunteer movement. So this article picks up on the strategies in 'Difficult Conversations' and re-frames some points in the context of 'Respectful Conversations' in our dealings with current and future volunteers. This is not a new issue but clarification of our volunteer dependence, and an attempt to address faulty folklore.

The Primacy of Respect and Recognition in Volunteer Motivation. Hugh Mackay, Australian social researcher and author, in his book 'What Makes Us Tick – The Ten Desires That Drive Us', highlights the primacy of being respected, taken seriously and heard in Australian society.

"Although I have already said several desires will usually be interacting to produce a particular piece of behaviour, there is one desire that is almost always

present in the mix. In fact, offhand, I can't think of any behaviour where you would not find this particular desire struggling for expression. This is the desire to be taken seriously. That doesn't mean we desire to be regarded as serious people. It is all about the desire to be acknowledged as the unique individual each of us knows ourselves to be – the desire to be noticed, appreciated, valued, accepted ... perhaps even remembered."

"We all need to know that that someone is taking us seriously; that we aren't being ignored or forgotten."

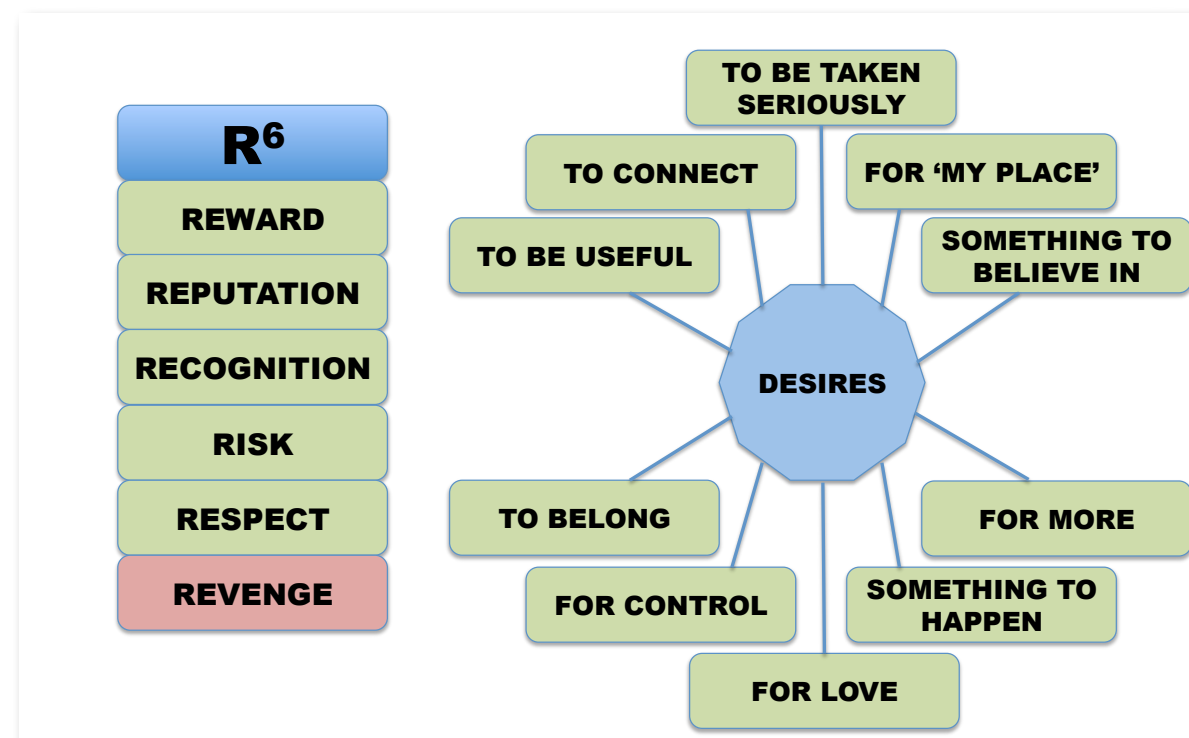
I absolutely agree with this view. It is particularly strong in Australian culture. In professional negotiation work, I often refer to a framework of motivations that underpin our needs for ourselves as individuals, and also those of other parties we are negotiating with. R to the power 6. R\*\*6. These motivations are Reward, Recognition, Reputation, Risk, Respect and Revenge. Mackay's work resonates strongly with this framework, particularly in the categories of Respect and Recognition.

### VOLUNTEER EFFORT

In Australia, gliding is much more strongly based on club-based participation and volunteer effort than other areas of aviation activity. That is both our strength and our constant frustration when friction occurs! We enjoy an amazing and exhilarating individual sport, made possible by teamwork and club-based collaboration. Rather than paid services, much of the effort that enables our soaring flying activity is provided by volunteers, mostly unpaid. The needs and motivations of our volunteers therefore require special consideration, respect and recognition being foremost.

**Generalisations and Grumpies.** Think about this generalisation - "the one thing that is true of all generalisations is that they are almost always wrong". Now think about one we hear too often - "all of our instructors are a bunch of old grumpies". My problem with this view is that it is a negative generalisation that demeans the contribution of many for whom this isn't true.

Now consider any group of people in an organisation. You will see a spectrum of human behaviours, some strong in and others lacking emotional intelligence, some showing directive versus inspirational leadership styles, abrupt versus patient behaviour, brusque versus convivial communication styles. People are different.



### Behaviours and moods change.

Some people are pre-disposed to see the worst in other people, and carry grudges or perpetuate negative folklore. A key question is why? Some people are more optimistic and opportunistic. Now think about instructors and those filling other roles in the club. I can name a few non-instructors who have the emotional intelligence and interpersonal skills of an armadillo or cranky cat. I can also name people who are exemplars of the best skill, talent and constructive behaviour and volunteer service. These people deserve respect and recognition.

### INTERPERSONAL SKILLS

Where there is negative behaviour or poor interpersonal skills, the next key question is what does the individual and club do about it? Sometimes there is reluctance within a club to deal directly with people whose behaviour irks others or does not meet minimum standards, a lack of resolve in addressing poor behaviour. I recommend that these concerns be raised directly, yet respectfully, with the individuals concerned. These people require respectful conversations, constructive discussion on how their roles and interactions might be modified, how they might develop improved questioning skills and communication styles. We need to respect their intent versus execution in interpersonal dealings with others as well as honestly and respectfully discussing the impacts of their behaviour on other members. This should be a strong motivator for positive change.

In the worst case, they may be a need to resort to disciplinary measures, preferably at club level but perhaps invoking GFA member protection policy or complaints procedures. If they are irrational and unreasonable, even worse unresponsive to evidence of problems and opportunities to change, then their suitability to continue in the club in given roles may be questioned.

Another point worth remembering is that sometimes a negative mood in a leadership group is generated by living with constant frustration with the misdeeds and misbehaviours of an individual in that group. Sometimes a good strategy is to change the leadership group, renew and rejuvenate with people who embody the proper behaviours and expertise, and crop off the bad apples. Again, respectful conversations are needed, with due recognition of positive contributions made as well as problematic interactions.

### RESPECT AND RECOGNITION

**Cultivate the Good Apples.** Good volunteers need to be respected and recognised, to be taken seriously, noticed, appreciated and valued. One of the greatest contributions that our very best people in volunteer positions can do is to cultivate successors, cultivate and encourage the talent pool from which the next cohort of volunteers are drawn. Skills audits and questionnaires may assist in identifying candidates.

My club has adopted a 'mentor your wingman' strategy, which is in its early days but is changing club culture and mood. There is a positive motivational effect when individuals are recognised as future talents and brought in to understudy or assist key people. Yes, some people are welded into particular roles, yet there is recognition of the need for successors to be developed and better opportunities to develop skills and knowledge to be provided. Sometimes these opportunities come from absences. Remember that as we get older, we may want to take more time off, to travel and undertake other adventures, so these are ideal times for new talent to have a go.

Another approach requires individual volunteers to accept that they do not have roles for life and recognise that their volunteer roles are chapters, parts of a bigger story. Volunteers may move through club, regional and national positions and roles, then deliberately re-tune

continued over page





their effort in a new context, step back for others. Part of this strategy lies in recognising when status, control, power and conflict are starting to become ends in themselves, in which case it may be time to change! Some organisations have deliberate limits on tenure in particular positions. This can work well, but some flexibility is needed to allow for retention of skills and knowledge and to manage transitional risks.

Managing the expectations of the next generation of volunteers requires much care and, again, respectful conversations. Unrealistic expectations must be

tempered, and also promises and undertakings delivered upon. Disappointment and being held back is a powerful de-motivator, and volunteers may vote with their feet. Conversations with prospective volunteers must therefore explore their desires and needs, with a practicable perspective on outcomes and development paths.

In my negotiation work, much attention is placed on utilising the power of common ground between parties, the power of positive language - saying yes, yes, yes! - and avoiding wallowing in negativity - avoiding the no, no, no. In a volunteer organisational context, we have to recognise the extraordinary benefits we derive from our volunteers, their knowledge and talent, our dependence upon willing contributions to avert costs and other burdens. Volunteers also provide much of the social glue and camaraderie we enjoy in our clubs. By cultivating positive and respectful conversations about our volunteers and successors, we stand to benefit. We also risk disenchantment and difficulty if successors are not developed, or if bad apples whose behaviour is not authentic to our desired club culture are not countered. Saying "no" to poor behaviour is tough but necessary, while saying "yes" to positive behaviour and building the new talent pool is equally important.

I close by asking you to reflect individually on what motivates you as a volunteer, and then what needs to happen in your club to motivate and cultivate future volunteer talent.

GA

## SAILPLANE SYSTEMS OF MAINTENANCE AND LOGBOOK STATEMENTS

The Certificate of Airworthiness (CofA) issued for each sailplane states that the aircraft is "considered to be airworthy when maintained in accordance with the Civil Aviation Regulations and the limitations specified in this certificate", or similar wording.

GFA has been authorised by CASA to administer sailplane maintenance to satisfy the Civil Aviation Regulations. This is carried out through the GFA Operational Regulations and MOSP 3.

As there are many and varied types of sailplane and different types of CofA, there are a range of choices when deciding what regular maintenance is necessary. GFA requires each sailplane owner, as specified on the Certificate of Registration - ie the Registration Holder or RH, who elects to use a System of Maintenance (SoM) other than the GFA, to specify and document this system in the form of a Logbook Statement. The Statement is to be submitted to GFA for approval, and then affixed in the front of the logbook.

### SYSTEMS OF MAINTENANCE (SOM)

The selected SoM must specify the mandatory maintenance activities and scheduling to maintain the sailplane in an airworthy condition. Historically, the GFA standard system of maintenance was the baseline system. However, many manufacturers have included a maintenance schedule in their Maintenance Manuals. To apply both the GFA SoM and the Manufacturer's SoM

DENNIS STACEY  
Chief Technical Officer  
cto@glidingaustralia.org

would result in over-servicing with the attendant increased risk of maintenance induced errors. More recently the advent of LSA aircraft and the addition of more complex engine types and designs has added another layer of complexity.

### GFA SYSTEM OF MAINTENANCE

The GFA SoM requires the following actions to be completed:

- An Annual Inspection that covers all of the items listed in the GFA Form 2, including the Annex A or Annex B schedule to the Form 2 when a piston engine is fitted.
- Compliance with any ADs issued by the National Airworthiness Authority (NAA) in the State of Design. This includes ADs for fitted equipment approved by other NAAs.
- Compliance with any ADs issued by CASA or GFA that apply to either the sailplane or fitted equipment.
- Either the Manufacturer's Life Extension programme or, where this does not exist, the GFA 20 year +10 year Survey process.

Note that the Manufacturer's SoM and Service Bulletins are advisory only if the GFA SoM is being used.

### MANUFACTURER'S SOM

If the Manufacturer's SoM is selected by the RH, the maintenance actions and schedules included in the Manufacturer's Maintenance Manual become the mandatory requirement. The Manufacturer's Mandatory Service Bulletins are also compulsory. In common with the GFA SoM, all applicable ADs are mandatory.

### LIGHT SPORT AIRCRAFT (LSA)

LSA aircraft must be maintained strictly in accordance with the Manufacturer's SoM including Safety Directions and ADs. There is no alternative for these aircraft. In the event the manufacturer ceases to exist, the Special CofA will become void. The LSA aircraft will then only be eligible for an Experimental Certificate.

### EXPERIMENTAL CERTIFICATES (EC)

Gliders operating on an Experimental Certificate must use the GFA SoM. A powered sailplane may require a logbook statement as discussed below.

Where a glider is fitted with an engine other than a piston type, the Manufacturer's SoM must be selected for the engine. Therefore a combination of GFA SoM for the airframe and Manufacturers' SoMs for the engine and propeller may be required. This must be specified in a logbook statement. The requirements of each of these systems as described above will then apply separately to the components involved. This situation arises because the Form 2 Annex A and Annex B do not provide a sufficient basis for maintenance of these engine types.

### ADDITIONAL ISSUES

There are a number of other sources of information that impact upon mandatory maintenance requirements:

- Certification Maintenance Requirements (CMR). The sailplane's Type Certificate Data Sheet may list specific maintenance requirements that form an inherent component of the conditions of certification. Any CMR so listed is mandatory.
- The Manufacturer's Maintenance Manual may include an Airworthiness Limitations Section (ALS). Compliance with any NAA approved ALS is mandatory regardless of the SoM selected.
- AD exclusions. Specific authority to exclude certain ADs may be authorised by the NAA or GFA. Where such authorised exclusions exist, they should be detailed in the Logbook Statement.
- Alternative Means of Compliance (AMOC). The NAA issuing the Type Certificate, CASA or GFA may approve an Alternative Means of Compliance with any mandatory maintenance requirement. Any such approval should be detailed in the Logbook Statement.

GFA is implementing the Logbook Statement process this year and requires RHs to ensure that their Logbook Statements are in place by 31/12/2017 unless they are electing to apply the GFA SoM, in which case logbook statements are not required at present. Your RTOA is your first point of contact if you require assistance with compilation and authorisation of your logbook statement.

Reference: GFA MOSP 3



### GLIDING FEDERATION OF AUSTRALIA AIRCRAFT LOGBOOK STATEMENT AIRCRAFT IDENTIFICATION

TYPE	REGISTRATION	SERIAL NO
ARCUS M	VH-ABC	123

REGISTERED OPERATOR:

COA TYPE: STD COA

TCDS: EASA A.532 ISSUE 2 DATED 20JUN2013-NO CMR LISTED

AD EXCLUSIONS: NONE

MAINTENANCE SYSTEM:

AIRFRAME: GFA FORM 2 AND SURVEY INSPECTION SYSTEM AS EXPANDED BY THE MOSP AND BSE

ENGINE: MANUFACTURERS SOM INSPECTION AND MAINTENANCE SYSTEM INCORPORATING SOLO ANNUAL MAINTENANCE INSPECTION SCHEDULE AND COMPONENT LIFE LIMITATIONS. ALL MANUFACTURERS' CONTINUING AIRWORTHINESS INSTRUCTIONS AND MANDATORY SERVICE BULLETINS/TECHNICAL NOTES TO BE CARRIED OUT

PROPELLER: MANUFACTURERS SOM AND ANNUAL INSPECTION SCHEDULE TO BE CARRIED OUT. ALL MANUFACTURERS' MANDATORY CONTINUING AIRWORTHINESS INSTRUCTIONS INCLUDING MANDATORY SERVICE BULLETINS/TECHNICAL NOTES TO BE CARRIED OUT.

REFERENCE MATERIAL: SAILPLANE TYPE MANUALS AS FOLLOWS:

- MAINTENANCE MANUAL: OCTOBER 2012- NO ALS LISTED
- FLIGHT MANUAL: OCTOBER 2012
- REPAIR MANUAL: OCTOBER 2012
- ENGINE MANUAL: MANUAL FOR THE ENGINE SOLO TYPE 2625 021 01- SEP2010
- PROPELLER MANUAL: OPERATION AND INSTALLATION MANUAL P3 FOR THE TWO BLADE COMPOSITE PROPELLER WITH FIXED PITCH KS1

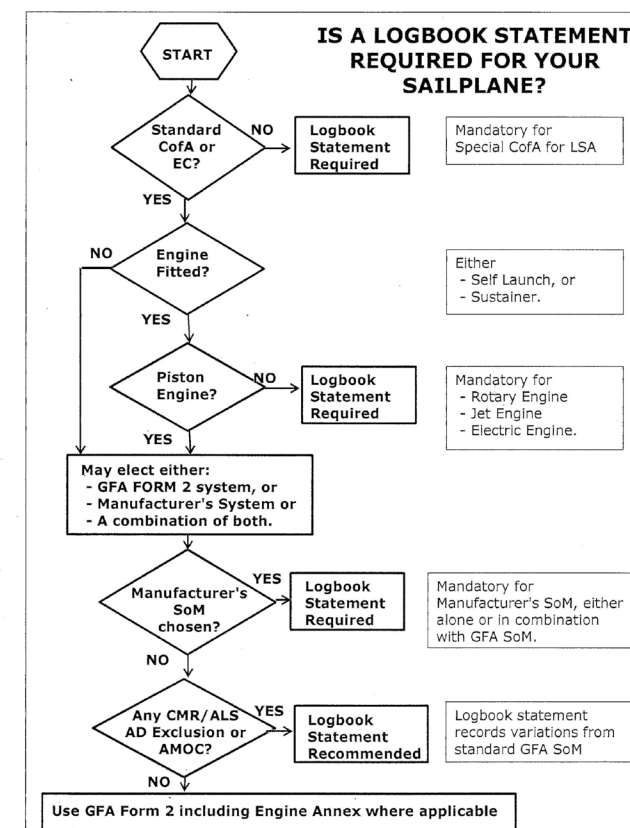
MANDATORY MANUAL SECTIONS: NIL

MINIMUM EQUIPMENT LIST: 2X ASI; 1X MAGNETIC COMPASS; 1X OAT; 1X ENGINE CONTROL UNIT MCU II; 1X REAR VIEW MIRROR; 2X 4POINT HARNESS; 2X PARACHUTE/ CUSHIONS.

SOURCE OF AIRWORTHINESS DIRECTIVES:

<https://www.casa.gov.au/>; <http://doc.glidingaustralia.org/>; <http://ad.easa.europa.eu/>;

OTHER INFORMATION AND REQUIREMENTS: Nil





# INTERNATIONAL TEAM COMMITTEE

The 2016/17 ITC selection ended with the completion of the 20m Class Nationals at Narromine, and as usual Narromine turned on the full range of weather reaching over 15,000ft one day and scratchy south westerly conditions the next. As in this competition, all the other competitions throughout the past season have had several pilots vying for World Competition Team selection. As a result, the Pre-World, Juniors and Women's World Gliding Championships selection is now complete.

Prior to this past season, the ITC has been extremely busy with updates to the selection criteria, much needed reviewing of the ITC fund, and revising ITC supporting documents such as Codes of Conduct etc.

The updated selection criteria documents have been uploaded to the GFA website, and for all pilots vying for World Gliding Championship (WGC) selection, I strongly recommend that you review the selection criteria document applicable to the class of interest.

The ITC representatives have essentially remained the same over the past 12 months with Jim Crowhurst representing Multi Class, Eric Stauss representing Juniors and newly appointed Jayrek Mosiejewski representing Club Class. I would like to express a word of thanks for the efforts of Chris Kauffman, who has played a pivotal role in ITC over the past few years.

If you have questions and/or recommendations for ITC, I recommend that that you refer them to your allocated representative.

ITC Selection Criteria and Funding:

ITC have been working over this past year on revisions to the selection criteria and the ITC funding. The main revisions are summarised below:

- Master Ranking lists the results of the two selection years. The list is used in descending order to select each pilot. The list is not class specific - the pilot in order of ranking has class choice.
- Pre-World selection is allocated to pilots who are ranked in the top two positions of the class to be flown in the WGC. The World Championship class secured in the Pre-World selection is the class that must be flown in the WGC.
- Open Class will have one ITC funded pilot.
- 20m Class is not ITC funded.
- Women's ITC funding cuts off at 90%, formerly at 75%, of the score of the highest placed women pilot on the Master ranking list. One woman pilot is ITC funded, although the team captain is not ITC funded.
- Juniors will have two ITC funded pilots and one funded team captain.

2017 World Gliding Championship Selection:

ITC has completed the selection of the pilots to fly in the Women's World Gliding Championships (WWGC) in Czech Republic and Junior World Gliding Championships (JWGC) in Lithuania. These championships will be held in the

MILES GORE-BROWN  
Chair ITC



second half of this year. Full details of these competitions can be found on the FAI website. The selection scores are among the selection documents on the GFA web.

## WOMEN'S WORLDS SELECTION

Ailsa Mc Millan has been selected to represent Australia at the WWGC.

Further GFA funding has been made available to fund two extra women pilots as part of the initiative to support the further development of women pilots in preparation for the Lake Keepit WWGC in 2019. The two women pilots selected to take advantage of this GFA funding are Jenny Ganderton and Claire Scutter.

## JUNIOR WORLDS SELECTION

Ailsa Mc Millan and Rueben Lane have been selected to represent Australia at the JWGC. Unfortunately, James Nugent who was originally selected ahead of Rueben has recently withdrawn from the team.

In addition to the prescriptive selection of the two ITC funded pilots, there is also a subjective selection of two Junior pilots. John Buchanan and Bryan Hayhow are central to that selection process, which is detailed in the Selection Criteria documentation.

This time, it has been decided to subjectively select additional Junior pilots this year. Dylan Lampard has been selected and will be funded from the Simon Hackett fund.

Allan Barnes was selected by the Sports Committee out of a strong field to be Team Captain for the Juniors.

2017 Pre-World Gliding Championship Selection:

ITC have completed selection of the pilots to fly the Pre-World Gliding Championships (WWGC) in 18m, 15m, Club and 20m Classes. The 35th FAI World Gliding Championships for 18m, 20m and Open Classes will be held in Czech Republic, and the Club and 15m Classes will be held in Poland in the second half of 2018. Full details of these competitions can be found on the FAI website. The Pre-World selection scores are detailed in Table 1.

Pilots who are selected and fly in the Pre-Worlds Championships secure their positions in that specific class for the 2018 World Championships. John Buchanan (18m), Adam Woolley (15m), Allan Barnes (Club) and David Jansen (20m) have been selected, and have committed to fly in the 2017 Pre-Worlds, securing their positions in the 2018 WGC.

Pilots vying for team selection for the 2018 WGC need to take into account that, because these four pilots have secured their positions in the respective WGC classes, in the 2017/2018 Australian competition season, only one further pilot will be selected for each of the 18m, 15m and Club team positions. No further pilots will be selected for the 20m Class 2018 WGC.

Team Captain Positions:

Team Captains are selected and funded for all ITC-funded WGC events except the Women's WGC. The reason for this decision is that ITC funds only one woman pilot, and funding a Team Captain for a single pilot is not considered an effective use of ITC funds. It is anticipated that as the ITC fund starts to show signs of growth, which is expected towards 2020, it is highly likely that ITC fund allocation will be revised. Depending on the number of available women pilots, future funding will depend on whether more women pilots and a Team Captain is viable.

Team Captain positions are usually advertised either in Gliding Australia magazine or as short notice situations via the GFA mail out list. Applications are processed by the Sports Committee and ITC.

It will be necessary to select Team Captains for the next round of FAI WGC competitions in 2018, including the Women's WGC at Lake Keepit in 2019. These positions will be advertised next season, however, expressions of interest will be gladly received by either Chairman of the Sports Committee or ITC.

## OVERSEAS FLYING - LICENSING

In order to fly either for leisure or to compete in a WGC, it will be necessary to obtain the appropriate authorisation to fly. If you intend to fly solo then in most cases you will need to obtain a licence from the local National Aviation Authority (NAA).

In the past, a letter from GFA showing your GFA log book or, in some cases, the GPC was sufficient. However, in the current world, post September 2001, licensing issues are becoming very complex. In order to avoid surprises it is recommended that, well in advance of your travel, you contact the NAA of the country of registry of the glider regarding licensing requirements. For example, if you are flying a German registered glider in Poland, then in the first instance you will need a German licence validation in order to fly the German registered glider anywhere in Europe – or anywhere else for that matter. If you then fly that glider anywhere else in Europe, you may be OK without any further authorisations but you cannot be 100% certain – check with the competition organisers.

It is safest to plan that the NAA will require the pilot to have as a minimum a valid ICAO Glider Pilot Licence (GPL), Class 2 medical and English Language Proficiency (ELP) – at least 4. The best way to reduce the likelihood of problems is to obtain a CASA Part 61 Glider Pilot licence. You will need to get a Class 2 Medical. If a pilot has a condition that restricts the issue of a CASA medical, then that will potentially be a problem in being issued an overseas validation, ELP and security clearance. To be issued with a CASA GPL licence you will need a GPC that meets the current GFA syllabus.

Pilots selected to fly in WGC events are recommended to start the licencing process well in advance. Previous teams have had considerable problems, especially in Europe where, for example, one country will only give a

28-day validation which, for most pilots attending a WGC, is not enough time to cover the practice and the competition period.

The CASA GPL is usually only issued to Australian glider pilots flying overseas. It is not required for an Australian GFA member to hold a CASA GPL to fly in Australia.

Future World Gliding Championships:

The International Gliding Commission (IGC) has just recently advised certain changes to the WGC for safety reasons, in order to reduce the number of gliders. This will have an effect on Team selection in the future as the number of pilots in some classes is going to be reduced. At the recent IGC Plenary meeting in March the IGC approved the following changes to the WGC from 2022:

- 18m and Open - two entries per class, 1 entry for 20m from 2022
- Juniors and Women's - two entries per class, from 2022
- Juniors and Women's competitions combined from 2021
- Club, Std and 15m - one pilot per class.

As a result of the changes to the size of the WGC teams, especially in Club, Standard and 15m, ITC will be reassessing the ITC fund allocation to decide where that funding can be re-directed when the IGC changes become effective.

The IGC advised the following websites for the next round of WGC:

- 11th FAI Juniors WGC 2019, Szeged, Hungary
- 10th FAI Women's WGC 2019, Lake Keepit Australia
- 36th FAI 18m, 20m, Open 2020 Stendal-Borstel, Germany
- 36th FAI Club, 15m, Standard, 2020 Chalons-en-Champagne France.

If you have any questions in relation to ITC matters, please contact your representative or direct your questions to the Chairman.

The ITC would like to wish all those pilots participating in International competitions this year safe and successful flying.

GA

## 2017 PRE-WORLD SELECTION SCORES

OPEN	SCORE
BRUCE TAYLOR	98.4
JOHN BUCHANAN	98.3
<b>18M</b>	
TOM CLAFFEY	98.37
JOHN BUCHANAN	98.3
<b>15M</b>	
STEVE O DONNELL	96.44
ADAM WOOLLEY	94.88
<b>STANDARD</b>	
PETER TROTTER	98.62
ALLAN BARNES	97.13
<b>CLUB</b>	
ALLAN BARNES	95.2
TERRY CUBLEY	93.61



## THE RELATIONSHIP BETWEEN THE CLUB COMMITTEE AND THE INSTRUCTORS' PANEL

Club committee members have ultimate responsibility for viability of their club, ensuring appropriate resources are applied, and meeting members' needs. Every management committee provides leadership to the Club by:

- Setting the strategic direction to guide and direct the activities of the Club;
- Ensuring the effective governance and management of the Club and its activities; and
- Monitoring the activities of the Club to ensure they are in keeping with the founding principles, objectives and values.

The Committee also has responsibility for ensuring compliance with all relevant legal and regulatory requirements, and everything the Committee and the Club does must also be in line with its constitution or other governing document.

However, the Committee's role is not necessarily about doing - it is about ensuring things are done. Usually the day-to-day management of the organisation will be delegated to other volunteers, such as instructors and airworthiness inspectors, although the Committees of smaller Clubs are often much more actively involved.

Due to the specialist nature of flying operations management, the Committee will delegate responsibility for operational standards, safety and training to its subject matter experts - the Club's Operations and Training Panels acting under the leadership of the Chief Flying Instructor, or the Operations Manager of a non-training club.

Although the Club Operations and Training Panels have overall authority, the Committee still remains responsible for the activities of the Panels, and so must be kept appraised of important matters. The Panels should also refer to the Committee for ratification of those matters where it is obliged to make operational decisions, but which border on the rights and responsibilities of the

Committee. This is detailed more fully in the GFA Manual of Standard Procedures, Part 2 (Operations) at section 9.1.

For further reading on Governance and legal duties of office holders, go to this link: <https://www.nfplaw.org.au/governance>

### TERMS OF OFFICE FOR CFIs

I have had a number of members ask about whether it should be mandatory to include term limits for the position of CFI. Those who argue for term limits typically cite the need to bring new blood to the role. A new CFI will bring freshness of insight and changes in the operating

climate may require new skill sets. Systematic rotation within the Panel lessens the likelihood that the role of CFI becomes tired and loses vitality.

Those who argue against term limits cite the need for institutional memory and worry about the loss of dedicated volunteers who have a proven track record of participation.

Regardless of where you sit on the issue, experience suggests that Clubs should adopt specific terms in office for all key personnel — of two, three or five years, for example. The fact that there are specified terms allows a Committee to cull out those who have proven to fall short of expectations on leadership, productivity, cooperation, competence, or time and energy. Removal can be accomplished by simply not re-electing the person to another term. The volunteer can be thanked for their service and sent on. Competent and committed key personnel can be re-elected indefinitely, through deliberate decisions. Best practice also allows for development of successors in support roles prior to election into key positions. Excessive churn is not good for a club, nor is stagnation. A healthy position is to strive for regular renewal of office holders and development of new talent.

### CHECK FLIGHTS

The amount of flying required in any period of time in order for a pilot to retain a safe level of handling skill and perception, commonly called pilot proficiency, will vary according to many factors such as total gliding time, total flying time in other forms of aviation, the type of gliding being done and of course the pilot himself. A pilot may be current at flying locally but may easily not be current on winching, stalling, spinning, launch failures or outlanding – all the things that hurt people in gliding. For this reason, when on currency requirements for pilots, not only should total hours and launches be considered but also recency in respect of launch failure. Instructors should also consider stall reinforcement and spin recognition/recovery recency.

It is important to remember that pilots learn and subsequently forget at different rates. Therefore, the length of time a pilot can go without flying a glider or launch type will vary enormously. To fly safely will, to a large degree, depend on the total hours and launches of that pilot, the prevailing conditions in which they operated, and whether the pilot was even current prior to their break from flying. Some of the key factors that may influence the pilot's continuing ability to fly are:

- Pilot experience:
- Hours, launches, number of types flown, number of sites, etc.
- Experience on launch type
- Site factors
- Weather and turbulence
- Purpose of flight
- The individual pilot's well-being, both physical and mental

It is also appreciated that many glider pilots engage in other types of flying. However great care should be taken when allowing 'credit' for other types of flying. Some of the skills do carry over, but it is currency in flying gliders that needs to be specifically addressed.

### CARRIAGE OF PASSENGERS

There has been some recent discussion on the GFA forum in respect to passenger flying where certain individuals have implied that they, or their club, have been flying passengers in contravention of the Regulations. Clearly many members, including some CFIs and Club Committees, do not fully understand the consequences of conducting passenger flights outside the Regulations. The following points should be noted:

- The carriage of passengers for Hire & Reward is a prescribed commercial operation under Civil Aviation Regulation (CAR) 206(1)(b). Commercial operations in gliders can only be conducted with CASA approval via the issue of an Air Operator Certificate (CAO 95.4, paragraph 4.1). A breach of the Civil Aviation Regulations under CAR 207(1) 'Using an Australian Aircraft in a class of operation not approved by CASA', is 50 Penalty units.
- For private passenger carrying and Charter flying, a breach of CAR 228 'Unauthorised persons not to manipulate controls' is 50 Penalty units.

- A Commonwealth penalty unit is currently \$180.

Flying passengers for 'Hire and Reward' without complying with the Civil Aviation (Carriers' Liability) Act is much more serious. This Act states at paragraph 41E(1) that a person "must not engage in, or propose to engage in, a passenger-carrying operation, unless an acceptable contract of insurance in relation to the operation is in force." A person who intentionally contravenes paragraph 41E(1) commits an offence punishable on conviction by imprisonment for a period of not more than 2 years.

To avoid falling foul of the law, Clubs, CFIs and individual members must ensure their operations are conducted strictly in accordance with the Rules and Regulations.

A simple document to explain the correct procedures can be downloaded from the GFA Documents Library at this link: <http://tinyurl.com/mxtbrzk>. The document is A3 size and suitable for printing as a poster. An Operations Advice Notice is also available from the GFA Documents Library at this link: <http://tinyurl.com/n3jkygd>

### CHARITY FUNDRAISING FLYING

Under certain circumstances, CASA allows private pilots to carry paying passengers during charity fundraising events. This is a departure from the normal rules. In most situations where passengers are paying for a flight, Civil Aviation Legislation requires the pilot to hold an Air Operator's Certificate. In the case of charity fundraising flights, however, CASA feels that the public benefits justify extending the privilege to private pilots subject to certain rules. The circumstances and rules relating to the conduct of charity passenger flights are explained in Operations Advice Notice (OAN) 01/17 that can be downloaded from the GFA Documents Library at this link: <http://tinyurl.com/kle94rx>

CHRISTOPHER THORPE  
**Executive Manager,  
Operations**  
[emo@glidingaustralia.org](mailto:emo@glidingaustralia.org)



### AIRPROX EVENTS IN CLASS E & G AIRSPACE

We continue to get reports of air proximity events (sometimes described as near collisions) between gliders and the Regional Airlines, and these predominantly involve operations where the glider is not flying in the company of another glider. The following is a reminder to pilots.

The Airservices Australia Aeronautical Information Publication (AIP) notes that glider pilots are encouraged, but not required, to monitor the area VHF when operating above 5,000ft in Class G airspace. The AIP further states: "Except for operations in controlled airspace, gliding operations may be conducted no-radio, or may be on frequencies 122.5MHZ, 122.7MHZ or 122.9MHZ, which have been allocated for use by gliders. ... Except when operationally required to maintain communications on a discrete frequency listed above, glider pilots are expected to listen out on the area VHF and announce if in potential conflict." The GFA Airways and Radio Procedures manual states: "Glider pilots are encouraged, but not required, to monitor the area frequency when operating in Class E Airspace."

This exemption from the Rule exists to allow glider pilots to communicate on one of the discreet safety frequencies when flying in the company of other gliders to enhance situational awareness. However, where a pilot is flying alone, they should monitor the Area Frequency as an aid to collision avoidance. Pilots must also be fully competent in utilising and dual channel monitoring and scanning capabilities of their radios, and use placards or checklists of appropriate frequencies for their area of operations.

For further information, refer to OSB 02/14 'See-and-Avoid for Glider Pilots' at this link:

[tinyurl.com/k6k7mwk](http://tinyurl.com/k6k7mwk)

Annual Flight Review Reminder system

The Annual Flight Review reminder system is now up and running but in order for it to work, members need to advise GFA of the date of their next review. This data will be collected at annual renewal time, so please ensure you record the 'Next Annual Flight Review' date in the space provided on the online renewal form. For further details, refer to MOSP 2, paragraph 10.4.1 'Annual Flight Review Validation Period'.

### AIRCRAFT FLIGHT MANUALS

GFA has an exemption to CAR 139 (1)(e), which requires the aircraft flight manual to be carried on board at all times, providing cockpit placards are fitted detailing





operating limitations and cockpit loading. With the additional complexity of modern gliders, especially around ballast weight and balance calculations and the increasing variations to power plants and engine management systems, Clubs are encouraged to consider placing extracts or copies of Aircraft Flight Manuals in the cockpit, readily available to the pilot in flight. It is also recommended that pilots familiarise themselves with the flight manual of all aircraft they fly.

GLIDER PILOT TRAINING RECORD

Proper records are essential to keep track of a student's progress and to ensure continuity of training. To this end, a standardised training record has been designed that conforms to the existing training syllabus. The book is A5 size, full colour, and spiral bound to make it easy to use on the airfield. It is intended that once the student has been briefed and/or had some element of the syllabus demonstrated to them, the instructor will complete the 'Briefed' column for that part of the syllabus in the training record. As the student demonstrates the required

competence in a topic, their instructor will sign off the training record for the competency met. While the record has been designed to flow in line with the GPC syllabus, it is not necessary that the student demonstrates proficiency in an element before proceeding to the next. The instructor will progress their training based on the student's ability, aircraft availability and the weather conditions on the day, and may make notes to assist the trainee in the 'Additional Notes' at the end of the document. The new 'Glider Pilot Training Record' is available for online purchase through the GFA shop. To ensure our students enjoy a consistent training experience, it is recommended that all clubs adopt this document as the primary record of training for all their new students. Note this is not a textbook, but it does contain aide-memoires, diagrams and training aids designed for use on the airfield. Students should also refer to BGK, other GFA Manuals and references, which are cited for convenience and ease of access. We thank everyone involved in the development, constructive review and updating of this document. Well done!

GA

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](http://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.

You can read the full SOAR report at <http://tinyurl.com/ltmko56>  
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.



The Gliding Federation of Australia Inc  
SOAR Accident and Incident Occurrences  
General Statistics  
Date From: 01/12/2016  
Date to: 31/01/2017

Damage	VSA	WAGA	NSWG	GQ	SAGA	Total
Nil	12	6	9	6		33
Minor	3	4	2	1	1	11
Substantial	3	2	2	4		11
Write-off	1		2			3
Total	19	12	15	11	1	58
Injury	VSA	WAGA	NSWG	GQ	SAGA	Total
Nil	18	12	15	11	1	57
Serious	1					1
Total	19	12	15	11	1	58

Phases	VSA	WAGA	NSWG	GQ	SAGA	Total
Landing	7	4	3	7		21
Launch	3		5	2		10
Ground Ops	3	1	3	1		8
Outlanding			1	1	1	3
In-Flight	4	5	2	1		12
Thermalling	2	1	1			4
Type of Flight	VSA	WAGA	NSWG	GQ	SAGA	Total
Training/Coaching	3	3	3	3		12
Local	3	3	7	5	1	19
	3	1	3	1		8
Cross-Country	3	2		2		7
Competition	7	3	2			12
Total	19	12	15	11	1	58

6-DEC-2016 WAGA  
PIPER PA-25-235

Each soaring season, to foster cross-country and performance flying, the gliding club conducts operations from a remote airfield some three hours to the East of

the home airfield. The Registered airfield has two runways, with the main bitumen runway 1400m in length with wide gravel verges either side. In keeping with past practice, the gliders were gridded on the bitumen runway and the tow planes landed on either gravel verge subject to wind conditions, dropping the ropes as they passed the gliders awaiting launch. On the day of the accident the tow planes were landing on the left-hand grass verge due to the wind direction. Several launches were conducted without mishap. Around midday as the tow plane was landing a gust of wind from the left caused the trailing tow rope to drift over the wings of gliders awaiting a launch. The rope caught one glider, cutting the port flap in two, glanced off two other gliders without damage and narrowly missed two people standing nearby. Following this accident a review of the operation was conducted and the gliders were moved to the right-hand gravel verge for launch to provide additional separation from the landing tow planes.

9-DEC-2016 WAGA  
TERRAIN COLLISIONS ASH 26 E

The pilot was attempting a 750km FAI triangle during a club camp at a remote site. After completing about 450km of the task, during the final leg the pilot took a climb to 6,500ft and headed off across some scrub land, a distance of about 30kms from high point to the nearest landable paddock. While crossing the scrub the glider flew through consistent heavy sink and the pilot decided to deploy the sustainer motor. However, when the motor was raised it did not lock as the glider was flying too fast. Running out of height and options, the pilot stowed the motor, picked the most

suitable spot in the scrub to land, completed the pre-landing checks and landed in scrub where the glider ground looped and came to a stop. The pilot activated the SPOT for a trailer retrieve but after about an hour the pilot realised the glider was in the middle of very rough terrain with no possible vehicle access. As it was approaching sunset, the pilot activated the 911 alarm on the SPOT. While waiting for the Rescue Helicopter to arrive the pilot was in contact with a commercial flight, which was later replaced by a dedicated high orbiting King Air. When the Rescue Helicopter arrived the pilot was air-lifted out.

The pilot reported that the first leg of the task went as expected, working a height band of between 4,500ft and 6,500ft, and after about 2½ hours the first turn point was rounded. During the second leg, and after a low point of 3,100ft, the pilot worked a height band of between 8,000ft and 5,000ft, with the occasional climb to 9,000ft. Communication with another pilot up ahead confirmed conditions on the third leg were similar to those on the second leg.

Shortly after rounding the second turn point, the pilot got a strong climb to 10,000 ft on the edge of a forest and decided to track direct over about 20kms of unlandable terrain. The pilot did not find any lift over the forest and lost 4,000ft by the time the aircraft was over landable paddocks. After a further 15 kms and at a height of about 3,700 ft, the pilot finally encountered a thermal near a salt lake and took a climb to 6,500ft. Three other pilots who had also set out on this task had, at this point, decided to cut short the task and head home. However, the pilot headed off into a blue sky confident of finding a good thermal to 10,000ft at the edge of another forested area ahead on track, and passed up the opportunity to deviate a few kilometres towards a line of cumulus clouds that had formed over a treed area to the left of track.

The pilot later commented, "Poor decision number one was to assume that just because I had got a good thermal to 10,000ft at the edge of the first forest area, I would automatically get a similar thermal at the next forested area. Poor decision number two was not recognising that the previous run from 10,000ft to 3,600ft had a lot of sink. I should have recognised this and conserved height, and deviated to the right along the landable paddocks...."

The pilot proceeded to cross about 30kms of forest and scrub, buoyed by the prospect of finding another thermal to 10,000 ft and in the knowledge that the glider was fitted with a sustainer engine that would enable the pilot to self-retrieve if necessary. Unfortunately, no workable lift was encountered during the crossing and, the pilot's failed attempt to start the motor for a self-retrieve resulted in a landing in a semi-cleared area of scrub approximately three kilometres short of landable terrain. In the words of the pilot, "Poor decision number three was not to turn back and fly to landable paddocks once I encountered the strong sink over the second forest region. I had ample opportunity to fly back or even deviate but I kept hearing in my head the words 'Never go back'. Poor decision number four was to be totally goal focused. I saw the end paddocks, I saw the cu's and I thought I had the height. As a consequence I forged straight ahead, not noticing or worse, dismissing the passing of each of the safety options one by one, until the only option I had left was the engine option.

Poor decision number five is the one on which this tale

ACCIDENTS & INCIDENTS

hangs. I was flying a glider with an engine. The point is I was flying a glider first and foremost, which has an auxiliary propulsion system for occasional use. I was thinking, 'No worries, come what may, the engine will save me.' What could go wrong with that?

Poor decision number six is the one which really hurts in every way. I simply 'screwed the pooch'. At the right height AGL I started to deploy the engine. I have done aerial self-recovery lots of times with no previous problems. I followed the procedures, except for one, and the consequences of that were catastrophic. On raising the propeller, the mast light blinked red instead of that beautiful green. I would like to say the engine failed but... ultimately it was my fault, straight and simple pilot error. Who else's fault could it possibly be?"

Following the safe arrival in the scrub, albeit with a damaged glider, the pilot was able to take stock of the situation. The aircraft was in a remote area surrounded by dense scrub, some 200km from the home airfield with no mobile phone coverage. The pilot had ample water and some food, and an out-landing survival kit with strobe lights and a portable aerial for the radio. A call over the radio to provide any listening station with an update did not elicit a response.

After about an hour, the pilot decided to activate the 'SOS' button on the SPOT tracking device to alert the Emergency Response Coordination Centre. Within ten minutes of activation a commercial twin turbo prop enroute from a FIFO mine to Perth radioed the pilot, and then conducted a high orbit above, relaying information between Melbourne Central and the Gliding Club base. Upon reaching its fuel limit, the turbo prop headed to Perth after informing the pilot that another aircraft would arrive in about 30 minutes.

A King Air arrived and confirmed the pilot's exact location and health status, and advised that a helicopter was on the way to extract the pilot. As night approached the pilot set up the strobe lights to make it easy for the rescue helicopter. The King Air orbited overhead until the Search and Rescue helicopter landed and extricated the pilot, who was given a medical exam on the way to Jandakot airport.

While the pilot acknowledged some poor decision making processes led to the outlanding, some good decisions were also made, such as configuring for landing and maintaining control of the glider at the critical times, carrying appropriate survival gear, location beacons and adequate food and water. As the pilot summed up:

- \* Hold sacrosanct your options to land safely no matter what, no matter where.
- \* A glider with an engine is first and foremost a glider. Fly it at all times as if it has no functioning engine. If the engine works, it's a bonus.
- \* Examine each decision point and mentally critique the last decision and take corrective actions before the next decision point is reached.
- \* Don't blindly follow any mantra, such as 'Never go back'. A possible alternative could be retreat, reevaluate and re-engage.
- \* Reliable and constant communication in a crisis is essential. I will be purchasing a satellite phone for the glider so that never again will I be out of constant communication.

Read more on page 24



## 14-DEC-2016 GQ AIRFRAME KR-03A PUCHATEK

The sortie was a check flight for conversion of an early solo pilot to the aircraft. After a successful flight the pilot under assessment joined and flew a standard circuit. Following a normal final approach the pilot initiated an early round-out and allowed the speed to decay. The pilot did not properly hold-off during the flare and the glider touched down faster than normal but not heavily. Within seconds of touching down the glider decelerated quickly and pitched forward onto the nose skid as the fixed undercarriage collapsed. Investigation revealed an undercarriage strut had an undetected crack that fatigued as the glider ran across the rough landing surface at an excess touchdown speed.

## 17-DEC-2016 GQ GROUND OPERATIONS SZD-51-1 JUNIOR



The glider was being towed back to the hangar at the end of the day. An inexperienced club member was driving the retrieve vehicle with an experienced member in the passenger seat when it struck the windsock post. Contributing factors included inattention distraction of both the vehicle driver and the supervising member. When taxiing gliders, drivers need to pay particular attention to obstacle clearance. Keep a good look out and take things slowly.

## 21-DEC-2016 NSWGA WEATHER SZD-51-1 PW-5 "SMYK"

The weather was thermic and there were storms visible on the high ground to the east. Clouds close to the club were cumulus with

a fair amount of vertical development. A street to the south-west began to emit showers, with one shower close to the launch point. The shower crossed the end of the airfield and the wind increased from around 5 to 10kts to 76kts (measured on the weather station) within a few seconds. A Discus glider was picked up by the wind, bounced off the canopy of a Twin Astir, and came to

rest inverted. Most surfaces were damaged and the Twin Astir canopies and cockpit were damaged. Once the wind abated all aircraft were removed to hangars or trailers to prevent further damage.

## 3-JAN-2017 VSA AIRCRAFT CONTROL ASTIR CS 77

An experienced and current pilot misjudged the flare and the glider bounced back into the air. Subsequent mishandling of the recovery resulted in the aircraft touching down heavily before coming to rest. The undercarriage bulkhead was substantially damaged. The pilot was counselled on approach and round out procedures and undertook two further training flights with the CFI.

## 26-JAN-2017 VSA RUNWAY EVENTS DUO DISCUS

Following an otherwise uneventful 'conversion to type' flight, the aircraft returned to the circuit. The pilot under conversion had little experience in large span high performance two-seat aircraft and turned onto final approach too

high. During the descent the pilots noticed a tractor occupying runway 'Grass Left' close to the bitumen runway near their aiming point and heading towards them. The pilot under conversion decided to land on runway 'Grass Left' to the left of the tractor, as this was considered the best option because the tractor was too close to the bitumen runway to land safely on it, and the grass verge to the right did not have an adequate overshoot area. Despite the pilot applying full airbrake shortly after turning onto final, the aircraft remained in an overshoot position, so the instructor took control at about 100ft AGL when the aircraft was about half-way down the runway, and flew an 'S' turn to the right to lose height without gaining distance. As the instructor rolled out of the 'S' turn' and lined up for the flare, the pilots noticed the tractor had turned to the right towards the Club hangar, and was traveling across the intended landing path. The instructor executed a steep low-level evasive turn to the right and narrowly missed the tractor. Unfortunately, the right wingtip struck the ground during the manoeuvre and the aircraft slewed, touching down with sideways momentum and sliding some 40m in the direction of landing. No person was injured but the aircraft was substantially damaged, suffering a broken tail boom, damaged elevator and a collapsed undercarriage. As a consequence of this accident, the aerodrome management committee reviewed its procedures for using vehicles on movement areas and all vehicle drivers must now maintain a listening watch on the CTAF and give way to all aircraft. Maintenance activities will also be coordinated with the airfield users.



## GFA CLUB LIST

Please send any corrections, updates, additions for inclusion in the club list to

[sean@glidingaustralia.org](mailto: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 AAF

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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](mailto: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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://www.ddsc.org.au)

**GEELONG GLIDING CLUB**

Australia's Premier Gliding Club, since 1929. Safe, affordable sport aviation at Bacchus Marsh and elsewhere. To find out more, visit [www.gliding-in-melbourne.org](http://www.gliding-in-melbourne.org) or call 0409 212 527.

**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](http://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](http://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](http://www.soaringtasmania.org.au)

**GOULBURN VALLEY SOARING INC**

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](http://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](http://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](http://www.hvgc.com.au)

**KINGARROY 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](http://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](http://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.mtbbeauty.com/gliding](http://www.mtbbeauty.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](http://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](http://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](http://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.narroginglidingclub.org.au](http://www.narroginglidingclub.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](http://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](http://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](http://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](http://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](http://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](http://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](http://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 – TOCUMWAL**

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](http://www.sportaviation.com.au)

**SUNWAYSIA 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](http://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.sydneyclub.com.au](http://www.sydneyclub.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](http://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](http://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](http://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](http://glidingaustralia.org)

For members' convenience, Classified Ads can be purchased from the Gliding Australia website at [glidingaustralia.org](http://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-EAX, A1 Discus 2a** 2x WGC wins, 6x Aus Nats, 1000/1250km flights. 2500hrs 800 launches. Repainted/profiled in PU, at Aerospool in 2013, as new. Deepened seat pan. Inertial Butterfly variometer & ESA Multiprobe, PowerFLARM (w/ Bluetooth), FLARMView, Microair 760, Bugwipers, 1 (wo)man rigging kit, Kerry covers. Dual axle Cobra w/ extra storage, anti-snake. Many spares. \$110,000, basic equipment, \$120,000 all in. Contact: [matthew@skysight.io](mailto:matthew@skysight.io)



**VH-GLU, HALL CHEROKEE 11**, 3422 Landings, 1749 Hrs, ICOM, IC A15 w/Lapel, Spkr Mic, Clean, A/C, Current Form 2, hangered AUGC, I have derigged the glider and it is now in the trailer. Waterproof trailer, Towback EQ \$3,200 ono. Contact **Kim 0415 486 858**



**VH-IUD** Due to ongoing fleet renewal the Geelong Gliding Club is offering our Std Jantar 2 IUD for sale. IUD and trailer are offered at \$15k ONO. IUD is in good condition with winglets, good instrumentation, tow out gear, and a current Form 2. For more details please contact **Mike Durrant on 0438 047 985** or via email on [sec@gliding-in-melbourne.org](mailto:sec@gliding-in-melbourne.org).

**VH-NKK, ASW20BL** 16.6m tips plus 15m with winglets. Immaculate cond, PU finish, oxygen, butterfly flarm, B500, Oudie. good alloy clad trailer, one man rigging gear, full tow out gear, comp

ready, 1930 hours, nil accident damage, No.953 one of the last built. \$54,000 Contact **Hank 0427 427 448**

**VH-GCD, Pilatus B4**. Fun to fly. Currently airworthy. 40 yearly inspection completed September 2015. Regularly flown at Mt Beauty. Open trailer. Rated for aerobatics. \$6,000 ono Contact **Andrew: skyfox49@gmail.com** or on **0409 277 328**



**VH-GKJ Hornet H206**. \$14,990, 3884 hrs, good condition suit the individual owner or club. Microair M760-Q radio and boom, Ozflarm, A/C rewired in 2010, dual batteries, ILEC SC-7 Vario, U/C alarm, AD 673 completed, new spare main tyre, all tow-out gear, wing and canopy covers, trailer good condition, near new tyres with spare, 12 months rego. Can provide FRM2 for genuine buyer. Call **Phil 0419 264 713**



**VH-GME, Dg 100** in excellent condition, metal camshell trailer. Perfect for upcoming formula 1 GP. \$16,000 Contact: **Phil Organ 03 5435 3665**



**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. \$55,000. 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](mailto:georgescarfe49@gmail.com) Mob. **0428 464 618**



**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-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-GWJ, Pik20B** for immediate sale with factory trailer Current Form 2 and survey with full instrumentation plus 22 Cubic ft oxygen cylinder and mask plus rigging stands. \$25,000 negotiable. Call **Henry on 03 5352 3639** or email at [rnvimana@gmail.com](mailto:rnvimana@gmail.com)

**VH-NZE LS6c**, New paint PU 2015. 15m and 18m tips. About 2400hrs 850 flights. Mountain high oxygen, LX 580 and LX 8080 vario moving map navigation. Parachute. Tow out equipment. Cobra trailer. \$68,000 ono. Contact **Steve** by Email: [stevee767@gmail.com](mailto:stevee767@gmail.com)



**TWO SEAT VH-GPZ, K13** Due to ongoing fleet renewal the Geelong Gliding Club is offering for sale our ASK-13. GPZ has a current Form 2 and is used for ab-initio training. GPZ and trailer are offered for sale by tender with all bids to be submitted in a sealed envelope to: GPZ Tender PO BOX 197 Bacchus Marsh Vic 3340, with all tenders due by 30th June 2017. Acceptance of any bid is at the discretion of the GGC. For more details on the glider, or the tender process, please contact **Mike Durrant on 0438 047 985** or via email on [sec@gliding-in-melbourne.org](mailto:sec@gliding-in-melbourne.org).

**VH-WKR Puchatek**. \$15,000. Well maintained. Barely 1000 Hrs. ~000 landings. Used for training. Wing walker, No trailer. Hangered at Narrogin WA. Contact **John Grant** email: [northdrawnjag@gmail.com](mailto:northdrawnjag@gmail.com) or **0420 309 154**



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



**VH HNT K7** Fresh form 2 1698hrs 5389 landings. Basic instruments front & rear plus borgelt vario averager. 720 channel dittel radio PTT & boom mikes both cockpits well fitted out trailer. 50 yearly survey due in 12 months \$10,000 Contact **Dennis 0428 229 727** or [denmeyer1@bigpond.com](mailto:denmeyer1@bigpond.com)





## MOTOR GLIDERS AND TUGS

**VH-GPH DG400 4-56** 1800hrs airframe, 180hrs engine, BEA mod auto engine retract, refinished 2014, Komet Clamshell trailer, Mountain High, Strong parachute, Tow out gear, Form 2 Dec17, DG service contract, Jaxida canopy cover, Tasman vario and Flight pack system, Tasman EGT. \$80,000. **Contact Jack 0439398199**



**VH-ZBW Ventus 2CM** Self launcher Airframe 3500 hrs. 970 flights Engine 83 Hrs. Excellent condition Never damaged. Refinished in Polyurethane. New canopy fitted 2016. Folding propeller overhauled by factory in Germany 2016. New wing lift pins and elevator pins 2015. Professionally build enclosed metal trailer Borgelt and clear nav varis, Clear nav flight computer Flarm. Recent form 2. Wing covers and canopy cover. Ground handling gear. Done 4x 1000 K flights, and won 2 nationals. \$120,000 Negotiable. **Contact Bob 07 4633 2025** or [wendoure@westnet.com.au](mailto:wendoure@westnet.com.au)



**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 hangared.



\$120,000 negotiable. NOW REDUCED TO \$95,000. [Link to video https://youtu.be/UFNktUg2rSE](https://youtu.be/UFNktUg2rSE) For more details contact **Bob Ph 02 6332 9235** [bobjmcd@gmail.com](mailto:bobjmcd@gmail.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 Tost 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](mailto:joneso@inet.net.au) **Grant Rookes 0407 998 959** [rookes@yahoo.com](mailto: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](mailto:hjgrant@primus.com.au)



## INSTRUMENTS AND EQUIPMENT

**VHF RADIOS** - Icom ICA-210, Becker AR3201 and AR4201, Funke ATR600.  
Becker AR4201 - \$700  
Becker AR3201 - \$400  
ATR600 - \$500  
All in working order - Great prices. **Call Arnie 0418 270 182** or email [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)

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