

GLIDING

AUSTRALIA

Issue 17 March - April 2014 www.glidingaustralia.org

RECORD SUMMER



***FAI RECORDS & BADGES - 1,250KM RECORD FLIGHT
JOEYGLIDE - VINTAGE RALLY - COACHING***



FROM THE PRESIDENT

Hello Again.

I trust you have had a wonderful summer, and that you are enjoying your gliding experiences. I'd be very interested to hear about how things are going for you. Some members send in pictures of their adventures, and let me know about some great flights. It's really good to know that the work the GFA officers do, is worth it!

Others feel comfortable in letting me know when things are a bit 'challenging' and I appreciate the opportunity to assist when I can. I know there have been inconveniences due to our airworthiness situation, and I apologise for that. You well know the challenges we faced last year and that the GFA team has been working hard to restore our delegations. I am pleased to advise that we've been successful in that... But not without our commitment to a continuing program to update our manuals, policies and procedures.

Last weekend (22 Feb) our airworthiness team met in Melbourne to work through the recommendations arising out of David Villiers' internal assessment of our airworthiness functions. I very much appreciate the time and effort put in by our airworthiness experts located in clubs, workshops, regions and the GFA. Particularly, I thank the RTO/A s who worked with me, and several of the other GFA officers, to put our glider airworthiness within the context of gliding in Australia. We've come up with a comprehensive plan to develop our documentation to reflect what it is the

GFA members do so well and to ensure that we can continue to do so.

It's an interesting exercise to think about what values underpin gliding in Australia. We've been gliding in Australia under the GFA banner for 70 odd years. It's quite a thing!

I always seem to come back to our first objective: 'the freedom to fly'. This statement has such meaning. It's about our freedom to soar, in the current prescriptive regulatory environment, it's about our striving to master the elements, free from reliance on engines. It represents our culture of adventure and innovation, of reaching for new heights or longer distance, excellence in soaring techniques (whether in our vintage gliders or our state of the art composite birds), of developing and maintaining our gliders, of doing so in a safe, yet enabling way.

It brings me also to the value of our club system. Our collection of peers, all volunteers in one way or another, whether it be instructing and coaching, towing, administration, aircraft maintenance, competitions... It's a long list! This club system means we are all invested in the successes of our club, and of our fellow members. In a way, we all feel responsible for the safety of each and every member, and suffer loss when something goes wrong. It's a complex thing, this culture of ours.

I know that sometimes we rail against the unwelcome 'interference' of others... like an involved and supportive family, sometimes it feels like others get too involved or too supportive... However,



when the balance is right, all the members of the club make success in their own way.

While the airworthiness department is rightly receiving a lot of attention at the moment, this is being managed as a strategic project by John Summers, our Vice-President. We're very lucky to have volunteer resources such as John, and this allows the key airworthiness officers, the Chair of the Airworthiness Department and the Chief Technical Officer, to attend to the day to day needs of members.

Our Executive continues to address improvements in: our website and database technology, ongoing operations matters, our Safety Committee rollout in the regions, our sporting endeavours, both nationally and internationally, coaching, development of opportunities, such as working with our defence forces... It's a busy time, but positive and with much to celebrate and be proud of.

ANITA TAYLOR

PRESIDENT

President@glidingaustralia.org

FROM THE CHAIR SPORTS COMMITTEE

What a Champagne soaring summer we have had. It has been one of the best that many can ever remember.

There have been 1,000km flights on the OLC from Stonefield, Gawler, Southern Cross, Kingaroy, Wangaratta, Beverley, Benalla, Tocumwal, Corowa and Narromine.

Looking at the OLC I can see 1000km plus flights flown by 23 different pilots in Australia this season. Some of these deserve special mention.

1,027km triangle flown by Lisa Trotter for one World Feminine and seven Continental records

1,049km Triangle flown by Matt Gage for two Continental records

1,299km flight by Chris Woolley from Kingaroy to Tocumwal for one Continental record.

1,250km OLC flight by Matthew Scutter out of Gawler.

Several new Australian 750km and speed records have been set in 15m, Standard, Feminine and 20m Classes.

Pam and Beryl have been flat out issuing badges and records to all and sundry.

Talking of badges and records it has become apparent that the old Badge and Record forms are not very user friendly. We are working on updating them to an electronic format for next season.

The bar has also been raised at the Nationals where Junior pilot **Matthew Scutter** achieved a clean sweep, winning three Nationals, Juniors at Narromine, 15m at Kingaroy and Sports Class at Waikerie.

In early March, the GFA IGC representative Terry Cubley will be travelling to Varese in Italy for the annual IGC meeting. While he is there he will give a presentation to support Australia's bid for the 2017 Women's WGC. We are competing with bids from France and the Czech Republic. The competition was originally scheduled to be a northern hemisphere event so geography is against us, but you never know.

Terry will also take the opportunity to visit the Australian Institute of Sport facility at Gavirate in Italy which, in association with the nearby gliding club at Varese, has been made available to



Australian pilots.

Preparations are in hand for the teams going overseas to the Unflapped competition in Finland and the Flapped contest in Poland. The Squad week this year is being run by Lisa Trotter at Narromine in early March.

MANDY TEMPLE

CHAIR SPORTS COMMITTEE

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EXECUTIVE SUPPORT



being to provide support for the President, Executive and Board.

I remember when I was GFA president in the early 1990s. I had a full time job, a family with two young daughters, a small business and I also liked to do a fair amount of flying. It is OK to sit in the meetings and on the phone, driving a vision and coordinating the activities of the many committees that operate the sport, but there just isn't enough time to handle the day to day implementation that the position expects. I had a few really great Executive Officers working for me over this period who just did the work that had to be done and represented me in many situations.

The President and Executive roles in the GFA are very important and very time consuming, so you either rely on a group of retirees to run the organisation, or you get some younger enthusiastic people to do this and provide them with a resource that enables them to function. We have a relatively young and enthusiastic President and Executive, and so I am their direct resource.

MEMBERSHIP

We are getting bigger. The GFA membership numbers are growing again – the first time that

TERRY CUBLEY

EXECUTIVE OFFICER

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we have been able to report this for many years. Our flying membership numbers have increased from 2,206 in March last year to 2,340 at the end of February this year. Plus, we have 60 one- or three-month members and approximately 8,000 introductory members. The next challenge is to repeat this growth in the 2014/15 year.

There are a number of contributory factors, including our improving relationship with the Australian Air Force Cadets (AAFC), the increased activity levels across many clubs, greater follow through on membership renewals by our hardworking office staff, and the new web-based renewal system, the GFA shop.

Talking about the AAFC, many will have heard that the RAAF is purchasing six new DG1001 gliders and a number of ASK21Mimotorgliders for use by the AAFC. This resource will make a huge difference to the promotion of gliding to young people and we look forward to its success.

SPORTING EVENTS

Feedback from Beryl, the badge lady, and Pam on records is that this past summer season has been the best we have seen for years – with many silver, gold and diamond badge flights, plus a large number of 1,000km flights from across the

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IT WILL COST YOU LESS THAN \$700 PER YEAR TO JOIN THE GFA'S POLICY
YOU PROBABLY WON'T BE MAKING A CLAIM BUT WILL SLEEP BETTER.

CONTACT THE GFA'S SECRETARIAT FOR FURTHER DETAILS

Secretary@glidingaustralia.org





country. Chris Woolley, Allan Barnes, Matt Gage and Lisa Trotter have all flown record flights in this same period. Congratulations to all those who have had success, and more importantly, to those who have had fun trying!

We have a number of international gliding events taking place in Australia over the next couple of years. First up will be the Qualifying Sailplane Grand Prix at Lake Keepit in November 2014. This is a different form of racing, with a limit of 20 entries including international pilots, racehorse type start, fixed tasks and simplified scoring. The winners get to qualify for the SGP Final which will be held in Varese Italy in 2015. The 2013 final will be held this May, a little late, and we have three pilots qualified to compete in this event. See www.sgp.aero and google 'sgp chile' if you like to watch exciting gliding video.

THE JUNIOR WORLD GLIDING

Championships will be hosted in Narromine Australia in December 2015, with a practice period in conjunction with the Junior national championships in December 2014. See www.spr.aero/jwgc2015.aspx. Any pilots under 25 years are eligible to fly the junior nationals, so search for Joeyglide on the web and facebook. We are currently

looking for people and clubs willing to loan or hire their gliders to international juniors so that they can fly the practice event this year or the World Comps in 2015. If you are able to help with a glider, or are available to help run the event, please email info@JWGC15.com

The 'big' World Comps at Benalla are scheduled for January 2017. Still some time to go, but the organising committee has started its work in preparation, and we have noticed quite a few competition pilots coming out of the woodwork to try and qualify. I wish them well, because they will have to beat our new group of young enthusiastic juniors if they are to qualify.

Next week I travel to the IGC meeting in Varese, Italy, as one of my volunteer roles with the GFA and I will be presenting Australia's bid to host the 2017 Women's World Gliding Championships at Waikerie, SA. Our chances are a little low because Europeans will be looking at the higher cost of coming to Australia. The 2019 comp will have to go outside Europe so we will have a better chance of success then, but we are hoping for some support this year. By the time you read this article I will be back and the decision will have been made, so check out our web page at www.glidingaustralia.org for the news.

CASA

You will have received the emails advising about the Australian Safety Aviation Regulation review, which requested members to get involved and send in their views to the review panel. This review will provide guidance to the Minister for Infrastructure, the Deputy Prime Minister, Warren Truss, and will enable him to provide direction and guidance to the regulator CASA. The review panel received some 150 submissions and we know of a least 20 submission from glider pilots – a great involvement, because it is such an important issue for us. The GFA board submitted a lengthy submission to express our concerns and recommendations, and our President Anita Taylor has been invited to meet with the Review panel at the start of March – another great opportunity to promote our views.

The GFA Mission is to "Develop, promote and administer the sport of Gliding and foster excellence in safe, accessible and enjoyable soaring" and our first Objective is to ensure our "Freedom to Fly".

The biggest contributor to our freedom to fly is our relationship with the regulator CASA, in terms of our delegations and exemptions which enable GFA members to set and manage our own future. Many will have been aware that many of our airworthiness delegations have come under direct threat from CASA in recent months, and at one stage some delegations were removed. This stopped some of our members flying, which is completely unacceptable. A significant intervention from our President and Airworthiness department has seen these delegations re-instated and a clear path set to once again protect our freedom to fly. Part of the problem was the result of a sudden change in approach by CASA staff, so things that were approved six months earlier were no longer acceptable. Part of the issue was omissions in GFA's systems, many of these long term omissions.

We have now come to an agreement with CASA which has seen our delegations reinstated, based on GFA's assurance of implementing a plan to remedy CASA's main concerns. These plans entail GFA doing a lot of work to get our systems to a standard acceptable to CASA. Many of these improvements involve updates to our manuals and reporting, others reflect real discrepancies in our processes and record keeping.

The GFA contracted an ex CASA airworthiness specialist to audit our processes and procedures and he presented a paper to the GFA board and airworthiness department at the end of January.

A meeting of Regional Technical Officers (Airworthiness) together with many of our professional maintenance workshops and GFA Airworthiness department met in mid-February and reviewed the issues raised in the report and have agreed on a plan to remedy this situation.

There is a lot of work to do to get our documents and systems to a world class standard, and the GFA board has agreed to invest a significant sum to ensure that we meet CASA's expectations and the expectations of our membership. The plan will see work done on our legislative compliance and also improvement in how we support our members with airworthiness processes and quality standards. I will leave it to the airworthiness experts to keep you informed on our progress in these areas.

AUSTRALIAN WORLD TEAMS ANNOUNCED

The teams for the Unflapped and Flapped world championships in Poland and Finland, respectively, have been finalised, with all pilots now committed to attend. It has been difficult to secure Team Captains leading up to final selection but Marta Najfeld, and most recently Michael Codling, have put their hands up for these two essential positions

Tobias Geiger has declined the offer of a place in Club Class. Tobias placed second in the World Championships in Argentina last year and was the winner of the Club Class Championships at Waikerie. Tobias has been extremely dedicated and focused over many soaring seasons to achieve the magnificent podium position in Argentina. However, the dedication and focus required for pilots competing at the peak of their performance does not come without considerable personal sacrifice. We hope to see Tobias back in the team again as soon as possible.

As a result of Tobi's decision there was a vacant position in the Club Class team. The Sports Committee (SC) decided to take the opportunity to provide a Sports Development opportunity to Eric Stauss. Eric is an up and coming junior, noted for his dedication, commitment and recent competition performance. This is an excellent opportunity for Eric and we wish him every success in Finland.

The final teams for the two contests:

FLAPPED COMPETITION IN POLAND:

Team Captain	Marta Najfeld
Tom Claffey	18m
Ben Loxton	18m
Matthew Scutter	15m
Craig Collings	15m

Un-flapped competition in Finland

Team Captain	Michael Codling
Adam Woolley	Club Class
Eric Stauss	Club class
Matt Gage	Std
Alan Barnes	Std

ITC SELECTION

I have been collecting ideas and suggestions with the view of producing a white paper on changes to the current selection criteria.

There are two suggested changes for consideration in the short term - the removal of the requirement to attend the

MILES GORE-BROWN

CHAIR INTERNATIONAL TEAMS COMMITTEE

pre-worlds and the removal of the Sports Class competition from the 40% selection formulae.

SC is also considering a suggestion that Standard class is moved from Multi-class and combined with Club Class Nationals. This conforms to the international competition format and will also have the consequential effect of providing Standard class pilots with the opportunity to compete in two Nationals in the one year, i.e. Standard Class and 15m class.

Another suggestion is for the selection criteria to be class specific, in that pilots will need to qualify for team selection by flying the Nationals championships in the class in which they wish to qualify. This makes the selection process more straightforward allowing pilots to be ranked by comparative performance with competitors in the same class. It also makes the planning process very clear for pilots.

These are some of the ideas that are currently under consideration. I encourage those pilots with new ideas to communicate their ideas and views to the ITC via the pilot reps or directly to me. Safe flying.

MEETINGS

The executive will be meeting on Melbourne on 22 - 23 March, with a focus on next year's budget and initial planning on the focus areas for the coming year. The GFA financial year runs from 1 April to 31 May. A major focus will be our airworthiness system and service, but despite the increased costs of this activity the expectation is that membership fees will only have small increases, or more likely remain the same.

The GFA Board will meet in April, which will be the Annual Board Meeting, not to be confused with the Annual General Meeting which will be held later in the year. The major activity will be the appointment of officers for the next 12 months. Board members, who are nominated by regional associations, will be confirmed, so if you have ambitions please talk to your regional association quickly. The positions of President, Vice President and Treasurer will be subject to a vote of the board. This meeting will also consider and finalise the annual strategic plan for the GFA.

GA

AIRWORTHINESS DIRECTIVE

GFA AD 678 Issue 1

11 February 2014

**SCHEMPP-HIRTH All types/
models with all-flying
tailplanes.**

**Increased risk of flutter of the
tailplane and degraded security of
tailplane attachment caused by
loose bolts in the tailplane
attachment bracket assembly and
the tailplane control horn.**

Investigations into loose tailplane attaching bolts on the 5th and 6th of October have discovered that due to very dry conditions recently experienced in Australia, the plywood tailplane spars have shrunk, allowing the attaching bolts that mount the tailplane to the fuselage to become slightly loose. Such looseness is transferred to the tailplane attachment and may lead to excessive free-play in the control circuit which increases the possibility of flutter occurring during normal operation. Left unchecked, looseness of the bolts may ultimately

lead to excessive wear and damage to the tailplane structure.

The bolts are retained by nuts at the rear of the spar however these are not captivated and freely rotate with the bolt when shrinkage of the ply has taken place. Access to these nuts is not possible without cutting holes in the fibreglass. This prevents the bolts from being torqued to the correct specifications.

Schempp-Hirth have two different methods of attaching tailplanes in this generation of sailplane, and both methods have been found to exhibit the same problem. Of six aircraft inspected (both Cirrus and Nimbus 2) five were found to have this issue, with varying numbers of loose bolts. One aircraft was found to have all eight bolts loose. There are 8 x bolt/nut combinations that affix the tailplane to the fuselage.

Required Action(s)

1. Inspect the bolts that secure the tailplane to the tailplane attachment bracket and the tailplane control horn in

'JUST SOARING' IS ALL WE DO



The idea of having a unique gliding club has been in our heads for a while and just kept growing with time. We relocated to Horsham three years ago to discover endless possibilities of cross country soaring out of the safest airfield we've ever seen after flying gliders on three different continents. The area around Horsham is 100% landable and there are no airspace restrictions whatsoever, except for the 18,000 ft ceiling. What a pity there was close to no gliding going on out of Horsham. It just had to change.

As we all know, most clubs in the country suffer decreasing membership numbers, trying to maintain the assets and facilities such as the fleet, club houses, accommodation, kitchen and bar. With no reliable long term income sources the only way to survive is to cut all the unnecessary costs to the minimum by reducing the club owned assets and maintaining the vital part of it all: flying.

'Just Soaring' was born just few months ago after extensive research on

what can be done to change the sad situation. We decided to go ahead and set up a very different soaring club and affiliate with the GFA. Prior to that decision we already had a decent size hangar built at the Horsham aerodrome and a Polish PZL-104

Wilga-80 tug. Quickly we learned that we don't really utilize all these to the extent we should and started inviting friends to come over and fly with us.

This is what 'Just Soaring' is all about. The club, as such, has no assets to maintain. There are no gliders, no training available and the tug belongs to WilgAir Pty Ltd so the club doesn't have to maintain it. With the entry fee of \$10 and a yearly membership fee of \$12 someone may think we want to pinch members from other clubs. This couldn't be further away from the truth. We are not looking for big member numbers because we do not need the money flow to maintain the assets. The sole purpose of our club is to encourage cross country flying out of Horsham by providing tows, limited hangar space for rigged gliders and storage for gliders in trailers over the winter. We have a hangar fully equipped with water and power and a little office corner in the back that offers space for a briefing, weather forecast, flight planning and a cold beer, accompanied by experience exchange

by the end of the day. All our members have to fly with a SPOT so that others can keep live track of them on the flat screen TV in the hangar and go for a retrieve if it becomes necessary. 'Just Soaring' is not a business, so we don't have staff and instructors on duty. All our members have to be self-sufficient and in possession of an independent operator rating. To cope with the demand we decided to start off as an invitations only club, but who knows where it will all go and end up one day. We are open to any suggestions for the future operation of the club.

But wait, there is more ... At the end of this year, sometime in December, we are organising a very unique gliding event. 'Ziggy's Cup' will be a 10 glider, one week only event. We are looking for expressions of interest from ASG29 and JS1 pilots to take up on the two make and models challenge. This challenge is again somewhat exotic with two ASG and JS teams flying against each other – racing tasks only. It's not all about flying, though. Gourmet food and wine are just as important to keep up the racing spirit. So get ready for a big treat for your belly and soul.

MARTA NAJFELD & ZIGGY KUSIAC
just.sailing.inc@gmail.com



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accordance with the attached inspection schedule of APPENDIX 1 to this document.

2. If more than two (2) loose bolts are found, or if two (2) vertically or diagonally adjacent loose bolts are found, retighten the bolts in accordance with the attached instructions from Schempp-Hirth after making access holes in the tailplane surface.

3. Conduct a Standard Repair(s) as necessary to close access holes in accordance with the GFA Manual of Standard Procedure (Part 3). Guidance material is included in APPENDIX 1 to assist this process. This material is for guidance only and does not constitute an

Approved Repair Scheme. If a Standard Repair in accordance with the GFA Manual of Standard Procedure (Part 3) or a repair in accordance with Appendix 2, Schempp-Hirth standard repair instructions cannot be completed for whatever reason, an approved repair scheme must be obtained from the Manufacturer or CASR21M approved person.

4. After the completion of any repairs on any part of the tailplane surfaces pursuant to this Airworthiness Directive, the tailplane must be weighed and its mass-balance (i.e. hinge moment) determined in accordance with GFA AD 448 (Issue).

5. The results of the inspection must

be forwarded in writing to the GFA as soon as possible after the completion of the inspection and any requisite repairs. It is preferred that the results are emailed to: CTO@glidingaustralia.org
AD No.: 2014-0015

Date: 14 January 2014
ALLSTAR PZL SZD-50-3
'Puchacz' sailplanes

Flight Controls – Airbrake Control
Torque Tube – Inspection Replacement

Several occurrences of airbrake torque tube failure were reported on SZD-50-'Puchacz' sailplanes. In all cases, as a result of disruption of the welded joint between torque tube and the lever, the broken torque tube detached from the lever located in the fuselage. The result

COME AND GET IT



March 2009 saw the resurrection of the NSW Come and Get it Trophy (CGIT) when a couple of Mount Beauty pilots made a daring flight across the Great Australian Alps to cheekily pinch the mug from the Canberra Club at Bunyan, who had kept a hold on it for more than 30 years.

As I was one of those pilots, I decided to try and inspire some interest and interclub rivalry by writing a story about it. Since that time the NSW CGIT has visited Bendigo, Bacchus Marsh, Ararat, and back to Bacchus Marsh. The Geelong Club members there thought they had it under wraps and far from NSW but in the spirit of what it stands for, Mt Beauty Junior

Reuben Lane and I decided to go get it on 27 Jan 2014.

Winning out of Mt Beauty in ASK-21Mi GVS we got to 6,000ft fairly easily but after departing Mt Buffalo had a difficult run in the blue for almost 200km. We rarely got above 5,000ft and over the Strzelecki ranges were down to 1,000ft AGL before scraping away from a paddock. Listening to all the Benalla traffic heading the other way toward Buffalo was encouraging as they were struggling also in their hot ships and we'd already done 80km when they started! Our track took us over Seymour, Kyneton and Daylesford when we seemed to get into

a slightly different air mass and finally up to a decent height of 8,000ft.

From Daylesford we followed the outer circle of the 4,500ft step of Melbourne ATC until we could see Port Philip Bay and the City before final gliding into Bacchus. As it was the Australia Day public holiday, some of the locals were still flying, so we had a bit of a reception and at least a few Geelong members to stir up over a beer and pizza! Thanks to JB for assisting us and letting us hangar our glider.

The next day promised to be a screamer to fly back with 40° forecast, but unfortunately we had 25kt northerly winds that didn't let up all day. You had to lean forward just to walk against it and there was raised dust, so by late morning when our dedicated crewman Graham Levitt volunteered to bring the trailer, we accepted as Rueben needed to get back for the start of year 12. While waiting for Graham's five hour drive in the 40° heat with no air con, we had an enjoyable time with some of the legends of our sport in the Gliding Museum workshop. Alan Patching, Keith Nolan and Jim Barton showed us the projects being worked on with their enthusiastic group of passionate workers.

As I write this, the CGIT is back at Mount Beauty but hopefully not for long. Be adventurous and Come and Get It! For all the non winch rated hopefuls we do have a private tug that can launch you. **MARTIN BLAND**

AIRWORTHINESS DIRECTIVE

of subsequent investigations identified fatigue damage, as a consequence of periodical striking load exceeding the established maximum value, to be a possible failure cause. Additionally, corrosion damage was identified at internal surface of the opened tube.

This condition, if not detected and corrected, would inhibit the function of the airbrake, possibly resulting in reduced control of the sailplane. Prompted by these findings, Allstar PZL issued Service Bulletin (SB) No. BE-052/SZD-50-3/2003 to provide inspection instructions. CAO of Poland issued AD SP-0052-2003-A to require a one-time inspection of the airbrake torque tube in the area of welded joint in accordance with that SB.

Since that AD was issued, Allstar PZL issued SB No. BE-062/SZD-50-3/2013 to introduce repetitive inspections and accomplishment instructions for reinforced torque tube inspections.

For the reasons described above, this

AD supersedes CAO of Poland AD SP-0052-2003-A and requires repetitive inspections of the airbrake torque tube and, depending on findings, replacement with a serviceable part. 2013.

Required Action(s)

(1) Within 30 days after the effective date of this AD and, thereafter, at intervals not to exceed the values as defined in Allstar PZL SB No. BE-062/SZD-50-3/2013, as applicable, depending on torque tube configuration, inspect the airbrake torque tube in accordance with the instructions of Allstar PZL SB No. BE-062/SZD-50-3/2013.

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as detailed in Allstar PZL SB No. BE-062/SZD-50-3/2013, before next flight, replace the airbrake torque tube with a serviceable airbrake torque tube in accordance with the instructions of Allstar PZL SB No. BE-062/SZD-50-3/2013.

(3) Replacement of an airbrake torque tube, as required by paragraph (2) of this

AD, does not constitute terminating action for repetitive inspections as required by paragraph (1) of this AD.

(4) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by:

(4.1) Revising as follows the approved Aircraft Maintenance Programme (AMP), on the basis of which, the operator or the owner ensures the continuing airworthiness of each operated sailplane: Incorporate the applicable repetitive inspections and follow-on corrective actions, as specified in Allstar PZL SB No. BE-062/SZD-50-3/2013, techsupport@szd.com.pl

PROPOSED - PAD No.: 14-027

Date: 30 January 2014
FIBERGLAS-TECHNIK RUDOLF LINDNER . KG GROB G 102 and G 103 sailplanes and powered sailplanes

Flight Controls – Rudder Control
Unit Cable Pulleys – Inspection / Replacement

Control cable pulleys made from

HORSHAM MOUNTAIN COACHING COURSE



Favourable weather once again made the third VSA facilitated mountain coaching course a great success in mid February.

Hosted by the Mt Beauty club in North East Victoria, 24 people attended with some local club members also joining in on some days. Six two seaters were available including the two local K-21s as well as nine visiting single seaters including a Ka6!

Days before the week started the locals were restless as the whole task area was choked in thick smoke from the many bush fires around Victoria and visibility was reduced to IFR conditions. The local C180 tug also had a major breakdown, requiring the backup Callair tug to be picked up from Bacchus Marsh, but this was also delayed due to the smoke throughout the state. Very fortunately a front brought some much need rain on Saturday the 15th as many people arrived, which cleared the air and set up a new air mass that allowed decent soaring for the whole week.

AIRWORTHINESS DIRECTIVE

plastic (white or brown material) in the rudder control unit were reported to develop cracks due to aging. In one case, jamming of the rudder control unit was reported.

This condition, if not detected and corrected, could cause cable pulleys to break, potentially jamming the rudder control unit and resulting in loss of control of the sailplane. To address this potential unsafe condition, Fibreglas-Technik issued Technische Mitteilung/Service Bulletin TM-G05/SB-G05 and

Paul Mander from NSW led the group in discussion each morning under the marquee and talked about the many differences and challenges mountains provide to a glider pilot. I gave a local perspective and sparked some interesting debate about the advantages of the enormous array of gadgets the modern pilot now uses to assist navigation in strange areas. Paul also made his jet sustained ASH-25 back seat available for many of the course participants, taking them on some great flights to Mt Kosciusko and Mt Bulla.

The ASH-25 together with about two thirds of the fleet were launched with the local winch with hardly any relights, which

Anweisung/ Instructions A/I-G05 (one document) to provide instructions for the replacement EASA PAD No.: 14-027 TE. CAP.00112-002 © European Aviation Safety Agency. All rights reserved. 2/2 Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet. of plastic cable pulleys with pulleys made from aluminium. For the reason described above, this AD requires identification and replacement of plastic cable pulleys in the rudder control unit. Plastic cable pulleys may also be installed in the cable

necessitated only one tug and kept costs to a minimum. For many of the flat landers new to the hills, just flying around the beautiful Kiewa Valley and ridge soaring Victoria's highest peak of Mt Bogong was excitement enough, but many got further afield up past Mt Feathertop, Hotham and over to Buffalo. Kosciusko and Bulla were also reached by several of the more experienced in the group.

Evenings were spent at several local restaurants, with the club providing a scrumptious meal at the airfield terminal on two nights with the local aero modellers providing entertainment. Overall, it was a great success with many happy pilots going home with new experiences. A big thank you to Paul and the other coaches and the locals who made it all happen.

MARK BLAND



circuits of pedal adjustment and/or tow hook actuation, their replacement is not required by this AD. **Required Action(s)** (1) Within the compliance time defined in Table 1 of this AD, inspect the rudder control unit and, if plastic cable pulleys are installed, replace the plastic cable pulleys with aluminium cable pulleys in accordance with the instructions of Fibreglas-Technik TM-G05/SB-G05 and A/I-G05. (2) From the effective date of this AD, do not install any plastic control cable pulley in the rudder control unit of a sailplane or powered sailplane. info@LTB-Lindner.com

QLD GLIDING

EQUIPMENT LEVY

Gliding Queensland has many pieces of equipment ranging from release testers to projectors and PA systems. In the past, GQ has fielded many enquiries about the whereabouts of the equipment so that members can use it. GQ has been unable to reliably refer these members to a person who may be in possession of the articles, some of which has 'gone missing'. When these items are 'missing', replacements must be purchased, which takes money away from services we can provide to members. In addition, for some time, there has been an informal system where a member has rung around and sometimes found the item they're looking for - sometimes to their frustration they have not been able to find the item at all while someone hangs onto it. GQ also has to account for this equipment every year at audit.

In order that we might be able to serve the needs of the members better, it is our intention to put in place a system much like that which has operated in other states for many years. While we are yet to finalise the details, there will be a levy charged to a person for the use of the equipment which will be dispatched from a central location and then, when the user is finished, will be sent back to the place of origin. Further details are yet to be finalised, but it is likely that this system will be in operation after May this year. If you have any GQ equipment in your possession please advise Dave Donald (president@glidingqueensland.org.au) and I'll arrange for it to be collected.

CLUB & SPORTS CLASS NATIONALS

This year Gliding Queensland has taken on the task of organising the Club and Sports Class Nationals 6-17 October 2014 at Goondiwindi. To that end, we're looking for people to fill the following tasks:

Comps Director - Organiser
Tasksetter - Scorer
Safety Officer - Ground Marshall
Met - Tug Master

This is a huge undertaking by GQ and will require the efforts of many club members in Queensland and NSW. Much of the infrastructure will have been done as the Easter Comps will be held in Goondiwindi, so all we need is a willing crew! Responses should be made to

Dave Donald president@glidingqueensland.org.au

EASTER COMPS GOONDIWINDI

Boonah Gliding Club is organising the Easter Comps at Goondiwindi from 18-26 April 2014, hot on the heels of the good work done by Phil Southgate and team from Warwick Gliding Club in 2013. Those of you who attended or heard about it will know that Goondiwindi offers a fantastic venue for a gliding comp - good all-round conditions, lots of paddocks, very little airspace concerns, the fantastic friendly locals including the Council who are extremely supportive and the local aero club. The airfield itself is magnificent with plenty of room for 50-odd gliders. Go to http://glidingqueensland.org.au/EasterComp2014/info.php?comp_id=1 for further information or contact Dave Donald (president@glidingqueensland.org.au) or Denis Nolan (denisnolan@gmx.com) for further information.

GQ CONSTITUTION CHANGES

For many years, GQ has had a constitution which has needed a revamp to reflect our contemporary times. It is the intention of GQ to adopt this new constitution at the next Annual General Meeting in May, date TBD. It closely follows the work of the South Australia Gliding Association and strengthens the relationship between member clubs, Gliding Queensland and GFA. This is a work in progress but it is hoped that it will be ready for the Annual General Meeting in May.

GQ OFFICE BEARERS

Many of the Office Bearers presently serving on the committee of Gliding Queensland have been there for many years, and would now like to go flying - like ordinary members! If you would like to serve your fellow members in the following capacities:

President - Vice President
Secretary - Treasurer

please advise me president@glidingqueensland.org.au and I'll be happy to nominate you. The administration of the sport is largely unknown to much of the membership but the sport cannot exist without people willing to put in the time in these roles. Without them, we cannot fly! What little satisfaction there

is in these roles - except for the bad coffee and cheap biscuits - exists in the knowledge that you are contributing to the continuation of a sport we all love.

GIRLS JUST WANT TO HAVE FUN



Time flies when you are having fun. There is usually just one Women in Gliding week each year, but as it was decided to change the timing from January to November, a get together was organised by Bathurst Soaring Club for a casual 'Girls Just Want to Have Fun' week.

Eight girls attended the week, Jo Wooler from Queensland via New York, David and Jenne Goldsmith, Silvia Sharman and Rachael Richards from Victoria, Tom and Kerri Claffey, Gail Wilkins, Helen Grant and Leonie Furze from New South Wales. We also had four girls turn up to give gliding a try on the final weekend.

The weather could have been a bit better but it didn't deter from having a great time. The highlights were;

- Helen's first flight in a glider
- Jo going solo again and converting to the Junior
- Jenne getting home in her Ka6 from a cross country flight on a day few people flew
- Leonie's first flight in her new Discus B
- Rachel and Gail's first Women in Gliding Week
- Witnessing Silvia and David consume a chocolate pizza
- Hearing about Kerri's overseas gliding adventures at the Women's Worlds
- Drinking port through a Tim Tam
- Rachel's beer scones made in her camper van on the flight line.

A big thank you to Bathurst Soaring Club for hosting the event and to the wonderful instructors and tug pilots that volunteered their time to help. **The next Women in Gliding Event will be at LAKE KEEPIT NOVEMBER 1-9, 2014.** For enquiries please call **Leonie Furze 0409 606 320** or email ozglidergal@hotmail.com

NARROMINE AIR PARK

NEW ALLOTMENTS RELEASED AT NARROMINE AERODROME RESIDENTIAL SKYPARK

Narromine Council has just released ten new allotments in its prestigious Residential Skypark, a residential estate situated in the triangle between the two sealed runways where you can park your plane in your backyard with direct access onto the taxiways. This is stage four of this unique development with a total of 40 allotments now developed. Just nine remain for sale.

The estate has been designed with large blocks and sizes ranging from 1550 m2 up to 2258m2 to give more flexibility to the owners. Prices start at \$99,000 including GST.

Narromine Aerodrome is well known for many attributes not the least of which is being the home of the replica Wright Flyer aircraft, the Sport Aircraft Association of Australia, the oldest country Aero Club in Australia and it also boasts an aviation museum and clubhouse for both the aero and the gliding club. Narromine is also one of the three best gliding areas in the world and the Narromine Gliding Club has a 50 per cent membership of international pilots with many members visiting for some weeks or months in the summer from Japan, Germany, Spain, Czech Republic, Poland and the United Kingdom. The World Youth Gliding Championships will be held in Narromine in 2015 with the Pre-World Comp this year. The SAAA organise Ausfly

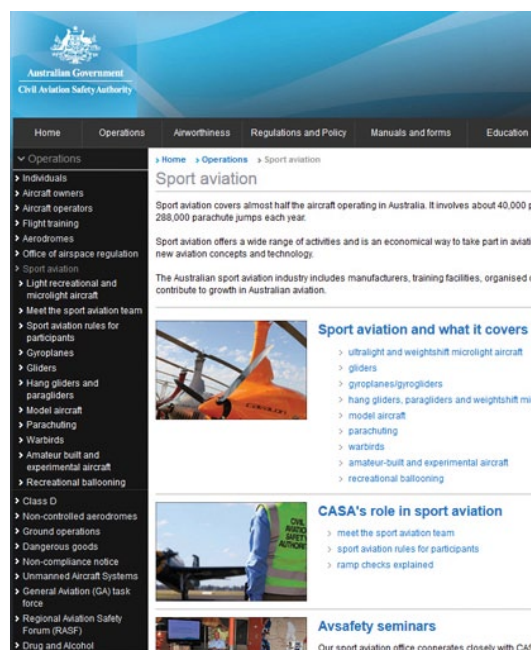
each September, which attracts a few hundred aircraft and lots of activity at the Aerodrome.

Not only does the unique Skypark development allow pilots to park their planes in their own backyards with direct access to the taxiways, the Skypark has been designed to provide the best amenity for pilots so that all the blocks on the airside at least, provide a wonderful, unencumbered view of the airfield. The backyard in the Skypark is a great place to be when watching an airshow and residents can enjoy a barbecue with their friends while watching the aerobatics from their backyard.

Owners of the Skypark blocks will have freehold title, all services including power, sewer, water, natural gas and the usual amenity of any residential estate with street lights and an open space recreational area. A covenant will be placed on the land titles to protect the owner's right to access the runways, and there are no landing fees. Besides all the other practical reasons, a block in the Narromine Skypark provides the opportunity for people with an aircraft to live in the best and friendliest little town in the gateway to western NSW.

If you are interested in acquiring a block or obtaining more information on the Skypark, then call **Vas Roberts at Narromine Council on 6889 9999 for more information.**

CASA WEBSITE UPDATE



CASA's sport aviation website www.casa.gov.au/sportaviation has been refreshed.

This website now has all the CASA safety resources in one spot, including their online store, Flight Safety Australia magazine, pilot guides and information, Avsafety seminars, ramp check information, links to external sites – such as the ATSB – avoidable accident series, and much more.

labelling in the unit, which will say "Flarm-IGC", or by inspecting the first few lines of the IGC file using Notepad or a similar text editor for the words 'Flarm-IGC'.

Nearly all IGC approved flight recorders have ENL (Engine Noise Level) recording. All IGC approved flight recorders have pressure altitude recording. All IGC approved flight recorders can have a declaration loaded into them. Non-IGC approved flight recorders may not have some or all of these. A flight recorder without one or more of these features is not IGC approved.

All Flarms can have a declaration loaded into them. All Flarms have pressure altitude recording. Some Flarms, typically non-approved ones, don't have ENL. In Australia, all Flarms are position recorders, at least.

Flight recorders without ENL can't be used to claim a flight in a glider that has a functioning motor.

BERYL HATLEY

Youngest and Oldest Triumph at Vic State Comps

BY MURRAY STIMSON

Stephen Pemberton, 15 years old, became champion in the Club Class and Tony Tabart again won the 18M and Open Classes in what turned out to be a surprisingly close and challenging week of soaring.



Ales Rajch of Geelong Gliding Club, in his first competition, finished a close second in the Standard Class to veteran competitor Gary Stevenson. The challenging part of the competition came on two days when 12,000 to 13,000ft cloudbases mixed with dead bands caused by over-development or fire smoke, resulting in the majority of the fleet outlanding and the rest abandoning the tasks. On two other days of excellent soaring, almost all pilots had an exhilarating run under great conditions and completed the set tasks, with top speeds up to 147kph, thought to be a speed record for a Victoria State Competition.

Stephen, of Geelong Gliding Club, had the benefit of coaching from John Buchanan in the Janus, plus free entry for two-seaters used for coaching. As well as guiding Stephen, JB showed the value of having a coach along by extracting a save in ridge lift at 600ft AGL, allowing a later outlanding at Ballarat aerodrome.

On the following day Stephen also got to experience an aerotow retrieve from Ballarat Aerodrome. Tow pilot Peter Knight was able to retrieve two gliders from each of two airfields, Fiskville at 20km and Ballarat at 60km, in approximately 1.6hrs. Good value for all.

The middle of the week of 12 to 18 January brought fantastic conditions across southeast Australia, and in our contest area an unusual convergence zone from Geelong west along the Otway Range close to the southwest coast of Victoria. On those days the temp traces typically showed that 39 to 40° C would be required to see thermals to 3,000ft AGL for launching, but that 41 to 42° C could see climbs to 13,000ft or more. Met guesser David Wilson and task setter Rolf Buelter had to be on their toes to strike a delicate balance between a late launch and predictions of early finishes, and the wide range of experience across the competing pilots.

The week proved to be the hottest in nearby Melbourne since 1908, so our atmospheric explorers saw some unusual conditions. On the final big day before the cold front arrived an AAT task for all classes saw a minimum of 2.5hr or 197km, through to a maximum distance over 900km. Ales Rajch flew over 418km at 117kph in the GGC LS-4a. Ales narrowly secured the day win in the combined Std/15M class as well as the longest flight of the day. Another first time competitor, Hugh Champness of Beaufort GC in his Mosquito, also quickly learned the art of AAT racing by maximising his final glide that day. In winning the day, he did not turn for the



last 180km of his task from a 12,500ft cloudbase. Tony Tabart also experienced a moderately-sized bush-fire in the northern Grampians that saw his Ventus 2cm climb 7,250ft from 4,500ft in approximately 5 minutes and just three turns, or averaging 1,500ft/min, according to the logger file.

Many helpers from all three gliding clubs at Bacchus Marsh came together to make the 2013 comp a success. Competitors came from across Victoria, but John Orton from GCWA had definitely travelled the furthest. Just as well the water pump on his car failed on a retrieve near Ballarat - and not crossing the Nullarbor. As a competition director for the first time, I sought to replicate the low-key, friendly and fun approach shown by Ian Patching in the 2012 Vic State Comps at Bacchus Marsh. Our thoughts were with Ian and his family because Ian was battling with cancer that kept him away from the comp this year. **GA**

ABOVE LEFT: First time contestant Stephen Pemberton accepts the 2013 Victorian State Club Class trophy from John Styles of the Vic SA, with coach John Buchanan and contest director Murray Stimson. **Photo:** Jo Pocklington

TOP: Gary Stevenson accepts congratulations for becoming the 2013 Vic State Champion in Standard Class.

BELOW LEFT: Hugh Champness is relaxed beside his Mosquito FQC despite the 42C heat pre-launch on Day 5. **Photo:** Murray Stimson

BELOW RIGHT: Tony Tabart Jo Pocklington prepare the Ventus 2cm VTT. Tony went on to win both 18m and Open Class trophies, again. **Photo:** Murray Stimson



WARNING IGC FLIGHT RECORDERS

The introduction of flight recording technology was intended to make life easier for both the pilots and the badge officer. From the experience this season, this is clearly not the case. Please read this notice.

There are four levels of approval, three given by IGC and then position recorders, which are approved at NAC level.

THE THREE APPROVAL LEVELS AT IGC ARE:

1. All Flights (everything including records)
2. All Badges (all badges and distance diplomas)
3. Up to Diamond (Silver, Gold and Diamond badges but not more)

The position recorders are approved by each NAC and can be used for Silver and Gold badges only. Tim Shirley is the approval authority for GFA. In Australia, approved position recorders are any Flarm not otherwise approved by IGC, and the FlywithCE recorder. Just because a position recorder is approved in

Australia, does not mean it is acceptable in other countries.

No Australian made Flarm is approved by IGC. It is however a position recorder and can be used only for Silver and Gold badge claims. This means that an Australian made Flarm can be used to claim a 300km Gold C distance, but can't be used for the Diamond C 300km Goal flight even if they are achieved on the same flight.

The Flarm-IGC models that are approved for 'Up to Diamond' - which should read "up to and including Diamond" - are the ones in the attached list. In most cases the suppliers make both IGC and non-IGC approved variants, so even though it looks like an IGC approved model, it may not be.

The way to tell is by looking at the

A RECORD RECORD SEASON

Summer 2013 to 2014 was very hot and, with much of Australia in drought, several pilots made good use of the ideal conditions to set World, Continental and Australian records, while cloud base reached 16,000 ft at times.



ABOVE: Lisa Trotter earned the record for most records from one flight.

One pilot achieved a distance flight not far short of 1,300km, and the best speed was 145.05 over 750km. Some pilots only held their records for a few short weeks, as some records were broken twice, and a flood of record claims landed on my desk. Not all claims were successful, with a start line missed, a couple of declaration problems, and one pilot who didn't have a Sporting Licence.

Western Australia kicked off the season, with **Geoff Beecroft** flying a **1,011km triangle at 120.74kph in his LS8/15m from Southern Cross on 14 December 2013, claiming the Australian Standard and 15m records for 1000km triangle speed.** He reached 16,000ft several times during the 9-hour flight, of which 8 hours 23 mins on task.

A few days later **Alisa McMillan** flew a **500km triangle from Narromine in an LS8/15m, claiming the Australian Feminine Standard Class record for 500km triangle speed at 129.24kph,** reaching 10,000 ft a couple of times.

31 RECORDS IN ONE FLIGHT

Then on 20 December 2013, **Lisa Trotter** took to the air at Tocumwal in her LS8/15m and flew a **1026.78km FAI triangle, claiming the World Feminine 15m record for Triangle Distance.** This flight resulted in 31 record claims, an amazing result which raised the bar for our Australian lady pilots to a respectable height indeed. There was one World Feminine Record, seven Continental Records of which two were General Category and five were Feminine Category, and 23 Australian Records - four General and 19 Feminine Category. Lisa had several climbs to 10,000 and 11,000ft during the main part of the day, a last high climb to 13,000ft, and then a couple of much slower and lower climbs to get her home at the end of the 10 hour flight.

PAM KURSTJENS
RECORDS OFFICER, GFA
fairecords@glidingaustralia.org

LISA'S RECORDS FROM THIS FLIGHT
Triangle Distance 1,026.78km, World Feminine Record 15m Class.

Continental Record 15m Feminine Category, Australian Standard Class.

Australian Feminine Standard, 15m, 18, and Open Class.

Free Triangle Distance 1,027.66km.

3 Continental Records claimed in 15m General, 15m Feminine, and Open Class Feminine, and 5 Australian Records.

General category Standard Class, and Feminine Standard, 15m, 18m and Open Class.

Distance via up to three TPs 1,026.78km: 2 Continental Records Feminine 15m and Open Class.

5 Australian Records, General category Standard Class, and Feminine Standard, 15m, 18m and Open Class.

Free three TP Distance 1,036.01km: Continental Record General category 15m Class.

4 Australian Records, General category Standard Class, and Feminine Standard, 15m and 18m.

1,000km triangle speed 102.73kph: 4 Australian Records, Feminine standard, 15m, 18m and Open Class.

Lisa's husband and long-suffering Official Observer Peter spent days filling in claim forms. He said, "It only took her 10 hours to do the flight."

It was good practice for Lisa's next record flight, a **500km Triangle on 10 January 2014 at 132.01kph,** in the LS8/15m, from which she claimed **six Australian Feminine Records for triangular speed over 500km in Standard class, 200km in Standard, 15m, 18m and Open Class, and 100km in Standard Class.** I received the claim with all documents in perfect fashion, and this record was ratified a week after it had been flown. No chasing up missing documents from this suddenly highly polished OO! Alisa's 500km triangle speed record had been broken after just one month.

Meanwhile, on **27 December 2013, Harry and Wendy Medlicott** flew a **300km Out and Return in their Arcus M from Lake Keepit, claiming the first Australian record in the new 20m 2-seater Class at 136.35kph.**

I had a feeling I would be hearing more from this couple, and sure enough on **16 January 2014 Harry and Wendy** flew a **300km Triangle from Corowa at 140.77kph,** claiming another Australian 20m 2-seater record.

On the same day, **16 January 2014, Matt Gage** flew a **1000km triangle from Benalla, in an LS8/15m - this was the year of the LS8/15!** He claimed **two Continental Records and two Australian Records, Free Triangle Distance of 1,048.54km, and Free three TP distance of 1,060.76.** He had declared a 1032km FAI Triangle, but missed out on the Triangle Distance Record because he missed the start line by a couple of hundred meters. Matt's Continental Records exceed two of the Continental Records in General Category claimed by Lisa Trotter only four weeks earlier, and two of Lisa's four Australian General Category Records. Matt reached 12,000ft a few times, with his best height nearly 14,000ft.

1250KM

The very next day, **17 January 2014, Chris Woolley** took off from Kingaroy to fly to Tocumwal via Dirranbandi, a flight of over 1,250km, in his Ventus 2cxm [See article on page 15].

He has claimed one Continental record and 8 Australian Records from this flight. Chris had a SPOT tracker on board, and a link was posted so people could watch his progress in real time. This was a fantastic flight, and not that easy. For the first three hours his climbs reached between 5,000 and 6,000ft, with one climb to 7,000ft at Dirranbandi, and then conditions gradually improved, with several climbs to 10,000ft, and eventually a couple of climbs to 13,000ft. He flew over Tocumwal at over 5,000ft, and landed soon after. I am sure he could have managed to take the free three TP distance out to over 1,300km, but at the time he was content to land safely after 11 hours, and with 20 mins to spare before last light.

The records claimed are: **Continental Record Open Class Free Distance 1,196.02km. Australian Records all in Open Class and 18m Class: Free Distance 1,196.02km, Free 3 TP Distance 1,291.34km, Straight Distance to a Goal 1,182.83km, three TP Distance 1,272.80km.**

On the same day, **17 January 2014, Peter Temple** claimed the **Australian Standard Class 750km Out and Return speed record from Gawler, at 145.05kph in - you've guessed it - an LS8/15m.**

RULE 6.6 SIMULTANEOUS RECORDS

There was a lull for a couple of weeks and I found time to process a few of these claims. It takes a long time, especially as the ones that are being sent to the scrutiny of the FAI Records Office need to be triple-checked, and then some. But the peace didn't last long, and the next claim had an unusual twist.

On 8 February 2014, **Matt Gage and Allan Barnes** took off from West Wyalong in two LS8/15m gliders, having both declared the same 750km triangle task, and with the intention of flying together. They managed to cross the start and finish line within a couple of seconds of each other, and lodged a **Simultaneous Record Claim for the Australian Standard Class 750km triangular speed at 134.01kph.** There have been at least two Simultaneous Australian Record Claims in the past, once for Triangle Distance (that record has since been broken), and one which is still on the books: the 15m Out and Return Distance, held by Noel Roediger and



Ian Wight since 13 January 1985 for a flight of 1015.16km. The Rules for a Simultaneous Record Claim appear in the General Section of the Sporting Code:

On any date that a record is broken by more than one pilot, the best performance only will be awarded the new record, except that if two or more aircraft flying in a group and in the same conditions achieve exactly the same performance and simultaneously beat a record, the performance may be registered as a record in the joint names of the pilots or members of that group.

In conclusion: 9 pilots, flying several LS8/15s, one Arcus M and one Ventus 2cxm, flew:

1 WORLD RECORD

10 CONTINENTAL RECORDS

46 AUSTRALIAN RECORDS

IN SOUTH AUSTRALIA, WEST AUSTRALIA, NEW SOUTH WALES, VICTORIA AND QUEENSLAND.

A truly Record Breaking Record Season.

GA

TOP: Alisa McMillan flew a 500km triangle from Narromine in an LS8/15m, claiming the Australian Feminine Standard Class record for 500km triangle speed at 129.24kph.

ABOVE: Matt Gage lodged with Allan Barnes a Simultaneous Record Claim for the Australian Standard Class 750km triangular speed at 134.01kph.

Photo Peter Newcomb

FRONT COVER INSET: Greg Beecroft

FAI GLIDING BADGES TO 19 FEBRUARY 2014

A.BADGE

OCKENDEN GREGORY J	11902	SOUTHERN CROSS GC	NUGENT JAMES	4839	SUNRAYSIA GC
SPEARPOINT J	11906	NSW AIR TC	FEENEY JOHN	4840	BOONAH GC
MITCHELL ETHAN J	11910	SOUTHERN CROSS GC	ESLER ANTHONY M	4841	CABOOLTURE GC
QUIRKE SAMUEL J	11914	NSW AIR TC	HOFMAN DAVID CHRISTIAN	4842	BATHURST GC
DEVELIN MICHAEL F	11915	NSW AIR TC	FRISWELL NEIL V	4843	BENDIGO GC
FISCHER MARKUS	11917	G.C.V.	MCCANN PHILIP B	4844	BENDIGO GC
			FORD KENTON	4845	MT. BEAUTY GC

A & B BADGE

CONNELL LACHLAN J	11893	G.C.V	GOLD C		BEAUFORD GC
VAN EERDE IAN	11897	QLD AIR TC	CHAMPNESS HUGH R	1694	GC WA
MCDONALD GREGORY T.	11904	GC WEST AUSTRALIA	MCALLAN DEREK	1695	KINGAROY GC
STEPHENSON CLIFFORD J	11905	SOUTHERN CROSS GC	DUTSCHKE JAMES M	1696	NARROMINE GC
MASON JACOB WI	11908	QLD AIR TC	SZOLLOSI LASZLO	1697	SPORTAVIATION
BARTOSIK MACIEJ	11912	SOUTHERN CROSS GC	OGURA HIROYUKI	1698	BEVERLEY GC
			BEECROFT GREGORY B	1699	

B BADGE

SARRI LYDIA	11879	SOUTHERN CROSS GC	DIAMOND GOAL		CABOOLTURE GC
BLEULER HANS R	11854	LAKE KEEPIT SC	HIGGS DAVID		SOUTHERN CROSS GC
JAMIESON DANIEL J	11856	NSW AIR TC	WERNER CHRISTIAN		ADELAIDE SC

B & C BADGE

CAMPBELL NEIL M	11802	G.C.V.			BEAUFORD GC
CHAN WING Y	11776	DARLING DOWNS GC			DARLING DOWNS SC

C BADGE

MCINTOSH PHILIP	11780	CENTRAL QUEENSLAND GC	SZOLLOSI LASZLO		NARROMINE GC
GRANDJA ANDREW	11829	GEELONG GC	NUGENT JAMES		SUNRAYSIA GC
BALL DAVID LI	11871	SOUTHERN CROSS GC	SHIRLEY TIMOTHY PAUL		G.C.V
HASLAM DONALD F	11481	V.M.F.G.	GIBBS PAUL A		LAKE KEEPIT
BECKER ROBYN H	11864	NARROGIN GC	BEECROFT GREGORY B		BEVERLEY GC
CONNELL LACHLAN J	11893	G.C.V.			
JAMES LUCAS D J	9196	GEELONG GC			
PETERS CHRISTINA M	11792	SOUTHERN CROSS GC			
STEPHENSON CLIFFORD J	11905	SOUTHERN CROSS GC			

A. B. C. BADGE

MAHONEY JAMES W	11894	HUNTER VALLEY GC			KINGAROY GC
WINTER ALAN W	11895	GYMPIE GC			G.C.V.
MCALLAN DEREK	11896	GC WEST AUSTRALIA			BEVERLEY GC
VIGLAS TASO	11898	SOUTHERN CROSS GC			BEAUFORD GC
GRIFFIN RYAN T	11899	DARLING DOWNS SC			
EDEN ALEX	11900	BALAKLAVA GC			
CONWAY PETER	11901	ADELAIDE UNIVERSITY GC			
BUTCHERS CHRIS	11903	G.C.V.			
GOLODONIUC PAVEL	11907	NARROGIN GC			
JOVANOVIC BORIS	11909	CENTRAL COAST GC			
HARRISON BRETT A	11911	SOUTHERN RIVERINA GC			
JENSEN MICHAEL D	11913	ADELAIDE SC			
BURGGRAAFF ASHLEY	11916	CENTRAL QLD GC			

SILVER C

HIGGS DAVID	4829	CABOOLTURE GC			
WROBLEWSKI ANDRZEJ	4830	GEELONG GC			
WERNER CHRISTIAN	4831	SOUTHERN CROS GC			
LANE RUBEN	4832	MT. BEAUTY GC			
TONKIN LUKE M	4833	ADELAIDE SC			
CONWAY PETER	4834	ADELAIDE UNIVERSITY GC			
CONWAY MICHAEL	4835	ADELAIDE UNIVERSITY GC			
MCALLAN DEREK	4836	GC WEST AUSTRALIA			
HENNESSY GRAHAM W	4837	DARLING DOWNS SC			
DUTSCHKE JAMES M	4838	KINGAROY GC			

GOLD C

CHAMPNESS HUGH R	1694	BEAUFORD GC
MCALLAN DEREK	1695	GC WA
DUTSCHKE JAMES M	1696	KINGAROY GC
SZOLLOSI LASZLO	1697	NARROMINE GC
OGURA HIROYUKI	1698	SPORTAVIATION
BEECROFT GREGORY B	1699	BEVERLEY GC

DIAMOND GOAL

HIGGS DAVID		CABOOLTURE GC
WERNER CHRISTIAN		SOUTHERN CROSS GC
TONKIN LUKE M		ADELAIDE SC
CHAMPNESS HUGH R		BEAUFORD GC
KLEIN KERRY		DARLING DOWNS SC
MCALLAN DEREK		GC WEST AUSTRALIA
HENNESSY GRAHAM W		DARLING DOWNS SC
KINLAN DAVID G		WARWICK GC

SZOLLOSI LASZLO		NARROMINE GC
NUGENT JAMES		SUNRAYSIA GC
SHIRLEY TIMOTHY PAUL		G.C.V
GIBBS PAUL A		LAKE KEEPIT
BEECROFT GREGORY B		BEVERLEY GC

DIAMOND DISTANCE

DUTSCHKE JAMES M		KINGAROY GC
SHIRLEY TIMOTHY P		G.C.V.
BEECROFT GREGORY B		BEVERLEY GC
CHAMPNESS HUGH R		BEAUFORD GC

750KM DISTANCE

JOHNSON GRANT L	150	TEMORA GC
MCINNES ROY	151	BEVERLEY SC
DUFFY ROBERT J	152	BEVERLEY SC
ROCK WARREN C	153	BEVERLEY SC
GANDERTON JENNIFER A	154	LAKE KEEPIT SC
SHIRLEY TIMOTHY P	155	G.C.V.
BLOCH NORMAN R	156	BEVERLEY GC

900 KM DISTANCE

CLAFFEY KERRIE A	22	SOAR NARROMINE
JOHNSON SWAIN	23	GC OF WA

1000 KM DIPLOMA

BEECROFT GR	39	BEVERLEY GC
BLOCH NORMAN R	40	BEVERLEY GC
DU RIEU BRIAN P	41	KINGAROY GC
JOHNSON SWAIN R	42	WGC OF WA

1250 KM DIPLOMA

WOOLLEY CHRISTOPHER J N	1	KINGAROY GC
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In 2013 I flew my first 1,000km triangle from Narromine. After the dust settled I started thinking about the next challenge, a 1250km flight. A few of us at the Kingaroy Soaring Club had talked about a downwind dash to Benalla in Victoria during December or January.

Typically the weather in Queensland at this time of year can be influenced by the northern monsoon trough resulting in areas of widespread rain as far south as the New South Wales border. This had been the case for the last few years.

January's start was unseasonably dry which gave me hope that this may be the year. It was time to get serious and start looking for favourable forecasts for the flight south. As part of the preparation I started a list of things to do and take.

For the forecasting I used XC Skies, NOAA's stability and temp traces, WeatherZone, the Earth Wind Map, the Bureau of Meteorology and RASP.

The synoptic chart and weather forecasts started looking favourable for a 1250km flight on Friday, 17 January. The high off the New South Wales coast was situated such that the predominant winds were easterly for Kingaroy and northerly for New South Wales. To maximise the cu and tailwind components I set Dirranbandi, 421km south west of Kingaroy as the first turn then south 838km to Tocumwal for a total distance of 1,259km.

I'd selected Dirranbandi, Walgett, Nyngan, Lake Cargelligo and Griffith as my check points. I noted that the forecast maximum temperatures were increasing by about a degree for each town heading south to a maximum of 44 degrees at Tocumwal!

Next on the list was to locate an official observer and a tug pilot. Greg Schmidt volunteered to be my OO and Darryl Hansen was available for a tow. Now the rest was up to me.

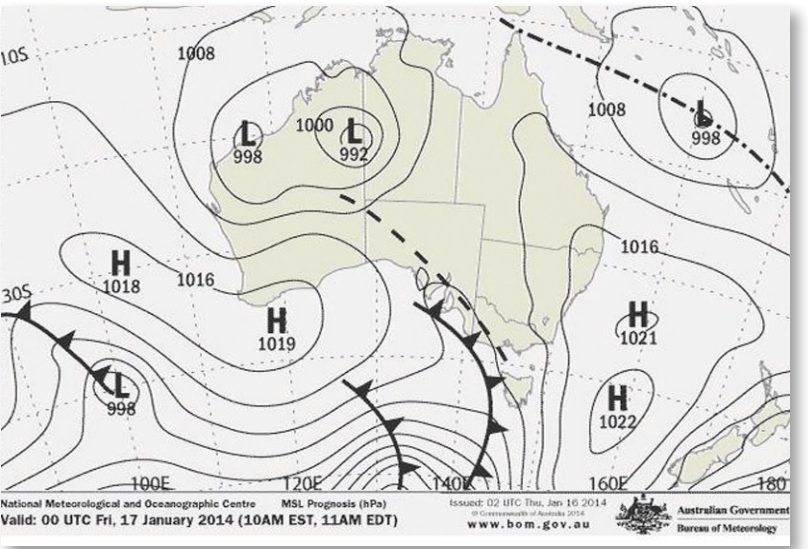
BIG DAY

Before I knew it Thursday had arrived and it was time to make sure everything was ready for the big day. I put the

glider batteries on charge, checked the tie down kit, polished the canopy, and washed the glider. I prepared everything for the flight according to my list which had been compiled during the week.

Before I went to bed I did a final check of the weather. Unfortunately the forecast for the morning was still a 70% chance of rain at 6am and 9am. Not good! As luck would have it I was awakened by light rain during the night. This was probably a blessing in disguise as I slept well for the remainder of the night not worrying about the flight the next day.

I woke at 5:45am to an overcast sky. At least it wasn't raining! I checked the satellite and there wasn't any high cloud. I also checked XC Skies and the forecast looked even better than the night before.



ABOVE: Chris with his Ventus VCX.

BELOW: BOM synoptic chart from 17 January showing a high pressure ridge extending through Queensland and New South Wales.

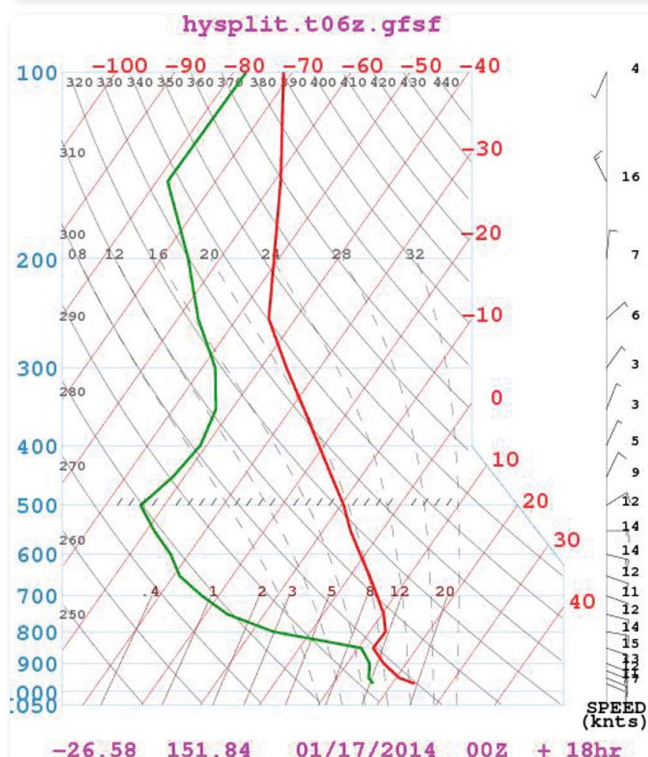
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ABOVE: Chris's route from Kingaroy to Tocumwal.

RIGHT NOAA temp trace for Kingaroy 10am

BELOW: After 11h 57 m in the air Chris arrived at Tocumwal just 16 minutes before last light.



I had breakfast, made lunch and packed the car. I left for the airport at 7am hoping the weather would improve.

I ballasted my 18 meter Ventus 2cxM to maximum take off weight of 600kg in the hangar. I carried oxygen which I set to use above 5,000ft. I also carried 6 litres of drinking water along with sandwiches, muesli bars and apples for sustenance during the flight. I took maps of the task area as well as a strobe, SPOT, space blanket and a couple changes of clothes. During the preparation of the glider I noticed that the sky was opening up to blue with cu. Looking good.

I then rang Eddie Madden at Tocumwal to let him know of my plans. I also let my son Adam and Greg Kolb know it was all systems go. Adam updated his gliding adventures Facebook page with my flight plan as well as a link to my SPOT satellite tracker. Greg Kolb notified the Kingaroy Soaring Club's email chat group with the same information. It was now time to tow out to the strip.

At 8:46am the flight began with Darryl Hansen towing me into a great looking sky. Soon after, at 8:57am I made a start at 4,833ft knowing I had to finish above 1,553ft at Tocumwal to avoid any distance penalty.

CU FILLED SKY

I was now on my way with cu as far as I could see. My first climb was 2.2kts for 650ft to 4,500ft. It was certainly a relief to get that first good climb. My second climb was 3.3kts and my third was 3.7kts for 1,500ft to 5,100ft. There were consistent good climbs under cu for the next 150km after which they became a little more spread out, higher, and harder to core. I only broke through 6,000ft once during the first leg of 421km.

The last 150km into Dirranbandi was new territory for me. There was still plenty of cultivation but things looked very parched like most of the country at the moment.

All was going well until I missed a climb, then found myself in heavy sink, only to arrive at Dirranbandi at 1500ft AGL. I needed a good climb and fast! Fortunately I found 5kts to 6,000ft. Needless to say I didn't want to go there again. I rounded Dirranbandi at 12:50pm, 15 minutes ahead of my scheduled time having averaged 110kph. I needed to average 125kph for the leg to Tocumwal to have any chance of getting there before last light.

The day finally kicked in with a 6.4kt climb to 9,000ft near Lightning Ridge, where I could see rocky outcrops where years of opal mining had set the landscape apart from the surrounding areas. The view was now much better than the 6,000ft ceiling for my first leg.

It was now time to set my watch to New South Wales daylight saving time, which is one hour ahead of Queensland's time. Before long I was abeam Walgett at 3:10pm 10 minutes ahead of time, having averaged 130kph since rounding Dirranbandi. So far so good.

I was familiar with the rest of the track to Tocumwal having flown in New South Wales over many years, particularly at Narromine as well as Leeton and Tocumwal.

I broke through 10,000ft, 100km north of Nyngan at 3:50pm. The forecast was for 14,000ft at 6:00pm so hopefully conditions were only going to improve!

Things were travelling along well and before I knew it I had arrived at my Nyngan checkpoint at 4:40pm, 10 minutes ahead of schedule having averaged 125kph since abeam Walgett. Shortly after I gave Neil Dunn at Narromine an operations normal call and said that everything was still on track for an arrival at Tocumwal.



LEFT: Chris with Ingo Renner in the hangar at Tocumwal.

I arrived at my next checkpoint, Lake Cargelligo, at 6:20pm, 10 minutes ahead of time having averaged 130kph since Nyngan. Good stuff.

As I was approaching Griffith I took a 6.1kt average climb to 14,000ft at 6:30pm. I'd now flown 1,020km with only 240km to go. Only a couple more thermals and I was there.

I arrived at Griffith at 7pm, 25 minutes ahead of schedule having averaged 145kph since Lake Cargelligo. I only had another 175km to go. I was starting to think that I might just make it. Soon after the street I was running started to collapse with rain. I made a 40° deviation to the southwest for 25km to contact the next line of cu.

The climbs were starting to deteriorate with the next couple only averaging 3kts. At 7:30pm and 115km out I took a 2.3kt climb to 9,500ft which gave me a marginal final glide. In the distance to the west I could see a large decaying cloud mass with rain which cast a large shadow over my course to Tocumwal. I needed another 2,000ft to finish without attracting a distance penalty. So close yet so far.

After gliding through 40km of shadow I headed for the last reasonably formed cu, hoping for a climb. At 8:15pm and 40km from Tocumwal I found 2.3kts which I took to 7,000ft because I could. I was well over glide but that didn't matter.

It was time to make a few phone calls to let my immediate family know I would now make it to Tocumwal. Adam then updated his gliding adventures Facebook page and Kingaroy Soaring Club's email chat group with the news of my impending arrival.

I crossed the finish line at 8:36pm at 5548ft, 715ft higher than I started. I then continued on into Victoria for a short while before starting a 120kt 747 circuit for Tocumwal.

At about 2,500ft the outside air became incredibly warm as I descended through the evening inversion. This was something I hadn't experienced before.

I landed long on runway 18 at 8:49pm, 16 minutes before last light. After rolling to a halt I was greeted by Kate and Phil Heintze and Eddie Madden. Kate had a selection of refreshments for me which was a nice surprise.

I'd planned the flight to Tocumwal but I hadn't planned where I was going to stay. Luckily Adam had contacted Grant and Tova Heaney who were kind enough to put me up at short notice for a couple of nights.

Social media and SPOT satellite tracking have made an otherwise solo flight experience into one that can be shared with everyone who participates on the day.

Thanks to Adam for the Facebook and email updates and to everyone who posted messages of support. I felt very privileged that I captivated your attention for most of the day.

To view my flight on the OLC visit <http://tinyurl.com/1250k>

For information I've included a summary of the forecast I used to plan the flight.

The Earth Wind Map I referred to can be found at <http://tinyurl.com/highreswind>

GA

BELOW: XC Skies Cloudbase and Winds forecast.

Flight statistics

41GC4015.IGC

General information

Date of flight: 16/01/2014

Pilot name: Chris Woolley

Glider type: Ventus 2cxM

Competition class: Unknown

Registration: Unknown

Competition number: VCX

Takeoff: 08:46:29 at 1321ft (Sunrise: 05:14)

Soaring begin: 08:55:37 at 5745ft

Soaring end: 19:48:57 at 604ft

Landing: 19:48:57 at 609ft (Sunset: 19:35)

Duration: 11:02:28

Declared Task - Broken Leg

Declaration is valid:

Date/Time: 17/01/2014 8:41:09 AM

Type: Broken Leg

Task distance: 1259.0km

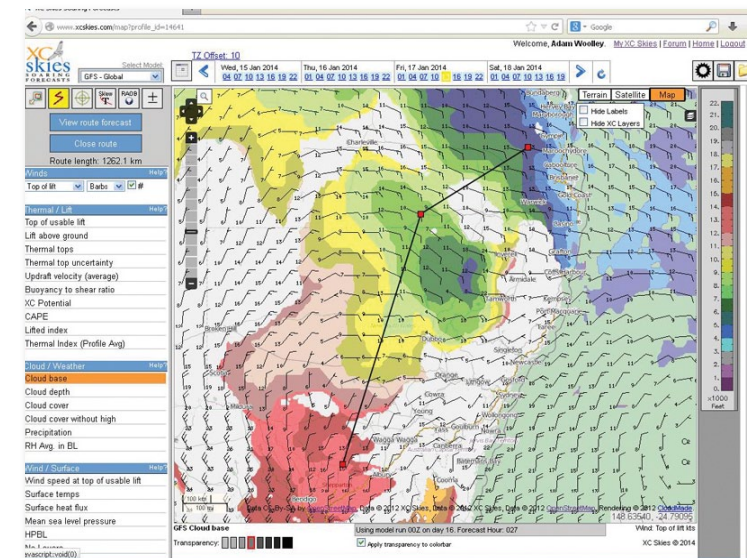
Takeoff point: TAKEOFF

Landing point: LANDING

Points:	Latitude/Longitude	Dis.	Alt.	Time	Duration	Speed	Wind	WindCo
1) Kingaroy Gld	S26°34.766' E151°50.366'	---	4833ft	08:57:06	---	---	---	---
2) Dirranbandi	S28°35.501' E148°13.001'	421.5km	5738ft	12:49:17	03:52:11	108.91km/h	58°/7kts	13km/h
3) Tocumwal Gld	S35°48.681' E145°36.300'	837.5km	5548ft	19:36:10	06:46:53	123.50km/h	36°/4kts	6km/h

All reached turn points rounded ok. Task completed.

Distance: 1259.0km, Duration: 10:39:04, Speed: 118.20km/h





A LUCKY COUPLE OF FLIGHTS



BY JAMES DUTSCHKE

ABOVE: James' Open Libelle and Adam's Std Cirrus at Narromine.

On 14 December, Adam Woolley and I started a week of flying in Narromine. Adam flew his 1977 STD Cirrus, W3, and I was in the 1968 Open Libelle, XH. We had arrived the night before just in time for the Joeyglide Final dinner. We had plans for some big flying and the weather for the week looked very good.

The Joeys foiled my attempts for a big day on the first. A late start followed, and a nice little 450km flight ensued. W3 had a cracker, achieving 800km for the day. The previous year our longest flight was 810km. Woolley was pretty stoked, achieving a PB, but what happened over the next three days made this flight look like a walk in the park.

The 16th of December dawned and the weather looked fantastic. I was feeling pretty sore and tired after two long days in the cockpit, but Woolley was declaring a 1,000km FAI and there was no way I was going to let him bag it without me. The task was NRM-Booligal-Henty-NRM. Adam jumped me at the start and took a 30km lead. After launching at 10.30am, an hour of pushing way harder than was optimum in a dry Open Libelle I managed to catch W3 in his dry STD Cirrus. Thanks for that thermal mate, lifesaver.

The first two hours were all in the blue and it was a relief to be flying with another glider. As we approached the cu it took a couple clouds to find a decent climb to connect with the 11,000 to 12,000ft cu's and it seemed the day might be on. We were only stopping to turn in 8kts plus and getting some fantastic energy lines beneath the cu. All was not to stay this easy, as the cu seemed to be thinning out to the south as we approached Booligal.

BACK TO CIVILIZATION

Gliding is a funny game. If you asked any normal person I think they'd tell you that being in the middle of nowhere, 50km from a landing site is crazy. I wasn't impressed being back in the blue and taking anything I could to stay above 8,000ft. None the less we pressed into the turn point, hoping that conditions would improve. The line of pumping

cu 100km to the north was chipping away at our psyches and after 50km or so we abandoned task. Heading to the cu and back to civilization at around Leeton our spirits lifted along with the 10kt climb that took us back to cloud base.

For the rest of the day we continued east to Temora before turning back to Narromine. Reaching home plate with altitude to burn. We maxxed out our OLC distance W3 with 917.54km and I managed 917.01km - flight that would have etched itself a lot better into my memory had the 17th not transpired into one of the best days I could ever imagine.

THE BEST DAY

The morning of 17 December was a double espresso kind of morning. I needed a lot of enthusiasm quickly because I was feeling every minute of the 10 hour day we just had. Our daily trip to the Narromine bakery for a sausage roll and a brew started the ball rolling. We tasked a start on leg 1000km FAI triangle, NRM-285km SW to Hillston-270km SE to Henty - 425km NNE to Eumungery - then 45km SW back to Narromine.

Adam and I had a good start, launching first and crossing the line wingtip to wingtip at 10:40am. A couple of kilometres down the road came Adam's favourite radio call, "6". Alas it was a freak one, still good for 500ft but ahead the conditions softened the further south we went. At around 12:10 we were 130km down track and being forced to take 2 to 3kt climbs. Regardless, we continued, watching the kilometres slip away as the conditions slowly improved.

The cu was starting to build and after a couple attempts I found a fantastic climb, just short of cloud base. The day

was definitely bubbling at this stage as Adam was only 300 to 400ft lower than me and didn't find anything. This was about the only time during the flight we weren't visually flying together. I kept calling my climb rates and after 40km Adam had reeled me back in and we were racing again. At this point our average speed was 90kph, at least 10km faster than I think we could have flown as singletons in the soft, blue conditions.

Now in the cu, our average speed increased rapidly. None of the climbs were spectacular, mostly taking 8 to 9kt climbs under the 12,000ft cu. We turned Hillston at 14:00, with 700km to go and 6 hours to do it in. We'd been averaging 115 to 120kph for the last hour or so, and I felt we might just be in with a shot. The day stayed strong and the next three hours was pedal to the metal. The big cu and having two sets of wings to find the strongest core was helping us no end.

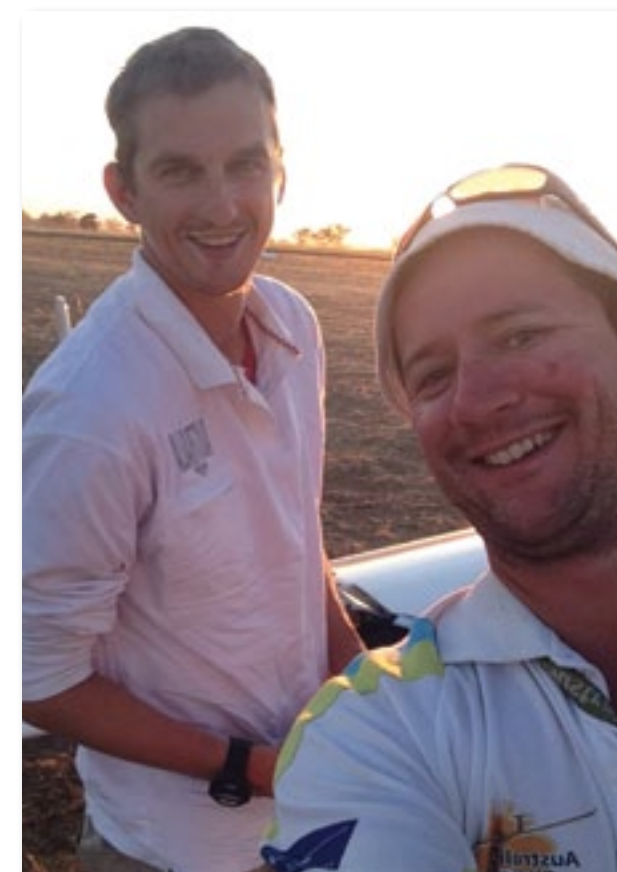
250 KM TO GO

Henty went past at 16:00, 450km to go. We felt like there were two hours of reasonable conditions ahead of us followed by a couple of hours of taking whatever we could get. The day was slipping a little, but there was still a bit of hope. A couple of great streets kept our speed up and at 17:45 we took our last decent climb, with 250km to go on task, with 170km to get back home direct. We were at cloud base, 13,000ft now with a couple of wisps ahead.

Our cruise speeds were really backing off now and we took what turned out to be our last climb, all the way to base with 220 to run on task, 140km direct home. There were still a couple of wisps, plenty of scrub lines ahead and 2.5 hours before last light. I was optimistic but we needed some luck. We both had final glide back home if we abandoned task but all we needed was another 7,000ft of climb and the 1,000km FAI in dry 1.0 gliders would be in the bag. We had the daylight, the terrain ahead looked good for one of those smooth late afternoon thermals and two gliders to find it. Unfortunately, it never happened. The run home was dead smooth, and unfortunately we glided home direct to Narromine. The result was W3 952km OLC and an outlanding for the declared task at 920km at an average speed of 105kph.

THE LONGEST SILVER DISTANCE

I reflect on this flight with two distinct emotions. Firstly, what if. What if we had of tasked it differently, the day had



ABOVE: James and Adam, happy with their 900km plus flights.

lasted another 30 minutes, etc, etc. The second is that those two flights are about the most fun I've ever had in an aeroplane. Flying right next to my best mate with a very focused goal in absolutely superb conditions. Apart from the memory I think the greatest memento from the flight is a little note from Beryl, attached to my silver C saying, "I don't think I've seen a claim quite like this before."

I cannot believe the luck Adam and I have had over the last two years and are hugely thankful to Arnie, Beryl and the Narromine gliding club for such great hospitality and allowing the use of their facilities. Our combined stats for the last two years at NRM are 670km average over 29 flights. These include 4 x 900km, 3 x 800km and 4 x 700km plus flights with only one outlanding. Adam averaged 820km this year! Like I said, lucky.

GA



BELOW: James after landing.

VINTAGE GLIDERS AUSTRALIA ANNUAL RALLY

BY DAVE GOLDSMITH



The camping area was busy on Friday afternoon as visitors to Bordertown arrived early for the Australian vintage gliding highlight of the year. They were not disappointed, as the mild to warm temperatures gave a mixture of wind and a little rain for the first few days, good for socialising, and developing into excellent conditions with thermals and cloud streets at over 10,000ft. On some days the moist air produced generous cumulus clouds marking good thermals. The relaxed flying atmosphere of the rally nevertheless produced quite a number of crosscountry flights over 200km, with the juniors enjoying the opportunity to log plenty of hours after a wet season at their club.

Held by Vintage Gliders Australia during the first week in January, this was the 10th year the event has been held at Bordertown. Organiser of all past Bordertown Rallies, Ian Patching, and his wife Ruth were able to come and stay for the whole rally, despite Ian being affected by a serious illness. A windy Saturday was spent settling in and renewing acquaintances and friendships. At the briefing the forbidden word was announced, 'KNOTS', a diabolical choice that ensured plenty of 50c fine money to pay for drinks at the Annual Dinner night!

Gliders attending the rally were:-
K2 VH-GHO with John Ashford and John Lawson
ES60 Boomerang VH-GTL with Mike Renahan

ES60 Boomerang VH-GQY with Bob Hickman
ES52 Mk 4 Kookaburra VH-GNZ with Brian McIntyre and Dale Milich
Olympia VH-GFW Yellow Witch with JR Marshall, Nick and Amy
Ka6E VH-GGV with Erik Sherwin
Ka6E VH-GEA with Dave and Jenne Goldsmith
K7 VH-GNU with John Ingram
ESKa6 VH-GNN with Ted Bowden

Other members and friends attending included Alan Patching, Kevin Barnes, Sylvia Sharman and her friend Faye who flies trikes, Alan and Margaret DeLaine with Jep Giltay from the Netherlands, Leigh Bunting, David and Rosie Howse, Ged Terry from the UK, Gary Crowley, Keith Willis, Emilis Prelgauskas, Duncan Robertson, Jeff Hearn, Jeff Watson, Peter Brookman, Markus Trnovsky, Brian Gerhardy, Terry Ryan, Bully Steer, G Mac, Andrew, Matty, Brenton and the other team members from the Bordertown Keith Gliding Club.

Sunday remained windy with some rain forecast so a bus trip to the Naracoorte caves was organised. An interesting day, the beautiful caves



OPPOSITE TOP: A promising sky, Mike Renahan's Boomerang lifts off.

OPPOSITE BELOW: Saturday's team:- Let's get this photo taken so we can go fly!

ABOVE LEFT: John Marshall presents the Concours d'Elegance award to Brian McIntyre, who takes fastidious care of his Kookaburra.

ABOVE RIGHT: Ka6E and Ka2 in the line-up

LEFT: Ted Bowden and 'new' Ka6

ABOVE: John Lawson and John Ashford in the Ka2b

BELOW: The Kookaburra won the Concours d'Elegance Award.



contain fossil deposits over 500 million years old. Of course, after other attractions we then visited a vineyard. Monday brought similar weather, so a visit to Peter Brookman's impressive new Eco home under construction, designed by gliding architect Emilis Prelgauskas, filled in an interesting afternoon. By now all the ladies present had settled in to play cards each evening, amid much jocularity!

Tuesday the weather was more promising, although the spinning chocolate wheel forecast was for sleet with some hail! After the Vintage Gliders Australia Annual General Meeting was held in the morning. Lively flying in the afternoon saw pilots rushing to rig their gliders, as Ged Terry from the United Kingdom climbed away for a 77 minute flight in Mike Renahan's ES60 Boomerang. The Bordertown Keith GC Twin Astir was kept busy with site checks and visitors' flights, and Erik Sherwin managed a flight of 78 minutes in Ka6E. At last we were committing gliding!

Wednesday was forecast to warm up to 28° and heights above 7,000 feet expected. A blue sky produced many thermals, and a few distant high cumulus clouds appeared late in the afternoon. Jenne Goldsmith logged 6 hours 5 minutes, reaching 8,535ft during a 256km tour. Erik Sherwin enjoyed a 5 hr 8 minute flight, covering 167km. Ted Bowden flew his lovely ESKa6 VH-GNN for over two hours. Amy Marshall took her dad JR to 7,300ft in the Kookaburra, logging 1 hour and 5 mins. All round, a very pleasant day's gliding.

continued over page



The Yellow Witch celebrates 65 years of fun flying.

Thursday the winds were light, with a top temperature of 34°. Once again a nice day's flying was enjoyed, with climbs to slightly over 10,000ft under large cumulus. Erik Sherwin had the longest with 4 hours 16 mins for 167km in his Ka6E. Dave Goldsmith bored along at 88km/hr under the cloud streets, covering 280 km in 3 hrs 35 mins in Ka6E GEA.

Friday was long mooted to be the 'good day', and so it was! Strong thermals to almost 11,000ft were marked by large cu, although a slow-moving trough brought clear skies from the south west in the mid-afternoon. Jenne Goldsmith flew the longest distance of the rally, 287km

during a 5 hrs 23 minute flight, closely followed by Erik Sherwin with 269km. Long flights were also made by Bob Hickman, JR Marshall, Terry Ryan, Ted Bowden, John Ingram sharing the K7 with Kevin Barnes, and John Ashford with John Lawson in the Ka2.

Saturday brought a brisk south-westerly wind so there were only four vintage flights, namely Boomerang GTL, the Olympia, and two flights in the Kookaburra. Some pilots derigged their glider while others prepared for the big night to come, the Vintage Gliders Australia Annual Dinner! The wonderful Bordertown Keith Gliding Club members had worked hard to run the

operations and winch launching very efficiently during the week, and this afternoon they were busy preparing a great feast including a pig-on-the-spit! Master of Ceremonies JR Marshall officiated with the formal presentations and trophies before an enthusiastic crowd. Ian Patching was awarded a Certificate of Appreciation and also inducted as a Life Member of Vintage Gliders Australia.

Some rallies come to an end all too soon, and this was certainly one of those. As we sadly departed on Sunday morning, many were the comments that we were looking forward to doing it again in 2015.

THE GOLDEN EAGLE

BY ALAN PATCHING

The Golden Eagle which first flew on 26 September 1937 is, as far as is known, the oldest glider in the world to have been airworthy for its entire life. The glider was designed and built by Geoff Richardson, a Technical School student, who used 'Sailplanes' by Latimer Needham for the design. Geoff had already built and learned to fly in Primary gliders, and took three years to complete the Golden Eagle. He flew it with friends until it was sold to the Victorian Motorless Flight Group in 1951.



Apart from a small repair to one wing and a major repair to the nose in 1951 when the wooden struts were replaced by steel, tailplane struts removed and a canopy fitted, the structure is 'as built'.

In 1963 John Wallis bought the glider and it was flown by the Beaufort Gliding Club until the end of 1971. Then I became responsible for keeping it airworthy and flying it at airshows, vintage rallies and special events such as the IVSM 2000 at Elmira, New York in the USA. To get to Elmira involved crossing the Pacific Ocean by sea and trailering across the country.

After I became the owner in 1987 the glider was completely stripped for inspection and, apart from some minor water damage to the casein glue, was found to be in excellent condition. The glider is now maintained by myself and my son Ian, and flown only by selected pilots since it is not at all like a modern glider in some aspects. The ground run is extremely short, but is easily controlled with balanced ailerons and trimmed elevator. The glider is restricted to steep turns, spins and side-slips, only because we wish to keep it flying as long as possible. It's most recent flying was by a number of pilots at the Vintage Gliders Australia Annual Rally at Bordertown in January 2013.

GA





APRIL 2014

PHOTOGRAPH: DETLEV RUEFF, MT BEAUTY AIRFIELD, GSV COMING IN TO LAND WITH MARK BLAND IN THE BACK SEAT AND KITTY VIGO IN THE FRONT SEAT.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
30	31	1	2	3	4	5 J
6	7	8	9	10	11	12
13	14	15	16	17	18 Hunter Valley GC Vintage Rally and 50th Anniversary Dinner Apr 18 - 27	19 Queensland Easter Comps Goondiwindi 19-26 April 2014
20	21	22	23	24	25	26
27	28	29	30	1 May	2	3

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Please do not submit
articles regarding events
that are the subject
of a current official
investigation.
Submissions may be
edited for clarity, length
and reader focus.



MAY 2014

PHOTOGRAPH BY CRAIG DILKS, BENDIGO GLIDING CLUB, PHIL ORGAN IN HIS KESTREL 19, JANUARY 2014.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
28	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1 June



PHOTOS BY DAVID CONWAY

JAMES NUGENT

My JoeyGlide experience started at the previous year's competition at Lake Keepit as a coachee, where I thought how good it would be to be racing in a single seater the following year. I approached the Australian Junior Gliding Club and was allocated their Astir CS WUA for the Comp, and so it began!

We arrived at Narromine with a day to spare ahead of official practice, which turned out to be very useful because WUA was just out of the workshop from Maddog Composites, where the cockpit had been repainted and refurbished. After an afternoon of tweaking, it was ready for a week of comp flying.

On official practice day, there was a buzz around the briefing room as it was the first flying day of the 10th Junior Nationals. We were on our way by 13:00 on a 2hr AAT, into an unpromising sky. Dylan, Claire, Ben and I started together and enjoyed a long glide in each other's company down quite low. Eventually we found a weak climb, and I turned overhead the Glendambo airstrip,

planning to touch the sector at Mullengudgery and head home. The air was feeling increasingly smooth as I slipped along past Warren, where I turned and started making my way home. Near Trangie I was low with not much happening around me and so I made my first outlanding just 4km short of the airstrip at Trangie. As I climbed out of WUA and activated my SPOT, a glider cruised overhead, dumping water ballast on me!

Day 1 saw us on our way on a 2.5hr AAT under much better conditions than the day before. I felt good in the glider as I made my start on track to Gilgandra again. I had a bit of a plan - drive fairly deep in to the first sector, touch the sector at Nyngan and use the southern time soak as required. I was finding good streets and areas of good air although flying conservatively, coming straight off the back of my outlanding yesterday. I rounded Nyngan and touched the final sector 30km southwest of Narromine to come home four minutes overtime at 93km/h. Yes! I later found that I had placed ninth for the day, which was a great feeling and was to be my best result.

The pilots arrived at briefing on Day 2 looking quite relaxed, as the day was shaping up to be a non-flying day due to the lingering thick high cirrus. Stunned silence rocked the room following Shinzo's weather report, as a 500km fixed racing task was presented to the pilots, with Adam Webb posing the question 'Who will be flying 500 today?' One by one each pilot's hand's went up ensuring an immediate \$2 fine. The day was canned. Day 2 take 2 was also cancelled on the grid, so down the river we all went.

FIRST 300

The following day was the third attempt at Day 2, and I was feeling a little nervous as the weather was predicted to be better with 5 to 6kt climbs to around 7,000ft and a 300km fixed racing task on the cards. We received our task sheets and it was to be my first 300km, heading

south to Tichborne and Condobolin. I had a good run to Tichborne and across to Condobolin, taking a climb over 'The Dish' at Parkes. As I got closer to Condobolin, I was lucky to spot Sam Schoneveld marking a needed climb 10km out of the turnpoint.

The majority of the fleet were home and tied down while the sky had closed in on Claire, Webby and me while we made our way along at 60kts under solid cirrus. I had final glide, but only just, so I stopped 40km out in around 1kt. Claire kept cruising on and reported nothing but smooth air on track to Narromine, so I then left my 1kt with 500ft final glide margin. I flew home in smooth air and landed having completed my first 300km, and Dad was there to greet me with a huge grin and a can of Coke. Competition flying is really good fun!

Day 3 was fun, with better climbs than the day before. I was having a good run right up until I needed one more climb for final glide. I just couldn't find the climb I needed, and I watched my speed unwind as I wasted time. I came home after 330km at 96kph, a little disappointed but having learned plenty.

RACING TASK

Day 4 was predicted to have better conditions yet again with a 300km racing task set to the east. Off tow I had a little trouble getting away, having released into sink rather than buoyant air. After a little perseverance and hard work, I was at the top of the thermal, although a little tired. Water, a few sips of Gatorade and two carrots had my head ready to race again.

Through the start gate and on track to Gilgandra, I was trying to take advantage of the 10kt tailwind by putting in long but efficient glides, and connecting with good climbs at the bottom of my height band. After turning at Gilgandra, I was on track for Wellington, up nice and high with consistent 7kts, in company with Claire, Nick and Andy. I began a long, smooth glide 30km out of Wellington, from around 9,500ft down lower and lower. After rounding Wellington, I started the leg towards Peak Hill and tracked straight into wind over the high terrain to the west of the Wellington Township. Down through 2,500ft, I looked at my averager and saw over 7kts down, and was in a little shock at how quickly the flight had unravelled. I turned across the wind in an attempt to escape the possible sink street I was in and to try the ranges which I thought would be a good trigger point, as they had the sun and 10kts of wind blowing over them.

I was wrong and found equally bad air, and continued crosswind as I picked a paddock and was ready to land. I felt a kick and bump, and rolled back into wind while feeling my way through the air, flying into the sun and away from the mountains.

Down to 2,000ft (1,200ft agl), I felt a bump and turned tight. I was climbing very slowly, but the thought of outlanding 90km from home after having such a good run kept me motivated to get the best out of the thermal. I remembered Andy Maddocks' words on the grid the previous day. He said "When the going gets tough, relax your grip on the stick, sit back and go again." Which I thought was very good advice.

My little bubble gained some feel and I was able to centre in a rough 3kts.

As I climbed up through around 2000ft agl, I spotted another glider at the same height thermalling about 2km away. I watched it for two turns before making my way



ABOVE: Nick Oatley was among the New Zealand competitors.

over and pulling in underneath XOM, finding 6kts. "Hello Wooahh!" came over the radio, it was nice to know someone else had had a tough old time. "Thanks for the climb, Webby," I replied.

I took Webby's climb to the top, and set off for Peak Hill once again. It was at that moment when one of the three Kiwis flew past, and I followed Nick for as long as I could, cruising probably a little too fast. In hindsight this was a good kickstart to get racing again after my low spot. I made sure my run home was a safe and enjoyable one, and I flew into the finish sector having completed 320km at 97kph.

JoeyGlide had turned out to be a very big learning experience. I had had some great fun in my five days of flying so far, and I was sitting in 11th place overall heading into the final day. I knew the weather would be good, and Beryl Hartley even joked about a 4 hour AAT for the final day.

It turned out Beryl wasn't joking at all, and we were on our way on Day 5, heading for cumulus past Gilgandra. I had a conservative day overall, and seemed to never be finding the climb rates that were reported over the radio Rookie error? I arrived 30 minutes under time but still had fun. I landed next to Martin in his Salto and was just in time to watch Andy Maddocks and Nathan Johnson do their finishes in their last JoeyGlide - well done, guys.

CONCLUSION

I left JoeyGlide having achieved my Silver C, Gold distance and duration, as well as Diamond Goal, and overall I had come 12th in my first competition, and a great first comp it was. At JoeyGlide, it is awesome to have people the same age as you, who also love sharing stories about flying gliders and having a laugh over a can of Coke. This year, I was lucky to have the honour of flying the Astir. It is a great glider and I had lots of fun flying my first competition in it. I'm sure plenty of juniors will fly many achievements in WUA in the years to come.

THANKS

I would like to thank the outgoing Australian Junior Gliding Club committee for their generosity with the Australian Junior Gliding Club Scholarship, particularly Liam Donald and Nick Maddocks for their hard work and long hours in running the competition and answering all my questions. Thanks also to Dad, and my club Sunraysia for the use of equipment for JoeyGlide. I already can't wait for next year!

continued over page

BELOW: James Nugent waits on the airfield with his AJGC Astir CS.





LAURA SULLIVAN

JoeyGlide was an amazing week, definitely worth travelling seven hours from Mount Beauty for, and I recommend all Juniors make the journey this year.

ABOVE: Laura Sullivan with Dylan Lampard.

In February 2013, I made a commitment to go to JoeyGlide. I focused on entering into the coaching section of it as I wasn't feeling confident enough to compete at that stage. I haven't done much flying over flat lands and thought I would feel more comfortable going into competition knowing how to fly it, not learning along the way. I heard about JoeyGlide through juniors from my own club and juniors who I met at the Australian Institute of Sport. Even though I was only going to be a coachee, I wanted to prepare as much as possible so I could really make the most out of my time at JoeyGlide.

I went across to Benalla often to practice my aero tows, to fly a bit in the flat land, and to learn the difference between flying cross country and ridge soaring. Before JoeyGlide I had done about 25 aero tows out of my 290 flights and the longest cross country flight was a two hour one from Benalla to Yarrawonga and back on a dual flight with Peter Trotter. Also, as part of my preparation I applied to the Australian Junior Gliding Club (AJGC) for a

BELOW: David and Michael Conway, in his glider, take to the shade.



scholarship which they had advertised early in the year on the Aus Junior Gliding Facebook group and the JoeyGlide mailing list. To my surprise I got the scholarship. This helped me significantly to attend the competition. It also helped me learn as much as possible and get as much out of JoeyGlide as I could.

INSPIRING

At JoeyGlide I not only enjoyed the great flying experiences, but also the social experiences. Meeting so many amazing pilots young and old, and hearing about their history in flying and their best flights inspired me as to what I could achieve throughout my life. I caught up with many junior pilots, coaches and friends and talked to them about flying in competitions. They gave me many tips and techniques for when I start flying competitions.

Monday 9 December was a no flying day, which gave all of us juniors a chance to go out into Narromine and socialise away from the airfield. We first had lunch at a hotel then we went down to the Narromine Lawn Bowls Club and played lawn bowls for a few hours. One of the nights after flying, we had a trivia night based on the history of flying and things based around some people at JoeyGlide, run by Lisa Turner. This was a great way to get to know the other juniors, coaches and helpers at the competition.

I did six flights, one each day, and ran up a total of 14 hrs for the week. This included a 300km flight, and my first flight up to 10,000ft. The gliders I flew were an ASK-21, a Twin Astir and a Duo Discus. The first flight I had was with Derek Spencer in the Duo, not the best day but it wasn't a worry, seeing it was just a short flight to get to know the area, which was to Trangie and back.

On Tuesday I had an extremely short and painful flight with Michael Strathern as I was found to have heat stroke. Michael is no doubt an excellent coach but as the weather was over 35C, I was unprepared to what effect it might have on my body. JoeyGlide does provide excellent safety briefings but unfortunately I did not hear the warning. Safe to say I will never be making that mistake again.

After some excellent care and support from my fellow pilots, coaches and helpers at the competition, I did my 300km flight with Lisa Turner in the Twin, which was a pretty good day weather wise with thermals up to 9,000ft. We flew from Narromine to Trangie to Wellington through Dubbo and back to Narromine. As we were flying through Dubbo, we noticed there was a REX turbo-prop about to depart to Sydney, so we called him over the radio on the CTAF frequency and kept visual contact with him.

TWIN ASTIR

On Saturday, the final day, during briefing everyone was just busting to get out on the field and into the sky as the cu had finally arrived. All the competitors headed off around 11:30am while the other coachees were getting prepared and planning where they wanted to fly. I also volunteered to do a flight with Bryan Hayhow in the Twin Astir on this great final day. Since he had done not just one but two outlandings during the week, I decided I better show him how to do a long cross country task and complete it. On that flight the thermals were quite strong at times but they worked well and that's what kept us happy. We took turns flying and having fun with the thermals while Bryan gave me tips on finding the core of thermals. We flew to Tottenham then to Gilgandra and back to Narromine. This was also the flight on which we reached 10,000ft.

Whenever I wasn't flying, I was out on the field helping launch the white flock by hooking on aircraft and running wings, which was also very enjoyable. I had a great time at JoeyGlide learning how to look for thermals on a cross-country flight, how to re-adjust the glider to find the core of the thermal again, how to fly a competition task, and how to fly with the gaggle. When I arrived back home I felt so much more confident than when I left. I went across to Benalla about two weeks after Christmas, and put what I had learnt from JoeyGlide into use. I did twelve flights over the 5 days I was there, including two attempts at doing my Silver C distance, which resulted in my first outlanding.

This year my goals are to practice my cross-country flying and stay current, to achieve my Silver C and to compete in this year's JoeyGlide. I also plan to get an experienced cross-country pilot to mentor me with flying competition and helping me to understand the tasks a little more.

I would like to thank the Australian Junior Gliding Club for giving me the scholarship, Derek Spencer, Michael Strathern, Lisa Turner and Bryan Hayhow who gave me a chance to learn what I needed to know for my future in gliding, as well as all the pilots, coaches, helpers and friends who contributed to my amazing time at JoeyGlide 2013. See you 5-13 December for JoeyGlide 2014 - Pre Worlds! GA



TOP: A pair of pilots turn finals on competition day.

ABOVE: Jayden Bashford takes a flight with Shinzo Takizawa.

LEFT: Laura Sullivan helps to run wings on the airfield.

FAR LEFT: Adam Webb flies the Std Cirrus.

HYDRATION

While most people believe all you need is water to keep you hydrated, the following experiences indicate otherwise.



1

On a very hot day in January this year a 48 year old West Australian pilot flying an Astir CS lost consciousness at 2,000ft AGL and recovered a short while later at 400ft AGL close to the aerodrome. Clearly disorientated, the pilot flew a modified circuit and landed heavily, resulting in substantial damage to the aircraft but no injury to himself. The pilot was taken to hospital where he was found to be suffering the effects of dehydration and was rehydrated intravenously. The pilot advised he had earlier drunk an isotonic drink and 2 litres of water, and he drank a further half a litre of water during the accident flight.

#2

In February this year a 43 year old pilot was identified as suffering the effects of heat stress a few hours after a long cross-country flight in hot conditions. Another pilot who was a Registered Nurse identified he was suffering with Hyponatremia from over-hydration, resulting in hypotension and minor hypovolemia brought on by a loss of electrolytes that had been flushed from his system through drinking too much plain water prior to and during the flight. The pilot recovered after drinking a sports drink that included moderate sugars and electrolytes, and a medical check-up the following day showed he was suffering no ill effects.

Dehydration results from the loss of water and important

electrolytes from the body, including potassium, sodium, chloride and many other minerals that are often overlooked. The very functioning of essential organs like the brain, kidney, heart and nervous system can't proceed without sufficient water and minerals.

Plain water is not quickly absorbed by the body and if you drink too much water, it ends up diluting the concentration of the blood and the electrolytes in the system. For this reason, drinking water alone during a sustained effort can paradoxically be a health risk.

Commercially available sports drinks like Gatorade, Powerade or Staminade can maintain your electrolyte balance, and some pilots prefer adding fruit juice to their water. However, while you can get your electrolytes from natural juices, be aware many have relatively high concentrations of carbohydrates that require water for digestion.

Another good source of electrolytes are fruits, vegetables, nuts and seeds, so eating during flight will help maintain your electrolyte balance. Coconut juice and bananas are said to be ideal for maintaining the electrolyte balance. Limit or avoid caffeinated beverages and alcohol the night before flying, as they both increase dehydration.

For further information, refer

www.ausport.gov.au/ais/nutrition/factsheets/hydration

RADIO PROCEDURES AND PHRASEOLOGY

While investigating a recent complaint about foreign pilots broadcasting distance and height in metric units rather than nautical miles and feet, it became apparent that there are also some Australian pilots who use kilometres in their position broadcasts.

Prior to the introduction of CTAFs and MTAfs in December 1991, most gliding communication was on the dedicated glider frequencies that are not monitored by general aviation pilots. Back then it was commonplace for distance to be broadcast in kilometres, and even competition organisers required calls at 10 and/or 5 kilometres to the finish.

Today, glider pilots are broadcasting on frequencies used by all GA pilots and must use the same phraseology. This is explained in various documents produced by GFA:

- The GFA's 'Airways and Radio Procedures for Glider Pilots' manual explains distance is measured in NMs and cautions pilots not to use kilometres, and height is always described using feet or flight levels; and

- MOSP 2 states, "Operations should be conducted consistent with recommended CTAF procedures (refer CAAP 166-1)."

Another common complaint involves non-use of radio by gliding vehicles operating on runways and movement areas of aerodromes. Again, referring to our own documentation:

- MOSP 2 (paragraph 18.4) states, "A glider being towed by a vehicle is considered to be an aircraft taxiing", so normal taxiing calls are to be made; and

- Basic Gliding Knowledge states (page 55), "GFA recommends vehicle drivers maintain a listening watch on the local operating VHF frequency or CTAF and to give taxiing calls when operating on movement areas and, when entering, crossing or back-tracking runways."

The use of standard phraseologies has been developed to minimise the possibility of error. They should always be as accurate and as short and concise as possible, and always use the full aircraft callsign when making a transmission. Shortening this process can lead to confusion and errors. The more conversational a transmission becomes, the more likely confusion will arise. Also, be as pedantic and as accurate as

possible. The use of consistent professional and unambiguous phraseologies is essential.

The following lists provide further guidance for when transmitting on aviation frequencies:

ACTIVE LISTENING TIPS

- When listening – just LISTEN. Do not listen in parallel with performing unrelated concurrent tasks.
- If a transmission is suspected to not have been properly understood, CHECK.

WHEN TRANSMITTING

- Listen before transmitting. Wait until all previous transmissions between other pilots are completed.
- Avoid over-transmitting.
- Always finish transmissions with the location being called, or callsign if communicating with ATC.
- Pronounce callsigns at a slower speed.
- Always use standard phraseology and chunk information as appropriate.
- If no standard phrase is available, use clear and concise plain language.

OCCURRENCE REPORTING

I am often asked, "What constitutes a reportable occurrence?" This is actually a good question, as the GFA's expectation on what should be reported is actually higher than what is required to be reported at law to the ATSB.

The purpose of occurrence reporting is to identify where and how risks arise, and whether they need to be investigated. Where investigations are necessary, they are conducted on a 'no blame' basis and will focus on determining the probable cause of the accident so that appropriate safety recommendations can be made with the aim of preventing future accidents.

Generally, the ATSB does not investigate sports aviation accidents or those involving amateur-built or experimental category aircraft. In an accident involving a fatality or serious injury, the police will normally coordinate the investigation and may wish to utilise the expertise of the GFA to assist them. In these circumstances the first point of contact is the GFA Executive Manager Operations. In all other cases the pilot's CFI or the Regional Manager Operations will undertake the investigation with assistance from the Executive Manager Operations as necessary.

So what occurrences should be reported? We all have a statutory obligation to report certain categories of accident to the ATSB. Sections 18 and 19 of the Transport Safety Investigation Act 2003 categorise accidents as 'Immediately Reportable Matters' and 'Routine Reportable Matters'. An immediately reportable matter is a serious safety matter that covers occurrences such as accidents involving death, serious injury, destruction of, or serious damage to aircraft or property or when an accident nearly occurred. A routine reportable matter is one that has not had a serious outcome and does not require an immediate report but safety was affected or could have been affected. A list of immediate and routine reportable matters can be found in the TSI Regulations at paragraphs 2.3 and 2.4. Links to appropriate documents can be found on the GFA website at: www.glidingaustralia.org/Safety/accident-and-incident-notification.

However, not all the occurrences listed in the TSI Regulations are reportable to the ATSB for private operations. Notwithstanding, such occurrences are required to be reported through the GFA's IRIS reporting system.

In simple terms, any occurrence that affects, or has the

OPERATIONS

If you have any questions or feedback please contact me at

CHRISTOPHER THORPE

Executive Manager, Operations

emo@glidingaustralia.org



potential to be affect, the safety of a flying operation should be reported so that appropriate remedial action or mitigation measures can be implemented to reduce the level of risk to as low as reasonably practical.

Remember, every occurrence is an opportunity to learn valuable safety lessons. Not submitting a safety report GUARANTEES that the lesson learned will probably be lost.

Some examples follow.

OCCURRENCES OVER THE PAST THREE YEARS

There are a significant number of incidents classified as other for the current period. These incidents include such events as a tug taxiing over a gable marker, a potential for a runway incursion by a GA pilot, pilots flying above 10,000ft without oxygen, a fogged canopy, winch cable trace remaining connected to glider after cable break, flight outside CG due to tail tank ballast not being emptied, premature release from tow, landing into oncoming traffic, a stall/spin incident that was lucky not to have been more serious, blocked instruments due to rain, wrong maintenance release in glider, tail chute deploying during winch launch, failure to secure dipstick on motor glider, and landing under an unidentified SWER line.

A short synopsis of each occurrence is recorded on the GFA website www.glidingaustralia.org/GFA-Ops/accidents-incidents.html



WHEEL-UP LANDINGS

In the last 10 months there have been eight 'wheel-up' landings where the predominant causal factor was a failure to do a proper pre-landing check due to distraction in the circuit. In Issue 5 (March/April 2012) of the Gliding Australia Magazine I wrote:

"In Gliding we tend to use our check lists as a combination 'check, do and observe' list rather than a check that actions have been taken. Indeed, our pre-boarding and take-off checks are very much in this category, as is our pre-aerobatic check. This does not imply such is wrong, as the 'check, do and observe' method has stood the test of time. However, the number of wheel-up landing incidents each year tends to reinforce the concept that our pre-landing 'FUST' check ought to be a check to confirm we have already done the actions".

As I mentioned at that time, pilots should get into the habit of automatically configuring the aircraft for landing once the decision to land has been made. The subsequent pre-landing check should then be used to confirm the correct configuration to the placards.

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TO LOWER, OR NOT TO LOWER THE UNDERCARRIAGE

Ian McPhee recently wrote to me to advise he can recall three senior pilots who, in the past six years, have seriously damaged or written-off gliders while trying to lower the undercarriage at very low height. Ian’s advice is to recheck your undercarriage is down once you have turned final but DO NOT try to lower the undercarriage during the critical flare and round-out stage. It is better to land correctly with the wheel up than to crash the aircraft in the process of lowering it. Ian has large “Up” and “Down” colour-coded stickers that can be placed near the undercarriage lever.

CRITICAL FACTORS FOR SAFE WINCH-LAUNCHING

- Our safety record for winch launching has been very good over the past 18 months, with only two incidents reported. The following advice is therefore provided as a reminder.
- The glider must be flown within its placarded weight limitations.
 - The pilot must easily be able to get full forward stick when strapped in.
 - The pilot must easily and quickly be able to reach the release when strapped in.
 - There must be no compressible cushions behind the pilot which may result in being unable to get sufficient forward stick under acceleration and in the climb attitude.
 - Winch-drivers should apply power smoothly and progressively. The minimum strip length of 1,200 meters for winch-launching takes into account the need for a progressive start to the launch.
 - Notwithstanding the point above, there is no reason to prolong the ground-run unnecessarily, as this may cause pilots to try to lift the glider off the ground prematurely to get out of the dust and stones, and enter a dangerously steep climb at low speed.
- The winch driver should be advised what type of glider is about to be launched and treat the throttle accordingly. There is a significant difference between launching a heavily-laden two-seater and a lightweight single-seater. This issue must be addressed during winch-driver training and the 'working speed bands' of all types on site should be known and publicised within the club.

- If the speed is insufficient, don't steepen the climb. Wait it out at a constant attitude and if the speed doesn't increase, release and land ahead.
- If the winch-driver accelerates too quickly and it looks like the maximum speed will be exceeded, it is safer to release and land ahead than to steepen the climb in the blind hope that the cable won't break.

LAUNCHING METHODS

A recent review of club ‘primary’ launching methods reveals that 54% of our clubs use aerotow, 31% use winch launching and 15% use self-launching powered sailplanes.

It is interesting to note that no clubs use autotow as their primary launch method, although this method is occasionally used by at least two clubs.

In addition to the above, four aerotow clubs also regularly conduct winch operations at their home site, and two aerotow clubs regularly conduct self-launching powered sailplane training.

USE OF SUPPLEMENTAL OXYGEN & PROTECTIVE BREATHING EQUIPMENT

The regulations pertaining to the provision and use of oxygen systems are contained in Civil Aviation Order (CAO) 20.4. These regulations apply to all Australian aircraft and the supplemental oxygen requirements for sailplanes can be summarised as follows:

- The Pilot in command must be provided with, and continuously use, supplemental oxygen at all times during which the aircraft flies above 10,000 feet altitude.
- A second pilot must be provided with supplemental oxygen:
- in respect of any period exceeding 30 minutes during which the aircraft flies between 10,000 feet altitude and Flight Level 120, both inclusive; and
- at all times during which the aircraft flies above Flight Level 120 and must use supplemental oxygen at all times during which the aircraft flies above Flight Level 140.

A passenger must be provided with supplemental oxygen if the flight is longer than 30 minutes above 10,000 feet altitude and up to and including Flight Level 140. The passenger must be provided with supplemental oxygen during all periods that the aircraft flies above Flight Level 140.

GA

GFA APPROVED MAINTENANCE ORGANISATIONS

Only the following workshops are permitted to conduct sailplane inspection or repair services commercially.

TOCUMWAL	AVIATION AND GENERAL ENGI	MIKE BURNS	0438 742 914	mikeburns38@yahoo.com.au
TOCUMWAL	AVIATION AND COMPOSITE ENG	PETER CORKERY	0439 842 255	corkerys@bigpond.com.au
BOONAH	AVTEC AVIATION	ROGER BOND	0409 763 164	avtecaviation@virginbroadband.com.au
CAMDEN	CAMDEN SAILPLANES	MIKE DUGAN	0418 681 145	camdensailplanes@bigpond.com
BALLARAT	COMPOSITE COMPONENTS	JOE LUCIANI	0428 399 001	comcom2@bigpond.net.au
BENALLA	GLIDING CLUB OF VICTORIA	GRAHAM GREED	0428 848 486	gcvworkshop@benalla.net.au
BOONAH	MADDOG COMPOSITES	MIKE MADDOCKS	0408 195 337	mike@maddogcomposites.com.au
WAIKERIE	MORGY'S GLIDER WORKS	MARK MORGAN	0427 860 992	morgans@sctelco.net.au
TEMORA	SL COMPOSITES	SCOTT LENNON	0438 773 717	scottl@internode.on.net
TEMORA	T & J SAILPLANES	TOM GILBERT	0427 557 079	tnjgilbert@internode.on.net
BOONAH	ULTIMATE AERO	NIGEL ARNOT	0437 767 800	nigel@ultimateaero.com.au
WA	UNIVERSAL PLASTICS	CHRIS RUNECKLES	08 9361 8316	universalplastics@iinet.net.au



LINING UP THE HOLES IN SWISS CHEESE

BY MAX SPEEDY, SOUTH GIPPSLAND GLIDING CLUB

Most accidents are not caused by the aircraft just hitting the ground as the final act of flight that the pilot could not control. Accidents occur from a combination of events, any of which, if mitigated, could have prevented the holes in the cheese lining up.

Any search engine will bring up a host of references about the Swiss Cheese Model. Quoting from Wikipedia:

In the Swiss Cheese model, an organization's defences against failure are modelled as a series of barriers, represented as slices of cheese. The holes in the slices represent weaknesses in individual parts of the system and are continually varying in size and position across the slices. The system produces failures when a hole in each slice momentarily aligns, permitting (in J.T. Reason's words [University of Manchester academic who proposed the theory in 1990]) "a trajectory of accident opportunity", so that a hazard passes through holes in all of the slices, leading to a failure. (en.wikipedia.org/wiki/Swiss_cheese_model)

While I am not an expert, I have to relate my own gliding accident that took place about 50 years ago. A single seater, late finals, all ready to land and my hand slipped off the air brakes, which promptly snapped shut. The aircraft gained lift. I overcorrected and then went into a pilot induced oscillation (PIO), getting bigger and bigger until I hit the ground and wrote the aircraft off from its nose back to the rear of my seat. I emerged shaken but not injured. I certainly caused the damage to the aircraft with my PIO, but what caused the accident? My hand coming off the air brakes? Being complacent on finals after an exhilarating flight? My first solo on type and not knowing the air brakes could retract so sharply? There are possibly more factors but these are enough. None of them in my view the sole cause but all had something to add. If any one factor had been mitigated, I'd probably have landed safely rather than hitting the ground like I did. Nowadays, I try out the air brakes briefly on downwind when I fly an aircraft new to me!

In a major airline disaster in 2009 (Air France Flight A447), in which over 200 lives were lost, one of many contributing factors was that the two co-pilots' task-sharing was weakened both by incomprehension of the situation and by poor management of the 'startle effect', leaving them in an emotionally charged situation.

In gliding, the closest I can come to an analogy would be that here, any person realising a problem exists - not necessarily the instructor or the pilot in command - MUST do something about it. The fancy label would be crew resource management (CRM). It implies that there is time for nice discussion, which is not always the case, but silence is not the answer either. Aircraft have flown into the ground because one pilot thought the other was flying!

Looking at gliding accidents, the ones which seem to be most dramatic are the low level spin of an aircraft trying that final turn into wind at the culmination of a turn-back off a low launch. These accidents frequently involve injuries or death. Mid-air may be more spectacular but they are rare and in numbers terms, aircraft flying into the ground claim most fatalities and serious injuries.

In this scenario, coming off a poor or aborted launch at low level, you have three major actions and considerations. In order of importance they are:

1. Adopt a safe flying speed -- 1.5Vs+ ½ wind speed for level flight. For an aero-tow you are possibly at or above this speed and with a reasonable aircraft attitude to maintain that speed. Off a winch launch, your nose attitude can be very high and the aircraft can stall very quickly and be unrecoverable in the height available unless you take aggressive action to lower the nose to adopt that safe speed. You have less than 2 seconds to react. Even then, it may take another 5 seconds to build up to **1.5Vs+ ½Wv. This is your 1st Action and 1st Priority.**
 2. Release the tow. Pull the yellow knob twice.
 3. Where can I land safely? While the 'startle effect' will have taken place at the instant of launch failure, now is the time for a calculated response. If you have done #1 and #2, your decisions from here onwards can determine whether you do or don't line up the holes in the cheese slices to let that 'trajectory of accident opportunity' through and whether you die or live.
- How high am I above the ground and does that height allow for my next manoeuvres? Before you regain 'normal' flight off an aerotow, you may lose 50 to 75ft. Off a winch launch, it could be 150ft. If you elect to turn back, then two 180° turns, one to turn back and the other to line up on finals, will cost you possibly another 150ft. Adding wind gusts and friction effects close to the ground, which translate into more height loss - all the time flying at that safe speed - means the total height needed for 360° of safe turns and recovery from the failed launch is 300ft as well as the height lost for however long you are on this abbreviated downwind leg to return to land on the airfield.
- Presuming a turn-back was the best option, your airspeed is the number one priority. With all angles of bank, stall speed increases. Turning downwind, your total lift will be adversely affected with wind gusts and friction effects close to the ground demanding close attention to maintaining 1.5Vs+½Wv. The temptations are to keep the nose up to stretch the glide as well as to counteract the impression - far more so closer to the ground - that airspeed is increasing because ground speed is high on the downwind leg! A safe outlanding into wind outside the airfield is preferable to spinning in off that last turn trying to make the impossible happen. To hell with any inconvenience for a recovery crew - this is NOT a priority or a consideration for you at this point.

The non-manoeuving area is usually depicted in terms of the ground ahead of the launch point, and so into wind. For a low launch, give serious consideration to how much higher you need to be to safely negotiate that 'dead' zone once you turn downwind and where you will then be in relation to the runway. A low launch and a turn-back do not have to be fatal. If the airspeed drops off it can be corrected and so on. But do nothing to any or all of these, including managing the 'startle effect', and a totally different outcome is likely.

My message is that working out beforehand what your actions in flight should ideally be at various specific nominated heights - 'At so-and-so I can do... At something else I can then do...' - and understanding that these things can happen to you, will keep the holes in that cheese from lining up. When do you do this? During the O of the pre-take off CHA-O-TIC checks is your last chance.

By the way, I have successfully out-landed and, in another life, I was shot down flying American combat assault helicopters in Vietnam but that's another story.

GA

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MANAGING CHANGE

Today gliding and, indeed, other sports in Australia as in the rest of the world face some tough challenges with a consistently shrinking membership. This tells us that firstly we need to retrain members and secondly we need to attract new members and retrain them also, especially junior and female members.



In addition, approximately 25% of our current glider pilots are at retirement age and therefore many will either stop gliding or fall down in the next 10 to 15 years, leaving a knowledge gap and a need to dramatically increase our number of new members to cancel out this mass loss.

However, the latest statistical information from the GFA office indicates that at least some clubs are 'doing things the right way' and have increased their membership over the last year. Well done to them.

You may well think that this is a GFA problem, a State Association problem, a Club Committee problem anybody's problem but mine. I just want to turn up and fly. But it is everybody's problem because if we do not all work at this to ensure success, success will not come.

Despite what you would think, the evidence suggests that cost is not a major factor in people leaving gliding. The two main factors are personal and family reasons and club issues. There is little we can do concerning personal or family reasons but we can all address club issues.

Club issues include how people are treated, club politics, too much time wasting, poor organisation, poor facilities and so on. All these things can happen in life and sometimes we fail to acknowledge them and address them.

The Danish philosopher Soeren Kierkegaard wrote, "Everyone wants improvement but nobody wants change." Anyone who has tried to impose changes on others has

experienced the wall of resistance that follows.

However, change is a fundamental condition of life and change management skills have become an important tool for management. If we do not adapt to change, we die. It is as simple as that.

We are so constrained by our traditional thinking, and even more so, the longer we have been in the gliding community. Of course we love our ways, but maybe - just maybe - some of them are obsolete.

There are ways, however, to switch off those natural constraints and trick the brain into thinking 'outside the box'.

Stand back and look around your club with open eyes and think about what could be improved either in a practical sense or in how you deal with people. If you open your eyes you will see there is a lot that needs to be done.

For example, that pile of rubbish next to the clubhouse may have been there for years and of course you never see it, but to a prospective new member - what message does that send?

It should be understood that all clubs are different, so a simple one-size-fits-all from the GFA is not possible. Each club needs to examine what they do and how they are doing it and to be brutal in their analysis so that an honest appraisal is conducted. I urge club committees to consider doing this through their Club Development Officer.

I am aware that a number of clubs have yet to appoint a Club Development Officer as asked by the GFA. Hopefully

JOHN STYLES
CHAIR, DEVELOPMENT PANEL
cmd@glidingaustralia.org

they will take up this request soon.

Some examples to consider thinking about: Before a person joins your club do you tell the truth in regards to a realistic time commitment required to go solo, both total time and the need for regular attendance? Do you explain what is expected of them in a 'club environment'? Many younger people may have never experienced a club environment before.

Do you have a plan for your members after they have gone solo, such as coaching, cross country or advanced training such as aerobatics? Do you have the fleet and people for these activities? Many people go solo and then wonder, what next? Do not cut them adrift - they still need guidance. This is point at which many members leave, so make a plan for them if you do not have one.

The significance of having a plan for transitioning pilots from solo to cross country is twofold. By increasing the number of cross country pilots at your club, you are increasing the percentage of your membership which is likely to be the most active and committed to gliding. This core group will probably be around for more years and contribute back to the club community in a more tangible way.

By creating a viable path to cross country you are giving newly solo pilots an additional option to pursue in their gliding activities, helping avoid a common path out of our sport in which new pilots will often feel aimless and tired of flying locally, once they have achieved their goal of going solo.

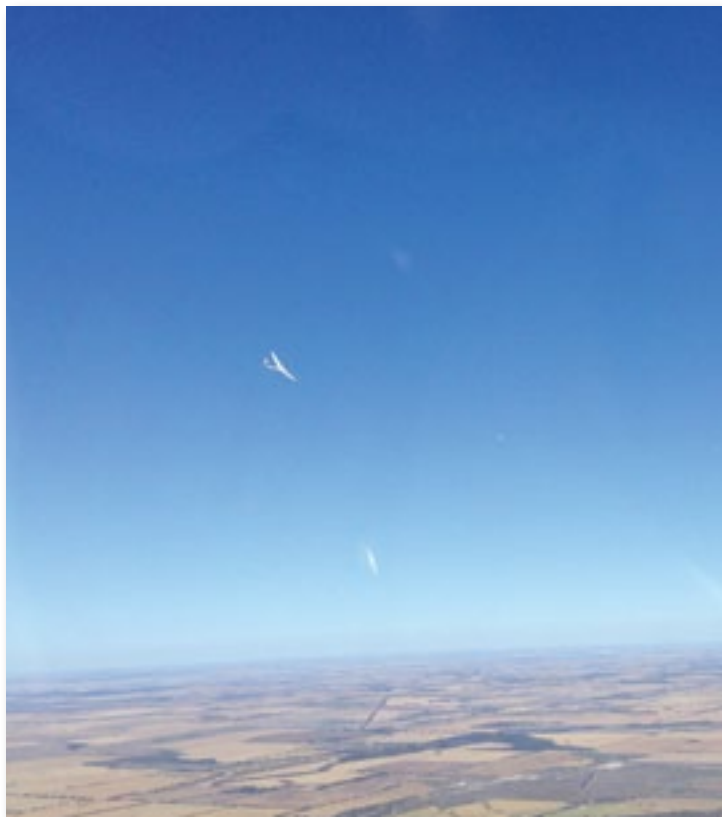
If your club has limited resources such as fleet, coaches, location or depth of knowledge, there are a couple of things you could do to make cross country flying accessible to your members.

The club can build a working relationship with other clubs that have extensive cross country capabilities. Club members can then be seamlessly sent to train in cross country at that club.

An annual soaring camp or soaring expedition can be organized where members of the club congregate jointly in a familiar social surrounding to an exciting cross country destination.

We live in a world of instant gratification and an overload of choices, so we have to accept that we are up against it and therefore have to carefully target our limited club and GFA resources to capture and keep perspective new members.

BY GREG BEECROFT

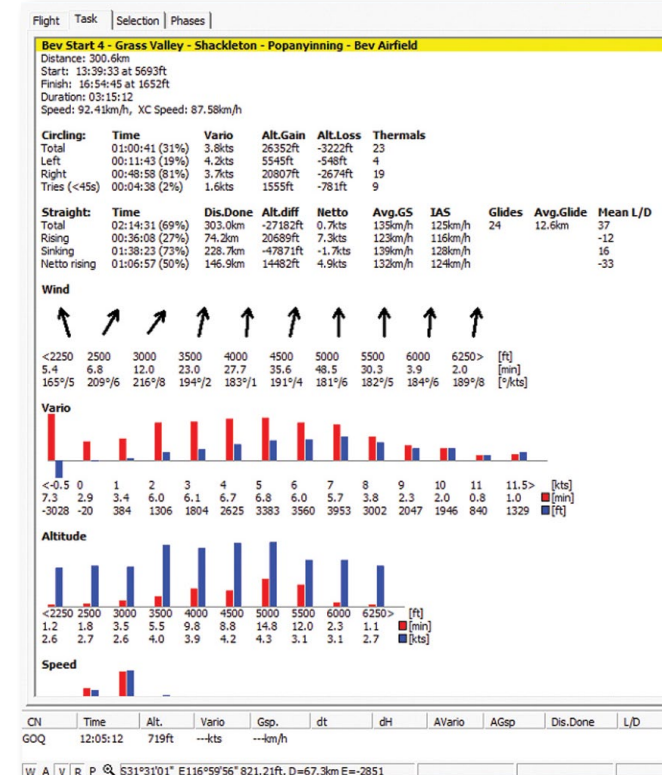


WHY ARE BLUE DAYS MORE DIFFICULT?

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From the glider polar curve, we know that reducing cruise speed will increase the glide ratio. In practice, this is achieved by using a low MacCready ring setting.

Of course we have to deviate from track at times to follow streets, fly to known thermals, with other gliders for example, or to increase our chances of finding thermals when low.



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The details have yet to be sorted but it is likely to be a one day event held at the Australian Institute of Sport in Canberra during this winter. Keep a watch on the GFA website and the next edition of Gliding Australia for further information. This is an event that will be of interest to pilots of all levels of experience.



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TIME WASTERS

BY DAVE SHORTER

Not everyone is interested in racing and flying fast. But if you're interested in flying cross country, doing badge flights and flying tasks, improving your speed is a necessary requirement for getting there. Getting there faster may be the difference between achieving your goal or landing in a field.

If you want to progress from floating around the home field to going somewhere, getting there efficiently without wasting time is critical. And one of the biggest factors in efficient speedy flying is the elimination of wasted time.

Here is a list of COMMON TIME WASTERS you can avoid. Work on eliminating these and you'll get to your destination much quicker, and be able to fly much further.

TW #1. A few extra turns at the top of a thermal.

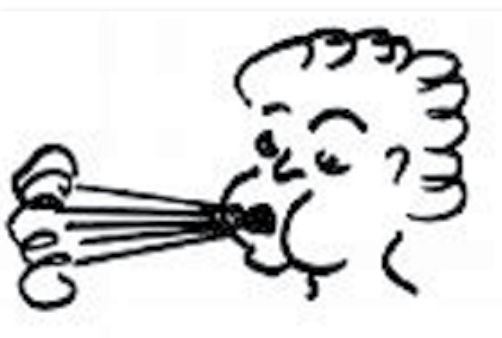


It's very easy to try and milk a few extra feet out of each thermal with a few extra turns at the top.

You're wasting your time.

As soon as the thermal starts dying, leave! Two or three extra turns trying to find where the thermal has gone will cost you valuable time – a minute or more for, say, 15 thermals in a task is ¼ hour lost.

TW #2 Turning in a gust.



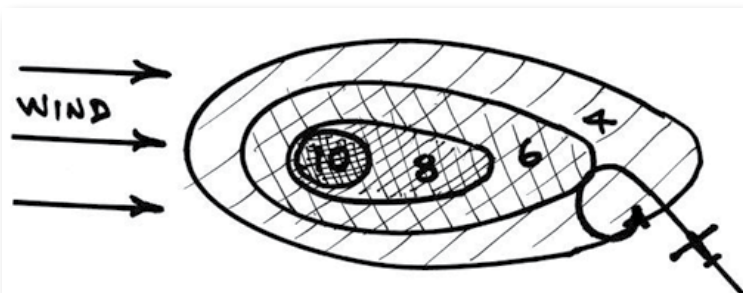
Be careful about mistaking a gust for lift. When you hit a gust, the vario behaves the same way as when you encounter lift – it goes wild. If you turn in response to every time the vario goes off, you'll waste a lot of time turning in sinking air.

You must wait for the seat-of-the-pants feel as well as the vario – wait for the 'surge'.

If you do initiate a turn and the vario immediately goes dead, turn away before you complete 90° and fly on.

TW #3 Thermalling out of the core

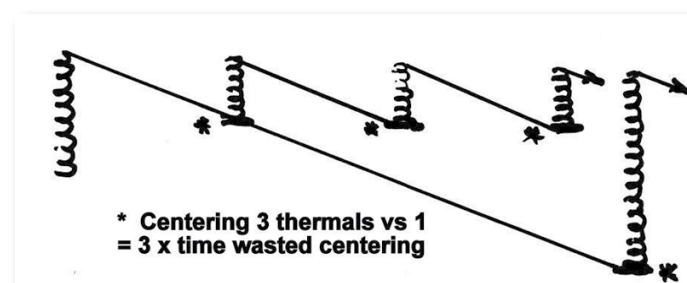
Glinters can often be seen flying in weak lift when there's a



big thermal core only 500 to 800 metres away. Get into the core.

Thermals often are surrounded by trailing areas of weak lift. If you turn immediately you fly into this trailing area of lift, and you'll miss the big core.

When you come into an area of buoyant air and the glider starts climbing, try easing into wind and testing the air further on. Often you'll find continuing buoyancy followed by a strong surge of the big core. Trading 3 to 4 knots for 8 to 10 knots will halve your climbing time.



TW #4 Taking Every Thermal.

Centring each thermal wastes time – one or two turns, sometimes more, at the bottom of most thermals will be spent getting into the core – maybe a minute per thermal? How many extra minutes will you waste in a long flight if you take every thermal you encounter?

When you're high, you can afford to be much more discriminating in the thermals you accept – fly on through those that are not boomers.

Ideally you want to get a 10 knotter from 3000ft all the way to 10,000ft. Taking lots of 5 knotters from 8 to 10,000ft is very wasteful. (The practical solution is somewhere in between.)

Flight	Task	Selection	Phases			
01SPA1 - 20YCCA - 33DUNS - 44JIMB - 10YKRY						
Distance: 400.0km						
Start: 12:24:09 at 6795ft						
Finish: 19:25:34 at 1881ft						
Duration: 03:01:25						
Speed: 132.31km/h, XC Speed: 126.53km/h						
Circling	Time	Vario	Alt.Gain	Alt.Loss	Thermals	
Total	00:34:51 (19%)	4.4kts	18232ft	-2546ft	16	
Left	00:03:06 (9%)	4.6kts	1598ft	-157ft	1	
Right	00:31:45 (91%)	4.4kts	16634ft	-2388ft	15	
Tries (<45s)	00:05:23 (3%)	1.3kts	1798ft	-1076ft	8	
Straight	Time	Dis.Done	Alt.diff	Netto	Avg.GS	IAS
Total	02:26:34 (81%)	431.4km	-20610ft	8.0kts	177km/h	158km/h
Rising	00:47:16 (32%)	122.2km	30039ft	9.3kts	155km/h	141km/h
Sinking	01:39:18 (68%)	309.1km	-50650ft	7.3kts	187km/h	166km/h
Netto rising	02:20:13 (96%)	413.0km	-16988ft	8.4kts	177km/h	158km/h

TW #5 Excessive Deviations

You need to be pretty sure about large deviations from track to reach another cloud. I've occasionally made a 90° deviation of maybe a kilometre or more for a promising

cloud, only to find nothing. Another 30 seconds or more dead loss! Even if you find buoyant air, but it's not enough to climb in, it will still be wasted time.

Only make the deviation if you're absolutely sure – another glider climbing strongly – or you have multiple options following on from that cloud such as a string of other likely clouds.

Better still, plan further ahead and line up your track into buoyant air/cloud streets/linked clouds – from 30 to 40km away. If you know the line you are going to take 30 to 40km ahead, you can avoid major deviations.

Every deviation adds kilometres to your task – more flying to do – and costs you extra time. You can check how much extra using Seeyou to analyse your results. In the flight shown here, from the Kingaroy Nationals, I've flown an extra 31kms in excess of the task.

The winner on that day, David Jansen, flew just 420kms of straight flying, 11kms less than me – that's about 4 minutes of extra time lost.

TW #6 Turning Back.

You flew through a thermal and haven't found anything ahead? You need a very strong reason to turn back – imminent outlanding is the only reason I can think of.

What do you have in your Outlanding Kit?

The Australian climate is not forgiving to the unprepared. If you fly cross country you will outland, – it is only a matter of time. When it does happen, what you have with you can make all the difference between a quick and relatively comfortable retrieve and one that may not be.

Here is what I have in my bag that I carry all the time. What do you have in yours? It would be good to share experience. Of course, outside of this I have an array of food and most importantly water that is stored in pockets in my glider. My most important extra is my SPOT which is on my parachute straps, just in case I have to get out. That is a discussion for another time.

I use a bag that has a soft cover so I can squeeze it in to the right places, safe in the glider. It is a lunchbox that I picked up in one of the chain stores. There are a few pockets around the outside that make it easy to store:

- Sunscreen
- Bug repellent
- Mobile phone – simple, good old Nokia 'chocolate bar' phone that works in places a smart phone does not with a Telstra sim.

Inside the bag I have the following:

- Solar charger for my Nokia and my iPhone.
- A 5Ah capacity charge battery that I can charge from the solar cell and use to power other things.
- A rain poncho that is big enough to be a blanket as well.
- A fly net to put over my head to stop the bugs eating me in the field or, worse, in the cockpit overnight.
- A mirror for signaling.
- A marine strobe light for attracting attention when it gets dark or during the day.
- My trusty orange light back pack that can be seen more easily and also if I need to move away from the

"There's always a thermal ahead" was a mantra I was quoted by an early cross country instructor. In my experience that's mostly been true, and when it hasn't been I've ended up in a paddock. But if you're not prepared to press on, your cross country speed is doomed to be slow.

CONCLUSION

A few minutes here or there doesn't sound much – each of the Time Wasters I've mentioned may only waste a minute or two or even less, but add them all together and multiply by say 20 thermals in a typical day's flight and you might be surprised how much longer your flight will take. If you want to improve your cross country speed and go longer distances, eliminate those Time Wasters.

RECOMMENDED READING

One of the best best texts on similar issues is the chapter 'Low Loss Flying' in the book by George Moffat, 'Winning II'. He adds up the small differences, many only seconds, over the length of a flight. You'll be surprised how much the end result is affected by each of these small decisions.

First published in Keep Soaring newsletter – for other Lake Keepit newsletters see www.keepitsoaring.com/LKSC/index.php/info-and-links/keep-soaring-newsletter

BY DAVE BOULTER



glider it makes it easier to carry my stuff.

- A small first aid kit – with compression bandages in case of snake bite
- Water proof matches
- A torch
- Orienteering compass – doesn't need batteries!
- A handheld GPS so I know exactly where I am
- A 'leatherman' like tool
- Some pens
- Some food bars
- Not shown are Tetra Pack juice boxes, as many as I can fit in

Luckily or unluckily I have had to use this stuff from time to time and when you have a couple of hours to wait in a field, the pens and a notepad are a great way of recording what you have forgotten.

So that is my outlanding kit. Whats in yours?

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Interview with Ulrich Kremer



flying by members and even for introducing new people to our sport.

(Q) It is good to hear that Schleicher is still as busy as ever, but isn't it fair to say that the delay with the introduction of the ASH 30 has disappointed some of your loyal customers?

(A) There is no point in sugar-coating this issue. You are right; it took much longer than expected to get the ASH 30 Mi to the series production stage and there were a number of reasons for it. As

Earlier this year, Mr. Ulrich Kremer (MD of Schleicher) was interviewed in Germany and our contacts kindly translated this interview for SoaringNZ and Gliding Australia.

(Q) Your decision to only attend AERO every second year seems to be the consensus amongst all major manufacturers but it raises the question of how they are coping with falling demand and how they got through the recent period of economic downturn. Can you elaborate on this, and tell us how it has impacted on Schleicher, please?

(A) As the world's oldest glider manufacturer, we have certainly seen a few ups and downs in our company history. We were all concerned about the financial turmoil that affected almost all major gliding countries, but it turned out to be 'business as usual' for us. Some years ago, we established new agencies in countries where we had not been represented in the past, and I'm pleased to say that we are now enjoying a steady flow of orders from these regions. We were also lucky that we were able to offer new models at this critical point in time. But it must be said, our satisfactory workload is also due to our wide range of products. As you know, we not only offer competition models but we also have a basic trainer in our program. The ASK 21 enjoys an enviable reputation for being a reliable workhorse and still contributes greatly to our steady workload. The motorised version is also in great demand. Our customers like the option of having fully independent training operations without need for the usual gliding infrastructure. As such, it seems to be pointing the way to gliding training in the future. We are also getting reports of very high utilisation rates, due to the aircraft's versatility. On weekends the glider is used for training, and on other days it serves for sight seeing flights, mutual

you know, the ASH 30 is a brand new development and it is certainly fair to say that we underestimated not only the time required to bring it to series production stage, but also the costs involved. Fortunately, these issues are behind us and we are now going full steam ahead.

In my previous response, I was primarily referring to the ASG 29 and the ASH 31 Mi. Both models are still in great demand and their competition records seem to ensure a continuation of this trend for quite some time. We are soon going to celebrate the 100th ASH 31 Mi, and I think its popularity comes down to two reasons. The first one is that it allows fully independent operations, with a modern and dependable power plant. But an equally important issue is that it can be flown in two different classes, simply by exchanging the outer wing panels. Recent feedback from Open Class competition pilots indicate that it can more than match bigger wingspan gliders, which are also far more expensive.

(Q) That leads me straight to the next question. What can you tell us about the ASH 32 Mi? When will this new 20 meter two-seater become available?

(A) We have deliberately stalled any announcements on the ASG 32 until the AERO trade fair in spring. We wanted to ensure that the ASH 30 delays do not surface again with our new 20 meter two-seater. Therefore, we decided to wait until the design was fully finalised and the fuselage was able to be shown to the public. Now we are at a point where we can remove the prototype wing from their moulds soon, and we still expect the maiden flight very early next year. Series production is scheduled to commence around the end of 2014 and the first orders have already been taken, for delivery in 2015.

(Q) It is now public knowledge that the

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ALEXANDER SCHLEICHER GMBH & CO

ASG 32 will have an electric propulsion system. What can you tell us about that?

(A) That's not quite right, because the ASG 32 will be available in three different versions. In addition to the pure glider, we will offer the ASG 32 Mi, which is the self-launching model with rotary engine technology. These two models will be built first. I might add that in future, all our self-launching gliders will come with fuel-injected engines and automatic altitude compensation technology. These slightly modified engines have not only proven to be more reliable but are also more powerful.

But back to the electric version now. You are right; the EL version is in the final stages of development and will come on the market in the second half of 2015. The ASG 32 EL will not have self-launching capabilities but our calculations point to a range of over 100 km under power. The concept is slightly different from other electric powered gliders, as the batteries will not be carried in the wings. The entire drive unit will be located within the engine bay, which includes the batteries. It not only solves the problem of very heavy wings, but it also eliminates the big diameter cables and heavy duty power connectors between wing and fuselage.

Our customer's expectations are exactly in line with the brief given to our design department. We aim to introduce a maintenance free and extremely reliable propulsion system, that only requires the replacement of batteries after approximately 100 engine hours. Right now, the car industry is spending unbelievable amounts of money on research and we are already seeing a vast improvement in capacity, combined with a huge reduction in weight. In other words, batteries are not only becoming much better but also cheaper. The long term operating costs of an electrical propulsion system should therefore be very similar to current combustion engines.

(Q) 100 km under power seems to be more than enough, but the big question is how suitable such an aircraft is for normal club use?

This is indeed the critical issue. Right from the beginning we decided to develop a drive unit which is so easy to use that even low-hour pilots without prior experience in motorised gliders can handle aircraft and motor with ease. We have selected highly reputable partners for all major components, and we are

soon going into an extensive test phase. In any case, the ASG 32 EL will be the first powered glider that can be regarded as a true club machine. All you need is a power point for recharging the batteries!

(Q) That sounds very interesting indeed. What else can you tell us about the new ASG 32?

(A) Although the ASG 32 is a brand new design, I must say that it borrows heavily from the ASH 30. The front section of the fuselage is almost identical but the tail boom was shortened and the entire tailplane is also brand new. For the first time, we can now offer a fully retractable tail wheel, which operates in conjunction with the main undercarriage. It is also steerable, for ease of taxiing under power. The retractable tail wheel even comes with a door, for an undisturbed airflow around the tail section, which will be especially beneficial in the upper airspeed range.

(Q) I think this is the first production glider available with an optional retractable tail wheel. But so far you have not said anything about the wing. What can you tell us about that?

(A) Of course, we had to start from scratch here. Designer Michael Greiner employed the same design principles that he used on the ASG 29, with considerable success. We were also able to take advantage of experience gained with the ASH 30, but the design brief was for a clean wing without kinks and a minimum of corners along the leading edge. Michael managed to achieve that, even without resorting to a little nose wheel. Wind tunnel tests and comparison calculations with other gliders make us confident that the ASG 32 can more than match similar gliders on the market.

(Q) Please allow me to come back to the engine of the self launching version. Why are you now fitting fuel-injected engines?

(A) To avoid any confusion, gliders ordered with sustainer engines – such as the ASG 29 E – are still equipped with a conventional Solo two-stroke engine. However, all self-launching gliders come with fuel-injected rotary engines built by Austro Engines. Previous versions of this power plant have already been installed in close to 500 of our gliders. The fuel-injected engine is even more user friendly and the automatic altitude compensation system ensures that the nominal power output of 41 KW or 56 hp is hardly compromised at altitude. When these engines are tested, we often find that the real power output is around 60 hp, which is more than enough for even the biggest of gliders. But rotary engines offer many

other advantages over conventional two-stroke technology. Their power-to-weight ratio is superior, they are more reliable and they don't require special fuel such as AVGAS or two-stroke mixture. Their vibration free running, their low noise level, very low fuel consumption, and the absence of regular maintenance requirements have made them ideal for aircraft of this size. They also feature a very simple engine management system and a mechanical propeller stop, which eliminates the need for sensitive electronics, sensors and switches. All in all, they are a big step ahead of the two-stroke technology of yesteryear.

(Q) But there must be disadvantages, with such a list of positives. What are they?

Of course, there are other points to consider as well. Like every other aircraft engine, the rotary engine doesn't like long periods of inactivity – especially not in a wet or overly humid environment. Under such conditions, the oil film can break down and corrosion can occur. Customers who run their engine almost every weekend never seem to have a problem. Some of them return their glider to us for the annual inspection. In some rare ASK 21 Mi cases, they already have more than 400 hours on the engine, but we usually put them straight back into their glider after a short test run. A humid environment with long time spans between engine runs, and the absence of proper engine preservation, is the problem here. Therefore, we now advise our customers to run the engine at least every month or preserve it strictly in accordance with our manual. This engine preservation is easy – it only takes a minute or two.

(Q) So far we have not discussed the ASG 29. What can you tell us about this glider?

(A) Well, I think I have touched on it already and there is not much more I can say. In the next few weeks, the 250th ASG 29 will come off the production line, which demonstrates that we are still building them as fast as we can. There is hardly a single competition where at least two ASG 29 pilots don't occupy the podium. At the Uvalde world comps, the entire podium was full of ASG 29 drivers, and there were seven ASG 29 pilots in the first 10 places. No wonder the ASG 29 is selling itself, and remains a first class contributor to our satisfactory work load.

The only thing I can add is that we have modified the manufacturing process of the wings. In the past, our wings were often criticised for developing 'spar bumps' after a year or two. This was

clearly just an appearance issue and never affected the performance at all. However, it had to be fixed and today I can confidently say that this problem is well and truly behind us. Now our customers acknowledge that they can no longer see any difference when they compare the aging wings of different manufacturers.

(Q) Uli, what can you tell us about Schleicher's plans for the future? Are there further developments in the pipeline?

Lately that's become a frequently asked question and when it comes up I always ask people to keep in mind that we have released three new models in a relatively short period of time. The fourth one is the ASG 32, and the electric drive unit is another significant new development. It shows that we have invested heavily in new models, but that doesn't stop us from constantly thinking about our production program a few years down the track. However, I must avoid creating unrealistic expectations or speculation here. What I can say is that Schleicher will continue their tradition of offering highly competitive aircraft for every FAI competition class, with the exception of 'World Class'.

(Q) Uli, let me ask you a final question. I have long been wondering why Schleicher seems to have a large pool of very loyal customers. To what do you attribute this loyalty?

That is another good question and I wish I had a definite answer for it. For several decades, our policy has been to avoid hasty product releases and instead aim for an unrivalled longevity of our designs. Customers seem to like that very much, as it ensures a good resale value of their gliders. We also want to be seen as a dependable partner, with an after-sales service second to none. This is also greatly appreciated by our customers and has contributed to their tremendous loyalty. We want to build on this relationship of mutual trust and respect and retain it as one of our guiding principles. Far too many glider pilots have been let down by far too many manufacturers in the past, and many of these customers are still suffering from it today. I'm sure that quite a few glider pilots have placed orders with us because they value our dependability over anything else. And when the next economic downturn arrives we can depend on them. I'm confident of that!

(Q) Uli, many thanks for sharing your thoughts and ideas with us. We look forward to talking to you again.

(A) You are most welcome.

GFA CLUB LIST

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

716 FLIGHT GLIDING CLUB

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

2 WING AAFG

Operations from Warwick airfield shared with Southern Down GC. E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Other locations as directed by the FLTCDR 229 FLT (AAFC). Operations are 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. 20 members. Tel# 07 3879 1980. www.2wg.aafc.org.au

ADELAIDE SOARING CLUB

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

ADELAIDE UNIVERSITY GLIDING CLUB

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

AIR CADET GLIDING CLUB

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

ALICE SPRINGS GLIDING CLUB

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

BALAKLAVA GLIDING CLUB

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

BALLARAT GLIDING CLUB

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

BAROSSA VALLEY GLIDING CLUB

Stonefield, 16km East of Truro, L 5km,

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

BATHURST SOARING CLUB

Pipers Field - (On Fremantle Rd, 1.5km from Eglinton) E. Tel: (02) 6337 1180. Aerotow operations weekends and public Holidays. Club has two tugs and 7 gliders including 4 two seaters. Private fleet is 24 aircraft. Club Facilities include: Clubhouse, ablation block, Caravan park with Power, Hangars, Full Kitchen, Dormitory. www.bathurstsoaring.org.au

BEAUFORT GLIDING CLUB

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

BENDIGO GLIDING CLUB

Borough Road Raywood. Operates weekend and public Holidays. Hanger, workshop, kitchen and club room with Showers and ablutions. Winch launching, own airfield. Tel (03)5436 1518. The club fleet comprises a two seat trainer and single seat glider. There are 27 other private aircraft on site. www.bendigogliding.org.au

BEVERLEY SOARING SOCIETY

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

BOONAH GLIDING CLUB

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

BORDERTOWN-KEITH GLIDING CLUB

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

BUNDABERG GLIDING INC

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

BYRON GLIDING CLUB INC.

Tyagarah Airfield (council owned) - E side of Pacific Hwy, 5 kms N of Byron Bay. Entry off Gray's Lane then 2nd left into Old Brunswick Road passed the blue hangars to club white hangars at the eastern end of this dirt road. Telephone (02) 66847627. Operations are 4 days a week, self launch only. The club owns 1 Jabiru Falke and there are 4 private motorgliders - Falke 2000, 2

Dimonas and Grob 109A (some available for hire). Facilities include: Clubhouse with kitchen and bathroom, 2 hangars, with only basic camping on grounds. www.byrongliding.com

CABOOLTURE GLIDING CLUB

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

CANBERRA GLIDING CLUB

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

CENTRAL COAST SOARING CLUB

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

CENTRAL QUEENSLAND GLIDING CLUB

Gliding Club Road, Dixalea, 90km's south of Rockhampton, Tel 07 4937 1381. Winch operations weekends and weekdays by arrangement. Club fleet 3 gliders including 2 x two seaters, 10 private gliders. Facilities include: Clubhouse, Bunkhouse, Caravan Park, Hangarage, Club owns the airfield.

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.

CUDGEGONG SOARING P/L

Gulgong - (199 Stubbo Road, North from Gulgong. Leave on Medley St., road becomes "Barney Reef Road" after level crossing. At 7km, turn right onto Stubbo Rd. Airfield 2km on left). Tel 0418 286 033. Winch operations weekends and by arrangement. All aircraft are privately owned. The club owns the airfield, has a clubhouse, caravan Park, camp sites, workshop and hangars.

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. The club has 7 gliders including 2 x two seaters. 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. 100 members. www.ddsc.org.au

GEELONG GLIDING CLUB

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

GLIDING CLUB OF VICTORIA

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

GLIDING CLUB OF WESTERN AUSTRALIA

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

GLIDING TASMANIA (The Soaring Club of Tasmania)

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

GOULBURN VALLEY SOARING

Lot 2, Tidboald Road Wahring, 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 (03) 5352-4240 W/E or 0409-336-914. www.grampianssoaringclub.com/

GYMPIE GLIDING CLUB

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

seaters and 10 private single. www.ggc.gympiegliding.org.au .

HORSHAM FLYING CLUB

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

HUNTER VALLEY GLIDING CLUB

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

KINGAROY 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 to be completed by late 2013. Operations every weekend, First Thursday of the month 4 day weekend and two after 3 day weekend i.e. Friday, Saturday and Sunday. Come and visit one of the friendliest clubs around. Club House 61 7 4162 2191 Launch Point 0438 179 163 www.kingaroysoaring.com.au

LAKE KEEPIT SOARING CLUB

The Club lies within Lake Keepit State Park off the Oxley Highway between Gunnedah and Tamworth, Elev 1120ft AMSL. Tel: 02 6769 7514. Operates 365 days a year. Aerotow every day, winch every second Saturday. 9 Club Gliders including 4 two seaters, 40 private gliders. Facilities include Flight Centre; Clubhouse; kitchen/BBQ; double, single, twinshare accommodation; camp sites; workshop; hangarage. . www.keeptisoaring.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. 34 private gliders.

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 country gliding club 410 km's North of Perth We are a winch club with two 2 seaters and one single, operating when we can and usually by prior arrangement. Morawa Contact - 08 9971 1775, Perth Contact - 08 9387 3654 derry@primus.com.au, PO Box 276, Morawa, WA 6623.

MOUNT BEAUTY GLIDING CLUB

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

MOURA GLIDING CLUB

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

MURRAY BRIDGE GLIDING CLUB

Pallamana (7km from Murray Bridge on Palmer Rd). Tel 0403 318 277 www.murraybridgegc.com Operations are self launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage. www.murraybridgegc.com

MURRAY VALLEY SOARING CLUB

Redlands Road Corowa 3km's west of town. Tel 02 6033 5036. Seasonal professional operation, aerotow or self launch. . www.australian-soaring-corowa.com Large hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

NARROGIN GLIDING CLUB

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

NARROMINE GLIDING CLUB

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

NORTHERN AUSTRALIAN GLIDING CLUB

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

NORTH QUEENSLAND SOARING CENTRE

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

RAAF 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.

RENMARK GC - RIVERLAND SPORT AVIATION

Renmark airfield, Turn off 6km on Renmark to Berri Rd, Tel 0417 890 215. Operations weekends, public Holidays and by arrangement. Two club aircraft, 1 private, Bar, canteen, Club house, bunkhouse, workshop, hangar sites. www.sportaviation.riverland.net.au. Aerotow operations.

SCOUT GLIDING CLUB

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

SOUTHERN RIVERINA GLIDING CLUB

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

SOUTHERN CROSS GLIDING CLUB

Located at Sydney Metro Airport Camden, a licensed General Aviation airport, hosting operations in the commercial, private, sports and recreational aviation areas. It has a reputation as Australia's leading sports/recreational aviation airport. Hangar sites available, GFA approved workshop on the aerodrome. Aerotow Piper Pawnee (CPU, FBI, SMS) Flying Friday, Saturday, Sunday, Monday and Wednesday. P.O. Box 132, Camden, NSW 2570 0425 281 450 or airfield on 0402 055 093 www.gliding.com.au

SOUTHERN TABLELANDS GLIDING CLUB

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

SOUTH GIPPSLAND GLIDING CLUB

Korumburra 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. www.sportaviation.com.au 52 members, 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses. www.sportaviation.com.au

SUNRAYSIA GLIDING CLUB

Winch launching Weekends and public Holidays. 3 km's West of Koorlong, Mildura. Tel 03 5025 7335. 22 members, 2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites. www.sunraysiaglidingclub.org.au

SYDNEY GLIDING INC.

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

SOAR NARROMINE P/L

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

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

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

TEMORA GLIDING CLUB

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

WARWICK GLIDING CLUB

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

WAIKERIE GLIDING CLUB

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

WHYALLA GLIDING CLUB

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

GFA CALENDAR

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

Motor Glider Engine Course**Waikerie Gliding Club**

22 - 29 March 2014

Training in all levels, from basic servicing up to and including overhaul for suitably experienced applicants.

John Hudson. hudson@senet.com.au

Hunter Valley GC Vintage Rally and 50th Anniversary Dinner

18 – 27 April 2014

Hunter Valley Gliding Club is holding their annual Easter Vintage rally from 18th April to 27th April 2014. Also, HVGC has been operating for 50 years and will have an anniversary dinner.

Queensland Easter Comps**Goondiwindi Qld**

19-26 April 2014

Friday 18 April serves as arrival, registration, tie down and practice day. First comp day is Saturday 19 April with last comp day on Saturday 26 April. Dinner to be held that night at venue TBD, but probably same as last year. Dry comp - no water ballast, and open to all classes. CD is Dave Donald on **0409 059929** icansoar@yahoo.com Organised by **Boonah Gliding Club** - Denis Nolan on **0400 159259** denisnolan@gmx.com.

Club & Sports Class Nationals**Goondiwindi Qld**

6-17 October 2014

The competition is being run by Gliding Queensland as a co-operative effort of all Queensland Clubs. For further information in the first instance contact Dave Donald **0409 059929** or icansoar@yahoo.com

Speed Week - West Wyalong

9 – 15 November 2014

Positions are limited, and one third are already spoken for. Please advise me of your interest at paul@mander.net.au. **0417 447 974**. Paul Mander

Orange Week - Waikerie

22 – 29 Novembe r2014

Narromine Cup

23 – 29 November 2014

Junior Pre-Worlds**Narromine**

6 – 13 December 2014

NSW State Championships**Temora**

13-20 Dec 2014

Contact: Tom Gilbert

tnjgilbert@internode.on.net

CLASSIFIED ADVERTISING

www.glidingaustralia.org

Please send classified advertisements with payment to: GFA

1-13 The Gateway Broadmeadows VIC 3047. Tel: 9359 1613 Email:

Registration@glidingaustralia.org

Your ad will be placed on the GFA website for a period of 1 month and published in

GLIDERS FOR SALE

SINGLE SEAT

2012 Jonkers JS1 18/21m. VH-YZT "2T".

Just 280 hours TTAF, and a brand new jet sustainer fitted in February. One of the initial batch made for the Uvalde Worlds, where it placed 6th. ClearNav computer and vario, with Cambridge 302 backup vario/logger, Winter basics, Mountain High oxygen, parachute... the whole deal. Comes in a Cobra aluminium-top trailer, with ground handling gear and all options. This glider goes as well as anything you can buy. Extremely regrettable sale; the full package is available right now without the required two-year wait for a new one, and at a saving of \$30 -40K. Contact **Bruce: brucetaylor10@bigpond.com** or **0267787345**.

Astir CS VH-WUN. Basic instruments including Borgelt B-20 vario, Microair 760 and licensed trailer. Form 2 to November 2014. 6809hrs, 5779 TT. Ideal first glider. Presently hangered at Warwick. Call **Denis Nolan 0400 159 259** or **David Kinlan 0417 838 662** \$14,000

Jantar 48-3 VH-WQD 662 hrs, Basic instruments, Dittel radio, Instrument panel mod to allow instruments to move with canopy, Clamshell trailer 2 year old, One man rigging gear, Based at Gympie, \$28000, **Contact Trevor Burke 0400 348 711** trevor.burke@bigpond.com

Jantar Std 2 VH-IZT half share for sale. Excellent condition, 2175hrs, form 2 until November 2014, basic Borgelt instruments, recently overhauled Microair radio, USB socket in dash, complete with chute and excellent metal clad registered trailer. In brand new concrete floor hangar at LKSC, note hangar not in share. Price \$9,750, **Bruce Paulsen 0425 268 769**. Photos available

Libelle H201 (VH-GSU). 3516 Hrs. Very good condition. Basic instruments, wing covers, tow-out gear, and trailer (reg'd to

11/2014). \$11,000 ONO. Photos on request. Contact Chris (03) 5790 5262. Std. Libelle VH-GZF. Excellent condition. 2500 hours. 2 Pack finish. Trailer reg'd. M Nav, Dittel 720. Wing covers, tow out gear. Thinback chute. Asking\$17,000. **Contact Elvon 0427 464 105**.

Mini Nimbus B VH-UIW Good condition, refinished in PU. 2,250 hours; Becker Radio; Winglets; oxygen; turn & bank; Blumenauer Speed to Fly Vario; One-man rig; Aluminium trailer; \$35,000 ONO aekreti@bigpond.net.au **0419 993 960, 03 9743 7605**

HPH 304 SHARK 18M competition sailplane. Showroom condition, Less than 300hrs. Altair flight computer and Cobra trailer, factory painted and extras. \$110 000 or best offer. **Andrew 0488161844** georgo28@bigpond.com

VENTUS 2CX 900hrs, LX9000 flight computer, ready for jet sustainer installation (wiring, Fuel tank and pumps already installed) All reasonable offers considered. **Andrew 0488161844** georgo28@bigpond.com

Ventus 2cxT,VH-IKB, always kept in hangar, metal top Cobra trailer, tow out gears, Cambridge 302/303, Swiss flarm/ECW100, Dittel radio, ELT, won Nationals twice, TT.1,450h, Eng.14h, AUD130K, **Goe, 0427 017 171, goe28tt@yahoo**.

MOTOR GLIDERS - POWERED AIRCRAFT - TUG

DG500M, two seater, high performance motor glider based in Bathurst. 22 m wingspan, flaps, carbon fibre spars, 45:1 L/D. Approx 3000 hrs flight time and 25 hours since engine overhaul.. \$11,000 for 1/10 share, which includes tee hangar and all accessories. Low utilisation by syndicate members leaves plenty of time to fly this wonderful glider. Contact alan.mcgowan@bigpond.com or **0429 326 182**



Jabiru J230-D multi-purpose Glider Tug plane. Factory built in 2007 with glider towing option fitted. 761hrs TT, maintained by Level 2 and always hangared. A proven performer. Talk to **Phil** during business hours on **03 5389 1541**. \$69,000.



TST10M Single Seat Self Launch Glider 40:1 glide Avier GPS with LK8000 Mini OzFlarm B800 Vario and GCD Borgelt TE Probe Brauniger Alpha MFD Flight and Management System XCOM Radio Transponder Fresh Form2 New Cobra Trailer (not incl in price, will sell separately or with glider for additional \$19,000) Long-life all-composite structure 15 meter wing span 9.85 m2 Wing area 22.8 Aspect ratio 322kg MTOW 65 - 115kg - Weight of the pilot and fuel +4/-2 Max permitted load factor Aerotow capable. Retractable Rotax 447 power unit 29.5 kW (40 HP) Power 2x membrane carburetor Reducer - Belt 1:2 Wooden 1200mm propeller 14lt fuel tank capacity 11lt/hr fuel consumption when climbing 9lt/hrs fuel consumption at cruise speed Up to



150 km range with the engine engaged \$55,000 ono **Chris 0410 630 396**

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V- Towing Bar, Auto- Reverse, 100km/h Certificate, Spare Wheel, long retractable Jockey Wheel, lockable one - hand central Latch on Back of Clamshell, large Hatch in front, Vent Grill on back, Solar Vent in centre - all standard

Bed made from 25mm GFRP Panels, Clamshell constructed from cnc - cut and bent aluminium sheet parts Clamshell is structural when latched giving torsional stiffness to the bed for speeds tested in excess of 100mph.

Approx Cost: Starting from 6,500 - 7,000 Euro ex. Factory + Shipping & GST.



Build it yourself Glider Trailer Kit

- Light weight Aluminium Clamshell Trailer
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42 max L/D (20 m version)

74,950.00 EUR basic config. Excl.
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Ready for Perkoz roll out... recently completed, brand new production hall of Allstar

PERKOZ FACTORY NEWS !

Poland, France, Bulgaria and Canada among the first to order.

On the 20th of November 2013 SZD-54-2 PERKOZ received Type Certificate (TC) issued by the European Aviation Safety Agency (EASA) under No. EASA.A.574.

9 months regular lead time.

2 slots for 'express' 6 months lead time still available

glimpse of the production version of SZD-54-2 PERKOZ with redesigned back-seat instrument panel.
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