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AUSTRALIA

Issue 21 December 2014 - January 2015

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GLIDING AUSTRALIA

No. 21 December 2014 - January 2015

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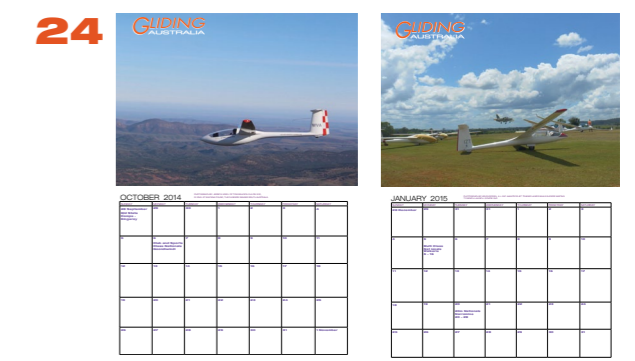
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INSIDE THIS ISSUE



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FROM THE PRESIDENT

DEAR MEMBERS

Our soaring season is off to a fantastic start. And what a great one it augurs to be!

Queensland's State Comps are finished, as are the Club and Sports Class Nationals held at Goondiwindi. Congratulations to Club Class Champion Jim Crowhurst from Kingaroy and Sports Class Champion Tom Claffey from Narromine.

A number of important aspects arise from the results. First, those that consistently fly 'the long game' most often finish in the top order. You don't have to necessarily win a day to win a competition. Second, winning involves far more than soaring ability and measured risk. Read Sebastian Kawa's latest thought-provoking book 'Sky Full of Heat' – and you will see what I mean. Third, it is a credit to our competition organisers to run a National Class featuring champions such as Taylor, Cubley, Geiger, Barnes, Trotter and more - all flying 1970s vintage (or thereabouts) aircraft such as the Standard Libelle, Cirrus, Hornet and ASW20 at top level. This must be most encouraging for those wishing to compete with the best, knowing you don't have to be loaded and flying the latest and greatest to be in the race.

November and December will see many more competitions underway Australia-wide enjoying what promises to be a great Australian soaring summer. Not good for the farmers, but excellent for gliding, records, excitement and great soaring achievements.

However, it is timely to remind ourselves as pilots that we must, above all else, be conscious of our duty to maintain our record of fine airmanship and gliding excellence. These attributes are hard won. To succeed, every gliding flight, every day of the year, year-in-year-out must finish with a successful and safe return. If we don't continue to succeed, we have a problem!

Gliding, like driving your car down the street, is not inherently dangerous. However, as the old aviation saying goes "...it is terribly unforgiving of any carelessness, incapacity or neglect". Nicki Lauda highlighted this after Jules Bianchi's terrible accident at Suzuka a few weeks ago by highlighting the fact that Grand Prix motor racing is dangerous if we allow ourselves to become complacent. Just because lives haven't been threatened for several years doesn't mean we will not be shocked back to a harsh reality when a cruel incident does unfold, perhaps because we let our guard down.



We need to be ever conscious of a gliding culture that is built upon a foundation of success and safe returns. Then if we properly understand the risks involved and train, practice and keep constantly aware, we can definitely go out to confidently fly and achieve magnificent feats, as all great airmen do. Enjoy this edition of Australian Gliding. It is full of news, interesting stories and thoughts for the future and we at GFA love to hear your ideas and viewpoint.

Wishing you every success in your soaring this summer.

John A Summers

PRESIDENT

President@glidingaustralia.org

AIIS MASTERCLASS WITH BRAD & INGO



What better way is there to spend time in winter than talking with ex-world gliding champions about how to fly better? That is what more than 70 pilots did at the Australian Institute of Sport in Canberra on 12 and 13 September. Ingo Renner and Brad Edwards

presented a relaxed, informative and entertaining master class which covered a broad range of cross country topics based on our coaching syllabus. If you missed the event, Sean Young was there to record it and you will be able to watch it soon from the GFA website.

The program also included

- A day of presentations from the AIIS on hydration & nutrition, sports psychology, strength & conditioning and recovery.
 - 'Cross Country & Competition – Safety Culture & Risk Management' by Dave Pietsch
 - A tour of the AIIS facilities
 - Storms by Miles Gore-Brown
 - Avionics by Richard Frawley
- followed by a panel discussion on instruments with Richard Frawley and Al Sim
- Australian Launch of the JS1 EVO by JS Australian agent, Todd Clark
 - Mal Williams' ASH31M1 on display

The interest in this event was so encouraging that hopefully there will be a follow up event next year with an expanded range of topics.

You can watch the video at

www.glidingaustralia.org/videos

FROM THE CHAIR SPORTS COMMITTEE

As I am new in this role and also new to the Australian gliding community I thought it would be appropriate to use this opportunity to introduce myself.

I joined the GFA Board a few months ago as the Victorian representative. At the same time I took over the Trophies Officer position. Because of Anita's resignation and Mandy's step up to the Vice President role, the Chair Sports Committee position became vacant and needed to be filled. I agreed to take on this challenge because I think that I can contribute my international aviation experience and knowledge gained over the years. I am able to introduce different points of view as well as some new ideas and contribute to the diversity in our community. I still have a lot to do to adjust to the Australian system but I enjoy doing it and being part of the great Australian gliding.

My term as the Victorian board representative and the Trophies Officer was probably the shortest one ever. We were very lucky to be able to fill the Trophies Officer position quickly with Julie-Ann Johann taking over from me few weeks ago.

WHO I AM AND WHAT I DO?

I moved to Australia four years ago and currently live in Horsham, Victoria. I was born in Poland, educated in Germany and lived in the USA for a little while.

I was very fortunate to be able to combine my education with the passion of my life – flying. I started flying gliders in Poland in 1999. The very same year I entered Berlin University of Technology (Germany) and finished years later with a Masters Degree in Aeronautical Engineering. In the meanwhile I managed to obtain a Commercial Pilot licence with Multi Engine and Instrument ratings and worked as a pilot for a little German company based in Berlin. I never gave up gliding and used to spend every summer flying gliders in Minden, Nevada where I set a few gliding world speed records and some more Polish national records. I have been and still am a member of the Polish National Gliding team and have participated in three Women's World Gliding Championships. I am also a Level 2 instructor, gliding coach, Form 2 inspector and a tugger.

SPORTS COMMITTEE UPDATE

The Sports Committee has been really busy recently preparing for this year's gliding season. The competition rules and handicaps have been finalised and published on the website. Unfortunately we have already had one accident during a national competition. While it is being investigated, the Sports Committee is working on recommendations regarding finishes for competition organisers and pilots.



At the same time, we're working on our operational documents with the aim of combining all Manuals of Standard Procedures into one easily searchable and interactive common document. The document will have fewer words, more content and a clear shared structure.

Please feel free to contact me with any sports related issues that you would like the Sports Committee to deal with or help you with. Happy Soaring!

MARTA NAJFELD

CHAIR SPORTS COMMITTEE

csc@glidingaustralia.org

FAI GLIDING BADGES

TO 31 OCTOBER 2014

BERYL HARTLEY
FAI CERTIFICATES
OFFICER

faicertificates@glidingaustralia.org



A. BADGE

BENNETT PAUL N	11974	CENTRAL COAST SC
TUCKWELL TRAVIS C	11976	CENTRAL COAST SC
PARRY-GRASS MORGAN A	11978	NSW AIR TC 301
WADLEY GEOFFREY A	11979	CANBERRA SC
JACKSON COOPER M	11980	SA AIR TC

B. BADGE

BROWN RYAN	11952	NSW AIR TC 301
SHURUPOV VLADISLAV	11200	SOUTHERN CROSS GC
SPEARPOINT JAMES	11906	NSW AIR TC 301

A & B BADGE

PULIS PHILLIP	11972	ADELAIDE SC
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C BADGE

COOK GREGORY J	11969	ADELAIDE SC
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ANDERSON BROOKE E	11877	CANBERRA SC
DEVELIN MICHAEL	11915	NSW AIR TC 301

A. B. C. BADGE

VAN RENSBURG GIDEON	11971	BATHURST SC
JANLONGSIN OWERA	11973	QLD AIR TC 229
HEINRICH SHELLEY	11975	LAKE KEEPIT SC
GRAY RICHARD F	11977	V.M.F.G.
DAVIES LLEWELYN	11981	LAKE KEEPIT SC
SEJKA MILAN	11982	GYMPIE SC

SILVER C

SINCLAIR JUSTIN J	4854	KINGAROY SC
STOKES LEIGH M	4855	ADELAIDE USC

DIAMOND GOAL

STOKES LEIGH M	ADELAIDE USC
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EXECUTIVE OFFICER

CASA has a number of specific requirements for the GFA, as it does with all Self Administering Aviation Organisations. One of these requirements is for the GFA to have a Safety Management System (SMS), and for us to ensure that all our clubs and operations are managing their own safety effectively.

SMS

The Safety Committee of GFA comprises a National Safety Manager, Peter Gray, and a Regional Safety Manager in each Region. They have been working with many clubs for a few years and some 70% of clubs have already set up their own Safety plan.

In order to ensure that we have 100% of clubs with a safety plan by early next year so that GFA meets its commitment to CASA, the Safety Committee has developed some templates that clubs can use in order to help them manage their own safety.

The Safety System has a number of elements:

- A clear statement from the President of the GFA that explains our commitment to ensuring that the risks inherent in our sport are clearly identified and minimised.
- Our GFA Manual of Standard Procedures.
- A Club Emergency Response Plan that gives advice and contact numbers to members in case of an accident or incident.
- A Club risk assessment and procedures to mitigate those risks.
- A Club Safety Plan.
- A commitment from The Club Safety Officer (Club President or delegate) to ensure that the Club Safety Plan is complied with.

All clubs will receive a letter shortly explaining in more detail what is required, and how they will be supported in setting up their Club Safety Plan and conducting internal audits.

ACCIDENT AND INCIDENT REPORTING

A key part of the safety System is for all members to report incidents and accidents using the SOAR incident reporting system, on the GFA web page. This is one of the few web sections that requires you to log in. You need your new member number, and if you forget your password, there is a simple 'forgotten password' button. There are

three sections to the reporting system – one for Operations incidents, another for Airworthiness and a third for general SMS incidents. These will be refined over time, but even if you use the wrong section it will still forward the information to the correct department.

Through this system we plan on improving our analysis of incidents and accidents, and communicating trends to the overall membership.

AIRWORTHINESS DEVELOPMENT PLAN

Following a changed focus from CASA with regard to airworthiness requirements which led to a not so positive audit two years ago, there has been a huge amount of work in relation to our airworthiness systems and record keeping. Many members have experienced some frustration with the higher standards demanded for compliance matters, but these are the consequences of the increased demands on GFA by CASA. A positive outcome has been an increase in the quality and accuracy of data.

David Villiers conducted an audit for the GFA 12 months ago that identified 15 tasks that need to be completed in order for us to meet CASA expectations. Gary Ransby has been doing a lot of work with our airworthiness systems and procedures and documentation, so that we have made good progress with 14 of these tasks and are on track to complete the work by the end of 2015, as planned. You will have seen a recent email which advertised a short term contract for an airworthiness Technical Expert to assist with the more technical aspects of this plan.

JUNIOR WORLD GLIDING CHAMPIONSHIPS, NARROMINE 2015

Australia has a very strong junior movement, with 357 junior members, many of whom are members of the Junior Gliding Club. A Junior is defined as anyone under the age of 26. For many



TERRY CUBLEY
EXECUTIVE OFFICER
eo@glidingaustralia.org

years the Junior Gliding Club has been running the Junior National Gliding Championships – aka Joeyglide. Due to their enthusiasm, Australia successfully bid to host the Junior World Gliding Championships, which will be held in Narromine, NSW in December 2015. This year the Joeyglide event will be open to international pilots who want to practice in our local conditions in preparation for the world comps next year.

There are currently 31 entries in the Joeyglide event, plus three mentors competing with them - pilots who are a little older than 26 years old - plus 16 entries for the two-seater coaching event, which is run in parallel. So 49 entries in total will make this a rather large event. If any members are driving through Narromine between 1 and 13 December, it will be well worth a visit.

Our Chair of Marketing and Development John Syles has arranged for the RAAF F18 Simulators to attend for several days of the competition, so hopefully the 'dog-fights' will be restricted to the ground based simulators.

I think we may break the record for the youngest contest director at an international event, with 25-year-old Adam Webb heading this competition in preparation for the Worlds next year.

You can check out the contest info on the web page joeyglide.juniorsailing.com.au

The main sponsor for this year's event is **AvPlan EFB** - the most advanced flight planner for iPad and iPhone. Check out their web page at

www.avplan.com.au

NATIONALS

The Soaring season has well and truly begun, with a very successful Club and Sports class national championships being held at Goondiwindi on the Queensland border in October. Nine flying days and 9,000ft cumulus on most days. Champions were Jim Crowhurst in Club Class and Tom Claffey in Sports. Now the attention moves to NSW with the Grand Prix, Narromine Cup, Joeyglide and NSW state comps to be held before the end of the year. Victoria and SA take their turn in December and January. WA has confused us all by moving their State Championships to November rather than the traditional January – but they have a long soaring season and therefore a fair amount of flexibility.

BOARD MEETING IN NOVEMBER IN BRISBANE

The GFA Board will be meeting on Brisbane on the weekend of 29 - 30 November, at the

**Quality Hotel Airport International
528 Kingsford Smith Drive,
Hamilton QLD
07 3268 6388.**

All GFA members are invited to attend a Members Forum on Saturday afternoon, 29 November from 1.00pm-3.00pm.

Meet the Board. Get an update on significant happenings and ask those questions that have been bothering you for some time. Afternoon tea will be provided.

CASA DEED 2014

Through delegations from the Civil Aviation Safety Authority (CASA), the GFA conducts and controls all aspects of the sport including the aircraft register. GFA and CASA have a respectful and cooperative understanding whereby the GFA is recognised by CASA as a self-administering sport aviation organisation. Members of the GFA are afforded exemptions from certain Civil Aviation Regulations (under Civil Aviation Order 95.4) subject to adherence to GFA manuals and regulations to fly gliders in Australia.

In addition, CASA and GFA negotiate an annual Deed of Agreement which describes what CASA requires from the GFA and the funding that CASA provides to support this activity.

The format of the deed has changed considerably this year, reflecting a more mutually beneficial approach to our relationship. There is a core agreement

with all of the legal bits described, and a Statement of Expectations which can be negotiated each year. This is a much simpler document reduced from 27 pages to 24, and now with only two appendices, down from the original five.

The current Deed will be signed on 4 November. Among other things it requires the GFA to conduct the following activities:

THE GFA WILL:

- require all members of the GFA to operate in accordance with the applicable CASA requirements.
- monitor and audit standards and procedures of glider pilot certification systems.
- monitor the operational standards and procedures of member clubs and ensure compliance with the GFA Operational Regulations.
- examine the results of incident and accident investigations to ensure that standards have been complied with.
- monitor sailplane, powered sailplane and power-assisted sailplane certification systems, including Certificates of Registration, Certificates of Airworthiness, special flight permits and Airworthiness Directives compliance.
- conduct safety education programs for members.
- appoint persons to conduct modifications, repairs, maintenance and inspections on sailplanes, powered sailplanes and power-assisted sailplanes.
- develop and implement an appropriate organisational Safety Management System (SMS), and ensure that corresponding arrangements are developed and implemented by GFA clubs.

In comparison, CASA then provides GFA with \$136,000 (inc GST) to assist us with our activities. This only covers a small percentage of our costs, but is a valuable contribution to our budget.

GPC & GLIDER PILOTS LICENCE

The Glider Pilot Certificate is now recognised across Australia as reflecting the core skills of flying gliders safely and effectively. When we first introduced the GPC, the standard often spoke about was 'going solo' and many people realised that this was a major gap in our training system.

A pilot with a GPC has been trained and is competent at safe piloting skills, as well as core soaring techniques, and has a level one Independent Operator rating, etc. This has now been

recognised by CASA as meeting the ICAO standards, which together with a Class 2 medical will enable a pilot to receive a CASA issued Glider Pilot Licence.

Pilots can now apply for their GPC on-line, which will then be sent to the CFI to verify that all requirements have been met. As previously announced, there is now no charge when applying for a GPC.

Full information and links are online at www.glidingaustralia.org/GFA-Ops/casa-glider-pilot-licence-application.html

JOEYGLIDE 2014 SPONSORED BY AVPLAN EFB



JoeyGlide 2014 is just around the corner and we now have over 30 entries, plus another 16 pilots taking part in the coaching week. This year's competition will serve as the Junior Pre Worlds ahead of 2014 Junior World Championships. We have a large international contingent coming from the USA, New Zealand, Sweden, Denmark and the UK to experience and practice in Narromine's world famous conditions. If you or a junior you know would like to join us, it's not too late – head to the JoeyGlide website to register.

We are pleased to announce AvPlan EFB as the major sponsor for this year's competition. This sponsorship has been provided by AvPlan EFB courtesy of Simon Hackett, one of the owners of the company and a long-time supporter of JoeyGlide and junior soaring in Australia.

For more information on the competition and coaching week check out the website at www.JoeyGlide.com. Once the contest has started, you can follow all the action via our website, Facebook page www.facebook.com/JoeYglide or Twitter @JoeyGlide.

MULTI CLASS NATIONALS

AUSTRALIAN MULTI CLASS NATIONAL CHAMPIONSHIPS & SAGA COACHING WEEK

Waikerie Gliding Club is honoured to be hosting the 53rd Australian Multi Class Nationals 5 - 16 January

Waikerie is a well-known Australian competition site having hosted numerous state and national championships as well as a world championship in 1974.

The airfield launch pads are green and the airfield looks magnificent and ready to go for the competition which will run from 5 to 16 January 2015. An experienced competition management team has been brought together to ensure a smooth, professionally run competition. Waikerie is a challenging site with a diverse range of weather from grovelling down low on the blue days to classic 14,000ft cu days....now if we could just organise more of the latter that would be ideal! The task area is generally to the south and east however when the weather co-operates competitors can be tasked west and north into the Flinders Ranges or further east into Victoria. By January all the crops in the task area have been harvested meaning that the out landing paddocks are large and safe.

For those wishing to practise in the lead up to the Nationals, full time gliding operations at Waikerie will commence from 27 December.

All details about the 53rd Australian Multi Class Nationals including the entry



form are available at <http://www.multiclasswaikerie2015.blogspot.com.au/>

COACHING WEEK

For the newer pilots looking at learning new skills and improving their personal performances, the SAGA Coaching Week also returns to Waikerie in the lead up to the Nationals. Under the direction of South Australian head coach Peter Temple morning lectures and briefings will be held before both 2 seater and lead and follow style coaching flights are undertaken during the best part of the day, followed with evening debriefings held in the clubhouse. The emphasis for this event

is to encourage learning in a fun and friendly environment. It caters for all skill levels from those pilots looking at gaining their Silver C to maybe their first 300 or 500km flights. The SAGA Coaching Week will run from 28 December to 3 January. For more details about coaching week or to register your interest please drop Peter Temple a note via his email address:

pete.temple@internode.on.net

On behalf of the members and friends of the Waikerie Gliding Club I look forward to welcoming you all to Waikerie for what is shaping up to be a big summer!

GRANT HUDSON

SAFETY COMMITTEE MATTERS

Safety Matters – pun intended. The GFA Safety Committee (SC) met in early October to review progress of the roll out of Safety Management to all clubs.

SC applauds the work that has been done by many clubs around Australia to produce an SMS for their club.

It has become clear that for other clubs with no previous exposure to SMS or with only a few members, producing such a document has proved challenging.

To assist these clubs, SC has produced

a **GFA SMS** which can be used in conjunction with MOSP and a more modest site specific Club Safety Plan (CSP). The CSP will address local issues and document current practice to mitigate these issues. This short 4-page document will be more suitable to smaller clubs or those who are new to the SMS concept.

This in no way negates the excellent work already done. Rather it is a new starting point for those who have not yet been able to comply.

SAFETY PAYS - LITERALLY

SC recognises that education is more important than documentation! Sharing information of incidents and occurrences is a great way to raise awareness of safety issues.

Starting in January we are offering a cash prize of \$50 for the best Safety story submitted to the magazine. On top of this there is a \$300 cash prize for the best story of the year. Details of how to write and submit your stories are on the Safety home page of the GFA website.

www.glidingaustralia.org/GFA-Ops/Safety

AIRWORTHINESS

We continue our mission to keep ourselves safe while flying, to enjoy it and keep it simple and unrestrictive. My articles help you stay up to date and make you think about maintaining your glider more safely. Sorry to harp on but that is what matters in Airworthiness. Serious stuff!

We have to try to keep gliding as simple as possible. We are all too inclined to control and demand more. So all the time I think, "Do we really need to do this?" Essentially it is your responsibility and in your interest to keep your gliders operating safely. GFA try to put things in place for two reasons - if it is required by regulation, or if it will improve safety. Sometimes it's not your safety but other's safety that is affected, for example, keeping track of defects so we can warn others, or keeping records so we can oversee what is happening.

RECORDS - THE TYPE YOU DON'T WANT

GFA waste a fair amount of effort at the moment trying to get your records correct, partly due to past records being absent and having a great new system that allows us to do it. We are asking you to help. In the past, Form 2 returns were not always tracked. We have now fixed this and will do it fully in future. But you need to fill in the form completely. We waste a lot of time going back to members to ask them for data not filled in, including hours and flights, when your survey is due, change of address, etc. We need this information so we can track what is happening and so we can contact you if needed. Please keep us up to date on your address and your email address, making it much easier and quicker to contact you.

AIRWORTHINESS UPDATE

Aspects of Airworthiness have changed recently – you need to keep up to date. Unfortunately, to date this was mainly extra demands. We also work to improve and if we see something sensible, we can arrange this, if acceptable, with CASA and make it legitimate. We are doing a lot at the moment and this will come in the next version of MOSP.

To help, we are writing a Handbook for Registered Operators (ROs) that will update and guide you in the complex subject of your responsibilities in looking after an aircraft. We will issue that soon and then follow with the new MOSP to make sure that is all clear in our rules. The Handbook will be a simple guide, while the MOSP is a reference document where you can look up the rules.

In future the MOSP will be one collection of documents that cover everything in Australian Gliding. It always was, but it became a bit disjointed with the detail lost in the murk. So when we say "look in the manual" – it will be there in one place. It will still be the main regulatory Manual for each department but clearly attached will be Basic Sailplane Engineering and all the other Handbooks on how to carry out Airworthiness. We are trying to make it easier to update and provide to you. We are not yet in the middle of a hard, two-year program, the Airworthiness Development Program, to fix all this.

Please do your bit and get your Logbooks up to date, clear and correct. If you have not, please go back to Dennis' article in the last Gliding Australia and do it now. It is necessary and will help you and your inspector in future. It will also add value to your glider on re-sale.

We seem to be progressing well to get CASA approval of our new Design Approval Manual, written by Mike Burns. It will allow us to correctly get approval for minor modifications such as fitting a camera to a glider or changing a bolt in a control circuit – not

ROB HANBURY
**Airworthiness
Department Chair**
cad@glidingaustralia.org



currently legal or easy to get an engineering order. Again we will be calling on our volunteers – if you are an engineer who can volunteer to help please contact me. Or if not, turn to your mates to find who could. Larger jobs will have to be paid for and it is onerous for an engineer to sign off that a procedure is safe. We are also pursuing the experimental certificate route – a possibility but there are restrictions.

CARE IN MAINTENANCE

So, to move on from allowing you to experiment to encouraging you to do it properly, remember that a glider is not a bicycle or a car – you have to land safely after a failure. A parachute may save you high up but the best option is to avoid failures. You must take more care to reduce the likelihood of failure.

Another fire in a glider recently occurred – thank goodness the pilot had lots of luck and was extremely lucky to get down unscathed by ditching in a lake. If you saw the pictures you would not believe he did. To me, that says there were many correct features such as firesleeving on fuel and oil hoses and it was a well maintained and clean glider.

So what went wrong? An o-ring on the engine was pinched during work on the engine. It unfortunately was not found and did not leak for 4 hours during checks. Then it sprayed out 1.5L of oil onto the exhaust which lit and fueled the fire. Oddly, the coolant hoses - not the coolant - burnt and added fuel to the fire. Only towards the end did fuel get added when the carbide melted. So in a way it is a success story of a design surviving long enough to get down. You don't have long – it was only minutes from 4,200ft. Another 30 seconds and he would not have made it. Well done for keeping your head with flames all around you, and bringing it back to work with us so we can warn everyone.

Another near accident has happened in an unpowered glider recently. Nuts were not tightened fully on an aileron circuit. Just after landing, the bolt fell out. That would have been instant spiral into the ground if in flight.

WHAT LESSONS CAN WE LEARN?

A motorglider it has so many more risks that you must take even more care to reduce the likelihood of failure. It must also be in even better condition.

Keep your glider in excellent condition. Don't take shortcuts. That is why aviation is more over the top on rules and doing it properly. If it can fail in flight be extra correct.

Be extra careful that your work is perfect. In a car if an o-ring fails you just pull over, unless it is a brake failure. In a glider you crash. Make sure it is correct.

We will consider recommendations on coolant hoses – firesleeving or fire-resistant.

Please report defects. Yes, it is embarrassing but we can learn. We will let you know about the new online system soon – trying to make it easier to report and manage the reports.

Consider all possible emergencies. Practice on the ground because in an emergency you will do things automatically by training. Think through various scenarios. I want to see a lot of fat old guys rolling out of glider cockpits! And to create even more mirth do it with your mate lying on top of you to simulate 2g – I will rather take my chances thanks!

Good luck but more importantly look after yourselves!

ROB – THE CAD.

HELPING THE FUTURE

AUSTRALIA'S JUNIOR WORLD GLIDING CHAMPIONSHIP TEAM

As most of you are aware the average age of Australia's glider pilots is slowly creeping towards the average retirement age, not a good sign for our future. Our only hope is to increase the flow of young people into gliding. This in itself presents us with a number of challenges that we must face, address and overcome.



The links that have been forged with the AAFC and their acquisition of 19 new gliders will go some way to introducing more young people to gliding, and the GFA is quietly working away on this.

In December 2015 the Junior World Gliding Championships will be held in Narromine, NSW. This international event will feature the best young pilots from across the globe and represents the best opportunity for Australia's Juniors, male and female, to achieve a podium finish.

I can hear some of you say, "But what's that got to do with me? They are the elite and do not represent so-called 'grassroots' gliding, as happens at my club on the weekends."

This elite group is present in all sports and grabs perhaps 90% of the media attention that the sport attracts but, of course, is not representative of the majority who participate in the sport at their club on the weekends. However, it is the flagship, the place where the media gather, a place for all pilots to rally around and be passionate. It's also a place where new ideas and technologies are developed, tested and then filter down to the weekend pilot.

Whether you accept it or not, we all emulate this elite group in our weekend flying activities in some small way.

To give our potential Junior World

team the best possible opportunity requires financial assistance. The GFA and the regional associations will provide a quantity of funding and in kind assistance but your help is also needed to ensure we have every chance for success.

WGC FUND

A Junior World Gliding championships Fund has been set up under the Australian Sports Foundation and its purpose is to:

First, assist the juniors who have shown serious dedication to the development of their competition gliding skills and are likely to be selected for the Junior's squad with a view to selection and participation at world and other overseas competitions.

Second, assist juniors to train and improve their competition skills, which will involve coaching and mentoring.

Fund allocations will be based on a training plan to be submitted by the pilot indicating:

Objectives both short (1 year) and long term

- Strengths and weaknesses
- Who will be their coach and what will the coach's role be?
- What gliding events and training sessions will be attended?

JOHN STYLES

CHAIR, DEVELOPMENT PANEL

cmd@glidingaustralia.org

www.facebook.com

theGlidingFederationofAustralia

- What non-gliding events and training will be undertaken? For example, attendance at the AIS, sports psychology seminars and absorbing specified reading material.

The training plan will include milestones, which will be used in considering further requests for funding from that pilot. The intent here is to reward the achievement of goals with further funding if possible.

YOUR CONTRIBUTION

Therefore, we are inviting all GFA members to dig deep and make a contribution through the Australian Sports Foundation Sports Incentive Scheme. Our project is called Junior World Gliding Championships.

The Australian Sports Foundation Ltd (ASF) was established by the Australian Government to assist organisations to raise funds for the development of sport in Australia through donations. The **ASF's listing in Division 30, section 30.90 of the Income Tax Assessment Act 1997 enables donations of \$2 or more to be tax deductible.**

Donors, that's you, must contribute unconditionally to the ASF to claim a tax deduction, however the ASF's structure makes it possible for a donor to nominate a registered project as the preferred beneficiary of their gift.

All claims are subject to acceptance by the Commissioner of Taxation. Donors who are uncertain of their position should seek their own professional advice.

Those eligible to donate are not limited to GFA members. Their business friends and other individuals along with other businesses can also make a donation.

However donations are not eligible from relatives of any person reasonably expected to be a member of the Australian Junior World Gliding Championships Team.

HOW DO I MAKE A DONATION?

The ASF has an online donation capability on its website and this is their preferred method for donors to donate.

To make donations online, visit our project at this webpage:

<http://asf.org.au/donate/?projectId=3281>

Alternatively you can visit: asf.org/projects/ and search for Junior World Gliding Championships.

Benefits to online donations:

- The donor receives instant receipt and notification of donation.
- It is easy, quick and hassle free.
- Reduced administrative burden for the GFA and the ASF.

MANUAL DONATIONS

In cases where you are unable or prefer not to make a donation online we can accept manual donations. Donations via cheque, cash or credit card can be made using the GFA Donation form at: <http://tiny.cc/44viox>

If paying by cheque make your cheque payable to: Australian Sports Foundation Ltd. Once you have completed the form, send the form and cheque, if paying by cheque, to the GFA office.

For cash, please complete a GFA Donation form, forward it to the GFA office and pay your donation into the GFA bank account. Details are on the form.

REGULAR GIVING

If you wish to make regular donations please do so online. Please contact me or the Treasurer if you would like to organise manual ongoing payments.

Each month we will receive a report from the ASF detailing what has been donated.

PRIVACY

The names of the donors and the amount donated will not be available to anybody unless the donors express in writing that they would like their donation be made public.

The Juniors, the Junior Development Team, and GFA Marketing and Development would like to thank all who make a donation to this worthwhile cause to help us get Australian Juniors on the podium.

For further information contact:

John Styles - Chair, Marketing and Development, cmd@glidingaustralia.org, phone (0419) 001 769 or Dave Shorter - Treasurer, treasurer@glidingaustralia.org, phone 02 6656 1979, 0429 429 539.

GFA CALENDAR

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

ORANGE WEEK - WAIKERIE

22 - 29 November 2014

One of the tasks on the last day of Orange Week at Waikerie will finish at Bordertown-Keith for those wishing to fly there for the State Comps. Contact John Ridge johnridge16@gmail.com

NARROMINE CUP

23 - 29 November 2014

Fun flying for personal best performances and friendly social company. Fee \$40 per pilot, for the first cross country Silver C attempt to the 1,000km flight. info@narromineglidingclub.com.au

GOING FOR GOLD COACHING WEEK - BENALLA

24 - 29 November 2014

Early to intermediate cross-country pilots. Contact Tim Shirley tshirley@internode.on.net

VSA STATE COMPS - RAYWOOD

29 November - 6 December 2014

Bendigo Gliding Club at Raywood Airfield, Victoria.

www.bendigogliding.org.au/Main/Statecomp

Or contact Contest Director **Phil McCann: phil4408@gmail.com**

SA STATE COMPS BORDERTOWN

30 November - 6 December 2014

Practice day is Sunday 30 November with six competition days scheduled for Mon 1 Dec to Sat 6 Dec

One of the tasks on the last day of Orange Week at Waikerie will finish at Bordertown-Keith for those that wish to fly there for the State Comps.

JOEYGLIDE - PREWORLD JUNIOR WORLD COMPS

Narromine 6 - 13 December 2014

The Junior Pre-World event combined with the traditional Joeyglide. Open to all juniors both National and International. Student cross country pilots with experienced coaches. Contest Director Adam Webb. For adam@adam-webb.com

NSW STATE CHAMPIONSHIPS

TEMORA 13 - 20 Dec 2014

Contact: Tom Gilbert tnjgilbert@internode.on.net

SA COACHING WEEK - WAIKERIE

27 December - 4 January

Soaring pilots. Contact Andrew Horton gliderpilot@ozemail.com.au

MULTI CLASS NATIONALS WAIKERIE

5 - 16 January 2015

Official Practice 5 and 6 January. contact John Ridge for more details John Ridge johnridge16@gmail.com

VINTAGE GLIDERS AUSTRALIA ANNUAL RALLY- BORDERTOWN

3 - 11 January 2015

Come and share some fun flying and frivolity! Contact **John Marshall on (08) 8733 4416** jma99350@bigpond.net.au

JUNIOR COACHING - BENALLA

11- 17 January

Tim Shirley tshirley@internode.on.net Ailsa McMillan Amcmillan107@gmail.com

20M NATIONALS NARROMINE

20 - 28 January 2015

The event is now open to a second class of open two-seater craft. So bring along the ASH25, Nimbus 3 & 4 and any other two-seater for this fun competition. The entry and all forms are now on the Narromine Gliding Club site at www.narromineglidingclub.com.au

HORSHAM WEEK COMPETITION

7 - 14 February 2015

Horsham Airfield, Victoria

This is perhaps the longest continuously running competition in Australia, and is a welcoming and friendly competition suitable for all levels including pilots entering a competition for the first time. For details contact the Contest Director **Ian Grant at cd@horshamweek.org.au** www.horshamweek.org.au

LAKE KEEPIT INVITATIONAL GRAND PRIX

21 - 28 March 2015

Steve Hedley
0412378758
gliderdag@pacific.net.au

JUNIOR COACHING WEEK WITH G DALE

BY ERIC STAUSS



Australian Juniors are firing up, loading up on hours and hitting the books to learn how to fly faster. The Junior Worlds are being held in Narromine in December 2015 and they are approaching fast. Final selection for the event is even closer, when six lucky Junior pilots will be named to represent the nation.

In late September, a coaching week for prospective Junior Worlds pilots was held at Kingaroy Soaring Club. The week was run as a crash course on soaring faster by renowned coach G Dale. I had the privilege of being one of eight junior pilots to attend the event. It was mostly Queenslanders, then me, the only South Aussie who made the trek. Eight pilots did make for a great class size however, given the depth of the topics that G covered and the time he did it in. It also gave each of us the opportunity for one-on-one time with G in KSC's Duo Discus. I found my flight with G to be particularly eye opening and we identified two key aspects of my flying that I am now working on.

LECTURES & FLYING

The weather was not at all consistent, so that we only managed to fly four out of the seven days, though this did give us a lot more classroom time. In all I believe we had more than double the amount of class time than flight

time but if it weren't for the off days then it would have been roughly equal parts. The structure of the days was usually an early briefing, ops, weather, task - the usual. We would then debrief on the previous days flying and that would then bring up a topic for G to talk about. G delivered these various lectures all from the top of his head. It really showed how fully he understands the concepts he was talking about. He would always teach by example, which I found to be very useful in grasping the theory.

If the sky was looking good we would then get the gliders out and go flying. The idea was to keep the flights short and purposeful. I don't want to recount the whole week but instead focus on two of the more interesting flights that I had over the week, Day 1 and 7.

TWO LAPS OF THE PARK

On the first day, we flew two laps of a short 100km triangle, Kingaroy - Kumbia - Wondai - repeat, which allowed G to fly two laps in the Duo with different pupils. During the day the wind was light and roughly south westerly. Before start I noticed there was a small fire just north of Kingaroy and another near Murgon. The first lap was pretty easy-going, well formed, consistent thermals and it wasn't too hard to stay high. Over flying Kingaroy for the second lap, I was with two other gliders, Dylan Lampard and Cooper McClymont. We were all within a 500ft vertical spread and making our way to Kumbia.

Up ahead we saw the Duo climbing well, right to the top. But by the time we got there we were too late and too low. We'd missed the bubble. We pushed on low into the turn and things were looking bleak. As we turned Kumbia and started tracking north again, I noticed that the smoke near Kingaroy had swung a full 180° and was now moving in the opposite direction to the smoke further north.

We tiptoed to Wondai only getting bubbly climbs and never being able to break above half convection height. After passing the smoke plume near Kingaroy, Cooper made a good decision and he turned for home while he still had glide. Dylan and I kept pushing with a high possibility that we would land direct on 34 at Wondai AF. Dylan was creeping off track to the west, a few kilometres from me, and found a weak core. It wasn't bubbly like the initial three-quarters of that leg and was slowly building. A little way on and 10km from the turn, I also found a weak core. To my frustration Dylan was now 2,000ft above me and not far off glide home.

KINGAROY SEABREEZE

My climb was still bubbly and slow but I hung on. After some readjustment I found a true core, stronger and with much better feel. Eventually I left near cloud base and watched Dylan, below me, blast past with glide home out of the turn. But he was in a Ventus and I was in a Cirrus! My plan was to clip the turn, go straight back to the climb I had, and top up to a comfortable glide. I did just that, though to my surprise it was a stronger than when I'd left it. The rest of the way home was 'sinky', it didn't feel right



and I was glad to have had plenty of extra height. I made it safely home and put the glider to bed under a dead Queensland sky. The next morning we had a good debrief on the flight. As you might have gathered, the topic of seabreezes came up.

This coaching week was one of those great opportunities where you are able to learn theory from one of the world's best, walk straight out to a glider and apply it and cement the theory into your memory bank. The first day we had typical Kingaroy seabreeze funnelling through the hills. The debriefing sparked the lecture, and G made it completely relatable. We'd just experienced it. However, on the last day that sequence was the other way around. That is how I feel I learn best - talk about a phenomena or technique, and then go try it for yourself.

BACK IN THE CLASSROOM

Day 6 was a poor weather day and we eventually decided not to fly. It was quite windy and throughout the morning the group would go outside and talk about what was going on with the sky. There were lots of fast cycling, lenticular formations and lots of altocumulus mixed with some cumulus. For the afternoon session, G talked about wave - mountain and shear waves. One thing I found very interesting was a video that G showed. Composed of various time lapse sequences of cloud movements on mountains, the videos were sped up to a rate that made the clouds look just like water in a stream.

BUNYA MOUNTAIN WAVE

It's not very often in Australia that, after a day of learning about wave from a professional mountain flying instructor, you experience it the next day. We were lucky enough to do just that and experience typical Bunya Mountain wave. It was a fantastic day both above and below cloud base. Unfortunately I had to catch a flight home from Brisbane that night. This meant leaving Kingaroy in the early afternoon so it was only a single 140km lap for me, Kingaroy - Bell - Rosevale and return. I started early and managed to stumble into the wave. As I left cloud base east of Kumbia I did not encounter any sink, but just kept climbing under the blue sky for a

moment until it clicked. "I'm in wave!" The clouds were not deformed at all by the wave, they were just regular cumulus. The only give away was the regular spacing, though not streeting, of the cu's. I only picked up on this once I had a much better vantage point. I eventually got up to FL10 - 3,500ft above cloud base - but due to my time constraint chose not to head back for a re-start. Crossing the Bunyas, I had descended back below cloud and the rest of the flight was relatively uneventful. With the moderate wind from the SW it was just important to make sure I wasn't getting caught out too far on the lee side of track on the way to Rosevale. The quartering tail wind on the way home was quite good for my average speed and I made it back with plenty of time to pack up.

These types of events really are very valuable. I believe that at the same time the Trotters were holding a Speed Week down at Warwick. For my work situation I had to choose between the Nationals at Goondiwindi or this Coaching Week. Though I'm still very jealous and disappointed to have missed the Nationals, I'm also very glad to have been able to pick G's brain. There are top pilots and there are top coaches and teachers, G is both. You should definitely not pass up an opportunity to fly with him. He can certainly help iron out those wrinkles in any aspect of your flying.

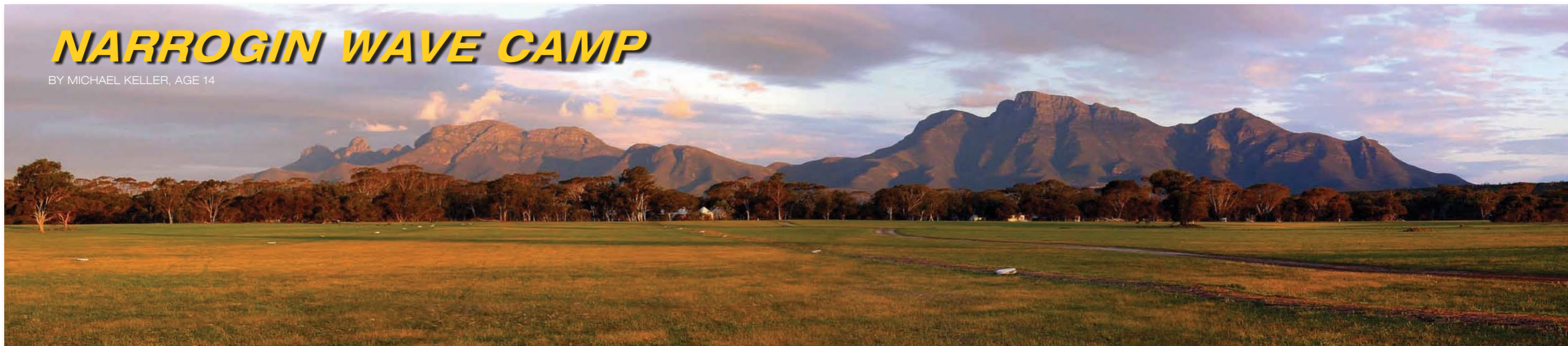
The amount of support the juniors are receiving from the gliding community is extraordinary, and we appreciate it immensely. I have to especially thank **Gliding Queensland** for their financial support of the week, bringing G Dale over, providing our time in the Duo, and even paying for all of our tows. As a beneficiary of that, and on behalf of the seven other participants, a sincere thank you to GQ. With support like this, no wonder the Queenslanders always win the State of Origin trophy at Joey Glide. Thank you to G Dale for running the week and filling our minds with plenty of gliding knowledge, Greg Schmidt for putting the whole thing together and all his time and effort, Rob the master chef not only for his work in the kitchen but also for towing, and John Buchanan and Frank and Lisa Turner for all their work and support. I've also got to thank Adam Woolley for letting me fly his Cirrus. Bring on Joey Glide.

GA

ABOVE: Eric Stauss flying in the famous Bunya wave.

NARROGIN WAVE CAMP

BY MICHAEL KELLER, AGE 14



The Narrogin Gliding Club's annual Wave Camp in the Stirling Ranges, north of Albany in the south of WA, was held between 26 September and 3 October.

I arrived on the Sunday so I can't give a full report but from what I heard the only day they didn't fly was Saturday due to unsatisfactory conditions, mainly rain. There was no wave this time but Bluff Knoll produced lift almost every day and there was some great thermal activity.

My check ride on the Sunday was in the club's DG-505. Because it was the first time I'd flown the DG, it took a little time to get used to. Having only flown the club's Puchacz trainers before, I was surprised how quickly the speed would build, at one point reaching 125kts - Vne in the Puchacz is 116kts - on the way back from the Bluff. The DG was also a lot quieter and more comfortable than the Puchacz, which usually starts to hurt after an hour or so.

Monday morning looked terrible with overcast skies

and little or no wind. As the day wore on the clouds started to break up and the Bluff started working so I managed to get a decent half hour flight in. Quite a number of TIFs and guest flights were also flown. On the Tuesday morning we all woke up to find the Puchacz's main wheel had deflated overnight. Quick thinking was employed to connect the mini compressor up to Cecile's car while everyone else lifted the glider onto some tires.

BLUE SKIES

With the tire pumped up, a couple of sniffer flights with the DG were launched into the blue sky. Everyone sat down, expecting the DG to be back in a couple of minutes. Half an hour later the pilot called in and asked why no one was flying. Apparently there were heaps of thermals. Everyone leaped up and rushed madly for the Puchacz at the word 'thermals'. I happened to be standing closest so I got David Harris to be my instructor and quickly launched into the blue. There were plenty of bubbles around as we bunged off and we quickly picked up some decent thermals.



WINGTIP EAGLE

As we were thermalling to the East of the airfield an eagle came and joined me just off the wingtip. It was incredible flying with one of these awesome creatures, just magic. Our approach and touchdown was normal but on the landing roll the glider started yawing sharply to the right. I applied full opposite rudder but to no avail, and we came to a halt skewed awkwardly to the right. We got out to find that the main wheel had deflated once more and almost come off the rim. Luckily Bill Verboom had come down in his motor glider earlier that morning with a spare wheel so we managed to replace it in about half an hour.

Wednesday was the best day I think. We woke up to small, broken, low-level cu's and about 2kts straight down the runway. Only a couple of people were rostered for flights that morning but I decided to wait until the conditions improved.

THE BEST DAY

Thermal activity was relatively sparse, but as the time drew towards midday, conditions improved rapidly with promising looking cu's building under the warm sun. We launched and stayed to the eastern side of the strip, picking up couple of decent climbs. After about 15 minutes we headed west over the airfield towards a well developed cloud. We went under it and immediately hit 5.5kts. The lift increased steadily with altitude, at one point topping almost 9kts. Just below cloud-base we headed off towards the western end of the Bluff. We only found enough lift to maintain ridge-top height so we headed back to the airfield. Once again we found the thermal from before and took it up to 6,700ft. With our glider as close as you can legally get to a cloud and still in strong lift we decided to deploy full airbrakes and conduct a 45° decent to 2,000ft. People back at base said they could hear it whistling as it came down like a greased housebrick. The total flight time was 1 hour 15mins.

In the evenings we debriefed over drinks and a lot of 'hangar flying' took place. In the mornings I would usually be the first one at the airstrip and while there was still dew on the wings I would start scraping off the accumulated bugs and dirt with my fingernails. Apparently the different types of bugs were like two-part epoxy and when they came together on the wing, they would solidly dry rock.



On Thursday morning we moved down to the other runway. Because the gliders, DG-505 and Puchacz, were to be dual-towed back to Narrogin on Friday morning, both were landed long on the slightly uphill sloped grass strip, allowing them a downhill take-off run the next day.

Arriving late at the strip on Friday morning, I missed the briefing but was still able to help out with moving the gliders in preparation for take-off. The dual-tow was the first I had witnessed so it was quite spectacular for me and it all seemed to be orchestrated very professionally. Once the gliders were on their way back to Narrogin, everything was packed up very quickly and sent on its way.

Although this was my first Wave Camp and can't really compare it to others, I thought that it was extremely well organised and thus extremely enjoyable for me and for everyone else who attended. I can't wait till next October when I turn 15 and will be able to go solo.

I would like to express my thanks to all those who were involved, especially our CFI Dayle Found, who did a lot of the preparation and number of other instructors who tolerated some of the longer flights. Thank you so much everyone who made this year's Narrogin Gliding Club Wave Camp such a great experience.

GA

TOP : A panorama showing one of the airstrips and Bluff Knoll in the background with a lenticular cloud.

LEFT: Before the check flight.

CLUB & SPORTS AWAY FROM HOME

BY PHL SOUTHGATE



From 6 to 17 October, for the first time that we are aware, the National Club and Sports class competition was run by a state association, Gliding Queensland, at a site that has no local gliding club representation.

This could only be possible with assistance from local Queensland clubs to provide key personnel for the operation and administration of the competition. Additionally, the Goondiwindi Regional Council provided water ballast pipe and taps at the airfield at no cost, which allowed the Sports Class field to be water ballasted. Everyone agreed that the water ballast was a major improvement and XC speeds reflected this on most days. With Goondiwindi as one of the friendliest towns around and a supportive local aero club with excellent facilities, all backed by the local council, this made a very successful competition indeed.

The key people involved and their clubs included Competition Director Greg Schmidt, Chief Task Setter John Buchanan, Scorer Chris Woolley, Scrutineer John McGrath, and Tug Master Peter Summerfeldt, all from Kingaroy Soaring Club. Safety Officer, and Weather Jeremy Thompson Darling Downs Soaring Club, Weather Stuart Lutton Warwick Gliding Club Tuggies, Peter Summerfeldt, Paul Hogan, Gary McMahon, Val Wilkinson, Jenny Thompson.

Many thanks go to those dedicated rope and wing runners from all clubs and competitors that assisted in smooth launching of the entire fleet on each day. The five tugs had the entire fleet in the air in just under 1hr and 10mins on most days.

Goondiwindi turned on some consistent flying conditions with great weather while southern states



TOP LEFT: Sophie Thomas running the wing of Stuart Lutton's LS8

Photo by Vicki Armstrong

BELOW LEFT: Club Class Champion Jim Crowhurst

ABOVE: Competition Director Greg Schmidt 'parting the clouds'.

Photo by Phil Southgate

ABOVE RIGHT: Sports Class Champion Tom Claffey



34TH CLUB & SPORTS CLASS NATIONALS GOONDIWINDI QLD

SPORTS CLASS

1. TOM CLAFFEY	SOAR NARROMINE	ASG 29	82957
2. DAVID JANSEN	KINGAROY SC	ASG 29E	8195
3. ANDREW GEORGESON	KINGAROY SC	VENTUS 2CX	8082
4. JOHN BUCHANAN	KINGAROY SC	ASG 29	8076
5. IAN CRAIGIE	KINGAROY SC	JS 1	7576

CLUB CLASS

1. JIM CROWHURST	KINGAROY	ASW 20	8177
2. BRUCE TAYLOR	LAKE KEEPIT SC	ASW 20B	8027
3. TERRY CUBLEY	ADELAIDE SC	LS 3	7895
4. DON WOODWARD	GCV	ASW 20C	7795
5. TOBIAS GEIGER	GCV	LS 4	7618

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shivered in some of the coldest conditions in 40 or more years.

In all 48 competition aircraft took part. During the 12-day event our task setters provided combinations of Assigned Area Tasks (AAT) and Racing Tasks for both classes, and optimised the conditions resulting in very few out landings. This was in no small measure attributable to our chief Task Setter John Buchanan with his wealth of experience and guidance to all the tasking team.

Speeds in Sports class were as high as 156.4kph for an AAT distance of 475.6km, flown by Tom Claffey in an ASG29 on Day 5. The fastest Club Class speed achieved was equally impressive at 134.6kph for an AAT distance of 475.5km on Day 5 by Bruce Taylor in an ASW20B.

Many people considered this to have been the most competitive field in both Club and Sports Classes for some years, in which more than a third of the field of 25 Club class competitors have represented Australia at the international level. To place in the top ten on any given day was a very good effort indeed.

One day, 13 October, was cancelled due to storms,, which was timely as most competitors welcomed the rest due to the long tasks and great weather, and it allowed them to attend a Pilots' Meeting. On 8 October, the Club class field had launched with some Sports class gliders before the day was cancelled for both classes, due to strong unseasonal winds blowing in from the southwest, trying to spoil our party.

GA

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SoarAbility was established at Cunderdin Airfield Western Australia for the initial purpose of providing training and air experience flights for those with mobility challenges. It has since extended its original charter to include those with a range of special needs including rehabilitation from trauma injuries.

ABOVE: Damien O'Reilly in the back seat of the SoarAbility ASK21Mi.

WHY DO IT?

One recurrent question that I am constantly asked by those curious about SoarAbility is: why did I do it? Much of this question is influenced by the degree of personal investment both in time and cost that is clearly evident to date and, equally, the view by most that it could never be a viable commercial operation.

This is an eminently sensible question to ask if the project was to be evaluated within contemporary return on investment criteria. While the capital and recurrent operating costs were considered before embarking on this project, its success or otherwise was never intended to be evaluated purely within economic terms. If it had been, then the likelihood of the project ever starting was negligible and I would not be writing this article.

I have been around soaring and general aviation endeavours now for four and a half decades - long enough to know that many gliding clubs struggle to make ends meet, much less generate an operating surplus for a sustaining capital fund. As you all know, if volunteer labour was actually costed into the clubs' operating accounts then most if not all clubs would be insolvent. SoarAbility is no different in respect to these realities but in the absence of a grant and or a recurrent income and margin stream to fund debt, the initial capital investment for aircraft, hangars and facilities was absorbed by me. The alternative was to seek funds for aircraft and infrastructure via grant schemes as was the case for the well-established disabled gliding endeavours at Portmoak in Scotland and Bellarena in Northern Ireland which,

although largely independent, enjoy the patronage and volunteer support of host clubs the Scottish Gliding Union and the Ulster Gliding Club, respectively.

While I also considered such funding models, the environment for attracting resources for a disabled flying endeavour in Australia would likely have resulted in a very protracted process and with no guarantee of a favourable outcome. Being an independent character by disposition, the benefits of going it alone were very compelling for me. In the event the endeavour proved a success, then my reasoning was that an established enterprise model would now exist to provide both inspiration and an operating model for possible reproduction in other states.

The expectation going forward, however, is that a GFA affiliated gliding association for the disabled will be formed in the very near future and that this entity will manage and operate the SoarAbility assets with the aim of recovering some of its costs via a combination of grants and or subsidised membership fees and flight charges. Office bearers for this are now being sought. As such I remain confident that this model will succeed and has the capacity to be replicated further within Australia.

MARKET

I have also been asked many times about the 'market' for SoarAbility services. Again this is a question driven by the commercial realities most business savvy folk would understandably ask. Though I am loathe to consider the term 'market' within the context of those who are invariably disadvantaged to some degree in Australia, one

must consider the potential demographic distribution of interest for those with mobility or other life challenges and who might be interested in flying a glider.

Now on this point, as mainstream gliding club participants we will already have an appreciation for how our sport and our involvement in it has been enriched by the many and varied members who hail from all walks of life. Most if not all of us will also acknowledge the positive and often life changing influences we have experienced as a consequence of our participation in aviation. I know that I can. But we aviators are not special people. We are privileged, and it is this privilege that should and or could be extended to those who might otherwise be denied a chance to realise their desire to fly as well.

In this regard, the demographic is a lot wider than most folks think. SoarAbility, in essence, has the capacity to give air experience flights and training to those with lower limb and or mobility challenges and in a manner that gives them the freedom to control an aircraft to the full extent possible. In addition to providing flight experiences for those with mobility challenges, the pool of aspirants goes even further than this. Think about those in aged facilities whose carers and or families would be happy to have an outing for their parents and or partners but who will need special considerations and preparations before flying. In Australia there is also a growing need to provide adventures and activities for those folk, mainly young people, who are in respite care facilities on a recurrent basis for a variety of reasons. Then there are people of all ages with profound hearing and or visual impairments and those dealing with life threatening illnesses. Still others are undergoing rehabilitation treatment following stroke and or trauma injuries. I have had the privilege during my gliding life of witnessing the sheer, uninhibited joy expressed by such people who have had a flight in a glider with me and the liberating experience that it has been for them. As such the reward for this goes way beyond the intrinsic. Regrettably, our society in some cases tends to closet and cloister those with various disabilities, either institutionally and or in home care environments. There may be good and valid reasons for this, but the outcome is that most ordinary, healthy, income-privileged individuals don't often get to engage and or interact with people who, by virtue of having to overcome their life challenges, are largely invisible or only occasionally seen. Just like us, many want to experience something different, the exhilaration of having an adventure and the opportunity to confront whatever problem they have and to deny it the potential to totally consume their life - even if only for a brief moment in time.

INDEPENDENT OPERATING PHILOSOPHY

In response to my perception at the time that it might be a challenge to generate the level of volunteer support to assist with future flying operations, I adopted a



ABOVE: The SoarAbility crew.

LEFT: SoarAbility founder Damien O'Reilly.





BELOW: The Stemme with a lifting hoist in position.

BOTTOM: The cockpit of the ASK21Mi. The rudder hand control lever is just below the blue handbrake lever.



approach apron to facilitate effortless mobility of the lifting hoists. A small tractor was then acquired to enable shunting of the gliders in and out of the hangar as required. In addition to this a range of custom and or modified patient lifting hoists with purpose manufactured and approved harnesses are utilised. These harnesses are easy to place around those in a wheelchair dependent situation and remain in place during any subsequent training and or AEF flight. Of course, care is required to ensure a comfortable and safe fit and that the lifting harness does not interfere with the aircraft seat harness and or controls.

On this matter, SoarAbility is indebted to the practicality of the Gliding Federation of Australia in not mandating that parachutes have to be worn in training gliders. In this one can imagine the difficulty in the routine of getting a parachute on and around those in a wheelchair dependent situation with perhaps varying degrees of mobility, and then overlaying this combination with a lifting harness. This is the way a number of clubs in Europe have to operate and in my personal view it is neither practical nor sensible in respect to ab-initio training for mobility challenged people.

CHOICE OF AIRCRAFT

Selection of the primary training glider was always going to be limited to a single choice: the Schleicher ASK21Mi. This aircraft in its un-motorised configuration is of a pedigree that has withstood the test of time and is in widespread use around the world. It was also the only currently manufactured two-seater training glider that had the facility to fit hand operated yaw controls in both seating positions. The motorised Mi model was chosen in sympathy with the need to be as largely self sufficient as possible and to reduce the amount of discomfort that many folk in wheelchairs experience sitting around in the heat waiting their turn to have a flight. The aircraft steers and taxis well and the proximity of the hangar facility to the runway makes for an easy operation.

To date this aircraft has performed very well, as expected of a machine that would always have a lower intensity of use than the average training glider. Complementing the ASK21Mi has been the use of the Stemme S10V whose side by side configuration lends itself to flying with those who have a reasonable level of mobility and or have special needs where more direct interaction with them is desirable.

At present the Schleicher ASK21Mi, VH-ZYE and Stemme S10V, VH-KYE provide the mainstay of flying operations for SoarAbility. The former was fitted in the factory with hand controls both in the front and rear cockpits. These control levers can be removed and or replaced in the aircraft with a screwdriver in literally seconds. It is a clever and well manufactured system that captures the conventional rudder pedal circuit cables, the latter of which can be completely immobilised if required. In some cases paraplegic pilots and or AEFs can still experience involuntary leg movements which is why the capacity to neutralise the rudder pedals for those with longer legs is a good and necessary safety feature.

Both aircraft can be passenger loaded with a custom manufactured patient lifting hoist equipped with a built in load cell for cockpit payload calculation. In addition a design has now been certified for a purpose built gantry



with a travelling patient lift hoist that will significantly improve the loading and unloading sequence.

Despite the obvious benefits of the self launching ASK21Mi, it will be necessary to utilise a tow plane from time to time. This is especially so if a trainee wishes to progress to solo flight where experience of aerotow will be an integral and important part of that training. Pursuant to this a 235 HP Piper Pawnee was acquired last year and underwent a comprehensive refurbishment which included the fitting of both a conventional towhook assembly and a Tost cable retractor winch with guillotine. This aircraft is currently in Queensland awaiting a suitable opportunity towards the end of November to fly it back to its new home at Cunderdin.

THE SIMULATOR

The look of disbelief on the faces of the Schleicher factory workers when they were requested to mould half a fuselage of an ASK21Mi then cut the front section off for use as a simulator was priceless. It was the first time such a request was made to Schleicher. I was fortunate enough to be at the factory in Poppenhausen when the simulator front cockpit shell was being fitted out and that disbelief still lingered. While it may have seemed an extravagance to many, it was important that I had a dimensionally and technically authentic cockpit with which prospective users of the full size aircraft could immediately relate to and that all controls would fall easily to hand. This was particularly so in respect to the hand controls and the 'set and forget' air brake arrangement. The latter is simply a series of détente holes or sockets drilled into a brass slide plate and within which a lug fastened to the spring loaded airbrake lever can lock into, thus holding the lever at various chosen settings, very similar to the flap lever positioning arrangements on the ASW20 / 17 sailplanes.



LEFT: Daryl Willis.

To better understand why this is needed, picture a situation where a paraplegic pilot is approaching to land and has only one hand free to either control the rate of descent with the airbrake lever and / or manage the hand yaw control. Not an easy task, especially for a trainee, so it is best to establish an adequate and safe rate of descent with the airbrake locked into a position to achieve that desired sink rate early in the descent profile and then leave it alone to concentrate on the primary control imperatives. The great thing about the simulator is that you can practise this routine over and over again in a benign environment until it becomes intuitive. The same applies to the use of the hand yaw controls. For those trained from scratch to use a hand operated rudder it becomes second nature quite quickly. First users, however, who have previously learned to fly using their feet to control this axis take a little longer to get their head

continued over page



around the fact that you push the lever forward for left turns and rearwards for the converse. Flight loads on the lever are very low and it is quite easy to operate. To attempt to replicate these elements and fit them into a wrecked and or life expired fuselage was never going to be an easy task. As such the decision to use a properly moulded original cockpit, with all the correct controls using original factory parts right down to the engine controls quadrant and Tost release nose hook, was the right one, despite the high expense of so doing. Either

way, as most folk who have seen it will attest, the finished product is both unique and real in all respects and is a credit to Tom Wilksch who integrated this hardware into a computer via various potentiometers and linkages and then wrapped the whole unit into an air-conditioned trailer with a large projector screen on one wall and extendable ramps for wheelchair user access. Too date, the simulator has been very popular and used by both experienced and newcomers to flying alike, with the youngest person to date being a five year old. Concerning this I remain of the belief that the use of a simulator as a complementary training tool for ab-initio glider pilots significantly improves training outcomes and reduces the time required to fly solo safely. This is particularly relevant in regard to the aerotow sequence where you can sit alongside the trainee and talk to him or her in a classroom-like environment and explain the dynamics of out-of-station situations and how best to avoid and control them. Regrettably, traditionally trained instructors in most case still fail to realise the benefits of using this training medium and very few have even tried it. Those that have - which to date have included RAAF, AAFC, GFA operations audit personnel visiting from the eastern states and GA instructors - have all been praiseworthy of its authenticity and applicability to the training of glider pilots, whether conventionally mobile or not. The unit has been deployed free of charge to date, with its next assignment a three day booking in mid-November by the Brightwater Group in Western Australia. This group previously trialled the simulator, the ASK21Mi and the Stemme S10V for use in the rehabilitation of those with brain and other accident trauma injuries.

SAFETY

Pre-flight preparation and discussion with the AEF and or student takes a lot longer when dealing with those who have special needs. The absolute primacy of flight safety demands that it is vital to understand the nature of an

individual's underlying condition that might otherwise prevent the planned flight and or introduce potential complications or hazards that need to be managed, mitigated or eliminated. Communication is thus very important both with the individual who wants to fly and the carer or guardians, if they are so accompanied. It is equally important to ensure that the lifting of students or passengers is carried out in accordance with accepted and or legislated practices, with approved and certified harnesses and lifting equipment, and in a manner that preserves the dignity and protects the safety of the individual. In this, one needs to be ever mindful of the fact that incorrect positioning of harnesses, or lifting in haste without due care can exacerbate an underlying condition. In many respects the recognition of the necessity for this special care and consideration was the inspiration for the development of a discrete and dedicated gliding endeavour for those with disabilities.

CURRENT PROGRESS AND PLANS

The final part of the investment at Cunderdin includes the purchase of a disabled persons shower and ablution facility, recently approved for installation, and three ensuite fitted accommodation units currently in Perth and awaiting transport to the airfield. These will complement the existing six single donga style rooms and transportable communal kitchen. Once these facilities are commissioned, SoarAbility will then officially commence, and it is planned to operate during the winter and/or cooler part of the day in summer, four days a week on Fridays through Mondays inclusive.

VOLUNTEER SUPPORT AND ACKNOWLEDGMENTS

The need for independence and self reliance notwithstanding, SoarAbility has benefitted immeasurably from the selfless contribution of a number of gliding people who have assisted and continue to assist the endeavour when required. The nature of our sport still demands that we rely on others to support the activity and the opportunity to publically acknowledge this through the medium of Gliding Australia is now timely and appropriate. Good people such as Rob Hanbury, the current Chair of Airworthiness for the GFA, has been conspicuous in respect to carrying out maintenance on

SoarAbility aircraft and giving wise counsel and advice when required. In addition, John Orton who has not only provided radio and instrumentation services and general maintenance to assist SoarAbility has also volunteered his time of late to provide air experience flights in the Stemme S10V for those with special needs. My son Eamon who has spent a lifetime around airfields and mining sites has assisted in many and myriad ways during the early development phase. In more recent times, my good friend Adele Neumann has put in some long hours assisting me with the final stages of this project. Knut Von Hentig requires a favourable mention as well, as his time flying the Super Cub for aerial photography promotion work with Lajos Varga was equally appreciated.

The ASK21Mi simulator also requires people with those special qualities of care and patience necessary to

continued over page



LEFT: Knut Von Hentig flew the Super Cub for aerial photography that you see here.



BELOW: SoarAbility at Cunderdin Airfield.



BELOW: The SoarAbility Simulator





ABOVE: Chelsey Philips, who was the first paraplegic trainee in the inaugural flights of the ASK21Mi, joins Damien in the Stemme.

demonstrate the unit and or carry out instructional training at the many and myriad places this trailer mounted facility has been deployed to over the past three years. Marek Dukowicz of the GCWA was an early proponent and supporter of this training medium and more latterly, Trevor Bath, who just turned 86, and recently made his first solo flight in the PW6 at the Gliding Club of Western Australia has become an accomplished and dedicated demonstrator.

SoarAbility has also benefitted greatly from the advice and assistance of Chelsey Philips who was the first paraplegic trainee in the inaugural flights of the ASK21Mi. Her contribution has been immense in that she has provided much needed feedback and real-time experiences that we can all utilise in providing a better service both now and the future. In this she has gracefully born every indignity as we experimented with various loading and unloading techniques and did so with her characteristic smile and enthusiasm. Together with partner Daryl Willis, they continue to be valuable and valued members of the SoarAbility team and a nucleus for attracting ideas and resolving challenges.

The list goes on with a special thanks to Tom Wilksch from Adelaide who built the simulator from scratch and who, with wife Jess, has been a tireless supporter of SoarAbility since its inception.

It would be remiss of me not to acknowledge Mark and Di Morgan and Ron and Karen Brock of Waikerie who travelled across the Nullarbor and commissioned the ASK21Mi during a particularly hot and dusty wheatbelt summer.

Bernard Eckey and the team at Schleicher have continued to provide good customer support and to justify my faith in their product and the people behind it.

Mention must also be made of John Styles, Tom Holt and Anita Taylor representing the GFA who have provided much needed support and encouragement, and Sean Young for facilitating the publication of this article. The recent **J.R. Muller Award by the GFA** was not expected but is appreciated, and gracefully accepted on behalf of all the volunteers and supporters of SoarAbility. They are the real and deserving recipients.

To conclude, with the need to establish any new flying endeavour at registered airfields in Australia, the approvals process can be daunting. In the case of Cunderdin Airfield, a former WW2 RAAF training base in Western Australia, it has been no different. A number of agencies needed to be satisfied, including the local Shire, the Health and Safety and Building Inspectorates, Government Planning Authorities, CASA and the Heritage Council. This all took time and if it were not for the patronage, support and encouragement of the Cunderdin Shire Council CEO Peter Naylor and Council President Rod Carter and his Board, the endeavour would never have seen the light of day. Sadly and very recently, Rod Carter passed away suddenly. Not only have the local community and his family lost a unique gentleman with a greatly understated nature and intellect, but the members of the Gliding Club of Western Australia have also lost a friend, mentor, CFI, long time office bearer and accomplished glider pilot.

Friends of SoarAbility all and to all of them I remain indebted.

CONTACT

If any reader requires further information, I am happy to provide it. Contact details are as follows: **damien@soarability.com.au** Phone **0448 191108**. At present the website **www.soarability.com.au** and Facebook pages are still under construction but will be ready for use by Christmas.

GA



BELOW: Having a motorised glider makes loading and launching the glider a more comfortable experience.



DECEMBER 2014

PHOTOGRAPH BY: DAVID GOLDSMITH OF ERIK SHERWIN ABOUT TO DEPART IN HIS KAGE AT BORDERTOWN 2014
LOOK AT THAT SKY!

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAYDAY	SATURDAY
30 October VSA State Comps - Raywood 29 November - 6 December 4	1 SA State comps Bordertown 30 November - 6 December 2014	2	3	4	5	6 Joeyglide - Preworld Junior World comps Narromine 6 - 13
7	8	9	10	11	12	13 NSW State Championships Temora 13 - 20
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1 January	2	3

WINNING THE OLC

BY JAMES COOPER

Last season I made a particular effort to win OLC. Many things are required to achieve this goal. I thought I would give those who are interested in the steps I have taken over the years to become a top long distance pilot.

I have been interested in long distance flying for many years. Like Hans Werner I cannot understand why pilots sit on the ground when they could be flying and then race to get back on the ground as soon as possible by flying a fixed task. I also love the challenge of flying the many conditions that you get flying not only at midday but also early and late in the day.

I am convinced that flying these conditions make for a better pilot who, when flying competitions, can cope with the difficult periods that a long distance gets every morning and late in the day.

The first thing that we have to remember is we have no control over our competitors. But it will be necessary to make it as hard as possible for them.

The first decision is to make sure that you fly from a site that will give you the best opportunity to fly early in the morning and get back home in good conditions as the sun goes down. This is the reason that I moved to Cunderdin back in 1996. Without doubt we get the best conditions particularly at the end of the day when the sea breeze comes in late, cutting other clubs off. In addition the geography is very nice for early and

late outlandings should things go pear-shaped.

Following F1, I recall drivers like Ayrton Senna who pushed to race in the best car. I push to be at the best launch location. Of course, I could fly out of Morawa but this is 400km from Perth and not practical to fly from at a moment's notice.

WEATHER EYE

Perhaps the biggest lesson that I have learned over the years is to study the weather day by day and go and fly whenever there is a good day. In past years I have missed many good days due to not keeping an eye on the weather. This makes life hard if you have a job that runs you. I made a decision many years ago not to do jobs that run me, retail is the worst example. For example, I teach people to run their accounts with Reckon and most are understanding if I have to change appointments at short notice. They know me and my interests and I will always give them assistance when they require it.

This year, my very understanding wife Jenny knows my goals, and we planned our holiday in the motor home so that if

there was a good day we could get back to the club, do a flight and return back on holiday. Don't expect to get this understanding if you don't look after people when you are not flying.

GROUP INPUT

So, it is necessary to keep an eye on the weather. We have great assistance with packages like **XCSkies**. This is fine but what I did this year is have regular contact with similar minded pilots. Whenever there was a good day looming Russell, Swain and I would discuss the day approaching, not only if it was going to be a good or average day, but also working the best task. Not only would we together get the best task but we would all get encouragement from each other. This was probably the best change I made this season. One final comment on working with others is that although we may get advice, we must make the final decision ourselves.

Practice is vital, and in my many years of coaching I have always impressed on pilots that every flight must be as if it were 'the flight'. So if it is early season and you can only squeeze out 300km, still prepare and fly as if it were a long OLC flight if that is your interest.

TUG PILOTS ARE YOUR FRIENDS

Keep in touch with tug pilots, who may be able to help you and give them plenty of warning. I find our tuggies are great and willing to help. But don't call them up the night before the day and expect that they will come to the club. As soon as I have any indication that there may

be a good day I will be looking for a tug pilot. The more warning you give them the more likely they will be able to change their plans to help you. And don't forget to get back in touch with them if you decide not to fly that day. The surest way to upset them is to tell them at the last minute when you have known it for days.

WHO ARE YOU COMPETING AGAINST?

Know your competition. It is vital that you keep an eye on the competition and have an idea of how far you need to fly to move ahead of them, and how many flights you will need to move up. Remember that if they have some low scoring flights, they will be converting them into something like the average they have already achieved. At the beginning of the season you will know that you will need about 6,500 points, so although you will not be able to get that at the beginning of the season you will have to be near to that.

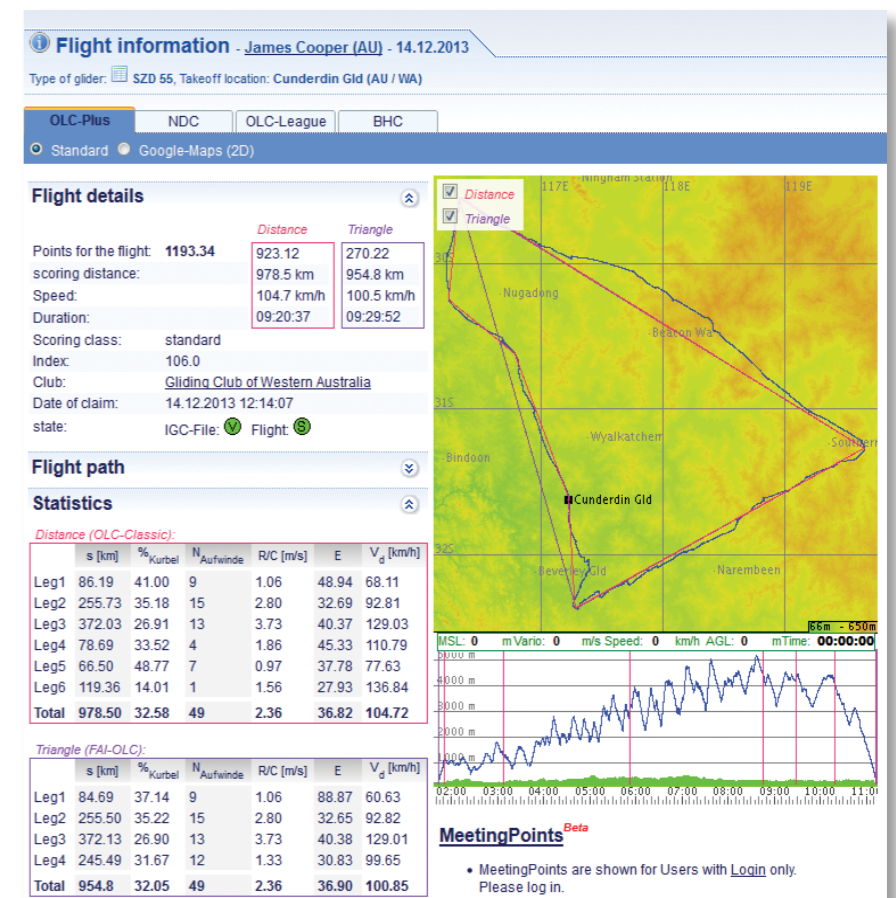
The task for flights out of Cunderdin need to be a clockwise or anti clockwise task to the East of launch. The question is whether to go North in the heat first, or downwind to the South. I will normally go north in weak wind conditions, but definitely go south with stronger northerly winds. I think this season I did not go far enough south on the first leg.

WHEN TO LAUNCH?

I used to launch absolutely as early as possible but this risks landing out early. This may be OK if you are going for a super long flight and are prepared to take the risk. But with OLC you need 6 big flights. Each land out reduces the points, so a slightly shorter flight that scores is better than one that has only 25km. I won't go into detail on how to fly long flights, as that deserves a number of articles in its own right. However I can say that at Cunderdin if I go north, generally against the wind but heading to the heat, there are some hills about 10km out. They have bush and rock and thus are the best thermal source for miles. So I have a policy. If I get a good thermal there, I gain height and push on. If they don't work, I come back home. If they just work, it is probable that if I push on other sources will not be working so I just park for a little while till things get reliable.

MAXIMISE YOUR POINTS

Now it is time to push on and do the task. My B100 is good at giving me an



LEFT: James Cooper is the 2014 OLC Champion for Australia / Oceania

ABOVE: James' highest scoring flight of the season, a 955 km triangle flown on 14 December 2013.

ETA to get home and with OLC you must get home. My longest flight of the year did not score on OLC because I did not get back home and tie the triangle up. So with OLC flights it is better to cut short and tie up the triangle. It is of course important that you have an idea of the shape of the flight you are flying and that, if it is cut short, it still forms an FAI triangle to score maximum points. Don't try working it out in flight, you have other things to do. You just need to know. As you gain practice in OLC-type flying, you will know how to do this.

GET HOME

Getting home is still a race to get in as many kilometres as possible within the time available. While it may be tempting to get home after a long flight, there may still be time in the day to extend the flight. As a minimum when getting within final glide of the club, pass over the start point to tie up the triangle and then carry on to increase the size of the triangle. Remember with OLC you can have up to 5

OLC RULES

You can download the OLC rules from the OLS website at www.onlinecontest.org/olc-2.0/gliding Click menu item - Rules

Rule 1.9 Winner

The winner, and hence OLC Champion, of the relevant scoring year is the participant who has the most points with six flights.

turning points, so we are now extending to the third turning point. If you can gain height, then great - do it. When in final glide range with a little safety margin, turn back over the club. If you can, gain more height and carry on straight over the top. I got one real late climb over the club house last thing in the day, due to all the glider pilots talking too much and giving off hot air. Carry on and again, in final glide range come back again. If you can do that again then do so. All these extra kilometres count. The OLC was won by 10km over the whole season by taking a further 1.3km per flight.

If you want to push to win OLC, consider that it is going to mean commitment and hard work. This season I am happy to keep flying long distances but also spend some time on coaching. A year at this level of commitment every year is too much for me, so I will be using the new DG 1000 at Cunderdin with other members.

GA

Segelflugszene Gliding ParaHangGliding ModelGliding							
Scoringregion - Period Australia / Oceania 2014 OLC-Scoring BHC-Scoring Claim Flight Competitor Rules Help English							
Champion OLC 2014 (Australia / Oceania)							
678 items found, displaying 1 - 50							
#	name	sum	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5
1	James Cooper (AU / WA)	6428.65	1193.34pt (14.12)	1124.98pt (12.12)	1080.50pt (15.02)	1067.38pt (13.12)	1041.24pt (23.02)
	Gliding Club of Western Australia						
	Not three, but one smiley for each competitor who supports us... for more information please click here.						
2	Matthew Scutter (AU / SA)	6412.31	1381.37pt (19.12)	1083.72pt (17.01)	1066.91pt (02.02)	1037.53pt (27.11)	937.88pt (10.11)
	Adelaide Soaring Club						
3	Terry Ryan (AU / NSW)	5979.72	1184.57pt (17.01)	1109.18pt (16.01)	956.07pt (26.12)	924.32pt (10.01)	908.20pt (20.12)
	SportAviation Tocumwal						
4	Hans-Juergen Lange (DE / HE)	5820.82	1083.82pt (10.01)	993.90pt (16.12)	968.20pt (16.01)	955.42pt (20.12)	919.53pt (17.12)
	FSG Elz						
5	Brian Du Rieu (AU / QLD)	5786.93	1138.39pt (18.12)	1089.34pt (16.12)	928.94pt (28.11)	926.59pt (17.01)	910.54pt (02.02)
	Kingaroy Soaring Club						
6	Bob Nicholls (UK / VIC)	5553.37	1212.72pt (16.01)	934.81pt (11.01)	905.38pt (18.12)	892.36pt (10.01)	808.46pt (18.02)
	Gliding Club of Victoria						
7	Jos Schrier (NL /)	5547.04	1052.18pt (18.12)	1043.18pt (16.12)	911.24pt (11.12)	870.81pt (02.12)	839.97pt (24.11)
	SSZ-MZ						
8	Vratislav Sram (CZ / CZ)	5447.13	1120.23pt (17.12)	1079.51pt (18.12)	978.66pt (14.12)	814.77pt (13.12)	760.42pt (16.12)
	Broumov						
9	Pepi Gresa (ES /)	5296.94	994.38pt (13.12)	929.37pt (25.11)	917.09pt (14.12)	833.77pt (31.01)	819.70pt (18.02)
	Cl. Vol a Vela Igualada						
10	Chris Becek (AU / VIC)	5273.42	1006.20pt (16.01)	987.70pt (08.02)	858.00pt (10.02)	815.34pt (11.01)	813.58pt (25.11)
	Gliding Club of Victoria						

SCHNEIDER SAILPLANES DISPLAY AT BACCHUS MARSH



BY DAVE GOLDSMITH

During its Open Day and Annual General Meeting, attended by seventy members and friends on 2nd November 2014, the Australian Gliding Museum held a display of sailplanes produced by Edmund Schneider Pty Ltd in Australia.

All up the company produced one hundred and fifteen aircraft, during the 1950's to the 1970's. The first one produced was a local version of the popular Grunau Baby, designated the 3A. The last was the unique ES-65 Platypus, a delightful high performance side-by-side two seater that sadly never made it to series production. The most prolific was the Kookaburra, of which 36 shortwings and 5 longwings were produced. Twenty three of the popular Boomerangs and eight of the Super Arrow version were produced. Nine ES-57 Kingfishers were built, as well as production of two kits. Eight ES-59 Arrows were constructed, the first Australian designed and built glider to compete in a world championships, Argentina in 1963.

On display from the Museum collection and private owners was the Grunau Baby 3A, an ES-49 Wallaby two-

seater, the ES-50 Club two seater, an ES-52 shortwing Kookaburra two-seater, the ES-54 Gnome, an ES-56 Nymph (unfortunately only as a model!), an ES-57 Kingfisher, an ES-59 Arrow, an ES-60 Boomerang, the ES-65 Platypus two-seater, and an ES-Ka6. Also put on display were beautiful colour posters of each aircraft, with many historical pictures, that had been produced by Museum archivist Bernie Duckworth.

Members of the Schneider family, including Harry and his two daughters, Karin and Rita, and his sister-in-law, also Rita, made the journey from Adelaide to attend the Australian Gliding Museum open day and Annual General Meeting. Harry had celebrated his ninetieth birthday three days earlier. The family members brought much memorabilia including clippings and photographs to show

those interested. Harry and the girls responded very positively to the display, very pleased that the enormous contribution to the development of gliding in Australia by Edmund Schneider Pty. Ltd. will not be forgotten. Harry received an award from the Australian Gliding Museum commemorating the occasion.

Also attending the festivities was John Summers, President of the Gliding Federation of Australia, who was on his first visit and spoke of the success and achievements of the gliding museum. He also reminisced of past activities involving the pleasure of flying Schneider sailplanes and provided some anecdotes of early activities at Gawler airfield, much to the amusement of those present.

After the meeting closed and the sailplanes on display were given a thorough going-over by the crowd, a barbeque lunch led to more socialising and information swapping that continued into the late afternoon. Over thirty adjourned to Stoney's Pub for a well earned dinner – and some more socialising. All round, it had been a fabulous day and the feedback of support for the Australian Gliding Museum was greatly appreciated.



TOP RIGHT: Alan Patching and Harry Schneider have both recently turned ninety. Their combined 180 years includes 160 years of gliding, Harry having his first flight at one year old!

RIGHT: Bob Hickman and ES-60 Boomerang with George Buzeleac and his ES-60 model.

BOTTOM RIGHT: GFA President John Summers address the Gliding Museum Annual General Meeting.

BELOW: The Kookaburra trainer and Kingfisher early solo glider from the 1950's.



TOP: Six Schneider gliders: The Platypus with other Edmund Schneider Pty Ltd gliders in a circle.

LEFT: The Museum Annual General Meeting was well attended and lunchtime was an atmospheric time.



1 WING GLIDING COURSE

Many students typically spend their September school holidays indoors, playing videogames and avoiding sunlight. However, for nine cadets and one staff member, the time was spent soaring the never-ending skies of Far North Queensland. From 20 to 28 September, 1 Wing Australian Air Force Cadets (AAFC) hosted a gliding training course in conjunction with the North Queensland Soaring Centre in Charter Towers.



1 Wing acknowledge the commitment and dedication of all the members of the North Queensland Soaring Centre who volunteer their time for each gliding course the Wing undertakes, particularly the tireless crew who man the winch and undertake wire retrieval after retrieval to get our cadets and staff into the air.

The week long course saw cadets from Townsville, Cairns, Mackay and Mareeba testing and advancing their aviation knowledge in both a practical and theoretical sense. Cadets trained through the club's Ka7, Twin Astir and Junior. In addition to those gliders an ASK-21Mi Self Launching Glider, of the type soon to be made available to the AAFC by the RAAF, was provided by Mr Mark Bland and driven up from the Mount Beauty Gliding Club in Victoria. Mark has been involved in the last four Wing gliding courses held in Charters Towers.

In addition to Mark, who is a highly experienced gliding instructor and perhaps one of the most experienced operators of the ASK-21Mi in Australia, an additional gliding instructor Mr Graham Levitt and experienced club member/photographer Mr Detlev Reuff also travelled up

from Victoria to support our course this September.

The cadet's abilities were tested in the harsh Far North Queensland heat as they winch launched and rode thermals around the rural city landscape. Seven of the cadets and one staff member currently hold gliding scholarships, which are awarded by the Royal Australian Air Force to a limited number of cadets throughout the Wing. The course was highly successful with all cadets and staff progressing under their individual training programs. Although 1 Wing currently has a small gliding

contingent, the passion of both students and staff are apparent through the dedication and organisation of the courses and training given. Cadet Sergeant (CSGT) Adrienne Scott from 104SQN Cairns, a self-funded student on the September course, described the camp as "... amazing! You actually put practice to all the theory you learn. The club and instructors were instrumental to my confidence in the glider".

With the future addition of two Self Launching Gliders (ASK-21Mi) and the establishment of our own AAFC hangar at Charters Towers Airport, the future of gliding for Far North Queensland cadets and staff looks brighter than ever, making way for the new era of glider enthusiasts in Far North Queensland.

BY HANNAH DE BOOM

ROAD TRIP TO FNQ

Two years ago in 2012 during a conversation with an old mate, I offered my services, tongue in cheek, to assist him in running a gliding course, not thinking that the only problem was that it was taking place at the other end of the country! I first met Bernie Fisher, CFI of the North Queensland Soaring Club (NQSC), when he was flying the Lloyds SAR helicopter at RAAF Base East Sale, and when he mentioned he was about to be overwhelmed by a bunch of Australian Airforce Cadets (AAFC) I put my hand up to help, as I'd been involved with cadets when I was running the now defunct RAAF East Sale Gliding Club.

Charters Towers NQ is an old USAAF bomber base from WW2 and home to the NQSC which, like many small clubs around the country, has struggled in recent years. Bernie's commitment to the club has kept it alive and by involving the AAFC in ensuring its future. In April this year I

attended my third camp which is normally run during the school holidays and involves up to 10 cadets, plus staff, winch crew and so on, and when discussing the exciting news that the RAAF was purchasing a fleet of brand new gliders for AAFC use I mentioned that I could possibly give them a sneak peak of our ASK-21Mi before theirs arrived. Two self launching ASK-2MIs are planned for 1 Wing AAFC NQ and, since delivery is not expected until later next year, they welcomed my offer to show them ours. Thus began a four and a half thousand kilometre road trip from Mt Beauty Victoria, for my fourth camp in September.

Earlier in the year, members of the Mt Beauty club had shared some beer talk about doing the bucket list morning glory, and I thought we could combine it with the Charters Towers AAFC September camp as it would only add an extra few thousand kilometres to the trip! However, as normally happens, commitment runs out and in the end it was a late decision to tow the ASK-21Mi north. Newly appointed L1 instructor Graham Levitt was keen to put his new found skills to the test and together with Detlev Rueff, winch driver and all round dogsbody and PR photographer, we headed off. As Graham had work commitments in Sydney till only a few days before the course started, Detlev and I drove the trailer to Cowra a day earlier where we met Graham and his LPG powered Hilux. Fuel economy great, back seat comfort nil!

Departing Cowra early Thursday morning and over nighting in Roma, we got to Charters Towers late Friday afternoon in time to meet Bernie for a well earned pub meal and discussion on the week ahead. Apart from our glider the NQSC's trusty old Ka7 and Bernie's Twin Astir were to be the work horses for the week. Three instructors, three gliders, and ten cadets. Three cadets had solo'd on



a previous course and the club's Junior was available for them. Could the winch supply enough cables? Apart from a few demo self launches, I preferred to winch our ASK-21Mi to preserve the engine. In line with previous camps, soaring conditions in NQ are generally very good and start early so extended training flights are frequent and give time to demo early sequences. The winch was crewed by the tireless trio, Steve, Ian and Bruce who contended with trying, hot conditions and often strong cross winds. Overall a magnificent job.

By the following Saturday we'd flown over 150 launches and over 85 hours, and all cadets were eager to return. For the Mt Beauty crew, we had planned to fly some of the way back but the endless Queensland scrub and a fairly stable blue air mass, plus the fatigue factor from a week of 12 hour days, we reluctantly de-rigged for the long drive home. Burketown maybe next year?

MARK BLAND

Advanced XC Course fly beyond your personal limits

FLY DOWN UNDER - STONEFIELD SA 15 - 21 DECEMBER

If you are at all interested in cross country flying at an advanced level, then here is an opportunity to learn from experienced cross country pilots. Your target is to complete at least one 500+ km flights during the week.

defining your limits and setting up your own tasks for a specific day.

VENUE

The venue will be at Fly Down Under's facilities at Stonefield airfield. FDU has an excellent meeting room and hangarage for up to 30 gliders. FDU is focused on long distance flights and has a seven day operation with aero tows during the soaring season from November until the end of February. Off season launches are available by negotiation. FDU has a large fleet of high performance gliders such as Nimbus 4DM, Nimbus 3DM, Duo Discus, LS4, ASW20C and Super Dimona at reasonable club-rates. There is luxurious accommodation on site at excellent rates, currently this is \$60 per day for a self-contained room with two beds. Hot meals will be served after flying. Participating pilots can bring their own gliders or make use of FDU's fleet. Limited hangar space is available.

FORMAT

The format of the week will be based on morning briefings and lessons, followed by practice at an appropriate level for each participant. The emphasis will be on how to fly, thermal structure, reading the sky and the ground, choosing a path through the sky and how to get faster from A to B. The opportunity to practise what was learned in a two-seater together with a coach, or through a lead-and-follow situation, will depend on your needs. There will be a series of lectures covering topics such as hydration and nutrition, recovery, strength and conditioning and sports psychology, weather cycles and interpretation, online portals like OLC and Skylines, instruments and loggers,



Steven Cesco & Konrad Maierhofer after their 1147km flight 28 January 2014

NO CHARGE

There is no charge for the course, the presenters and coaches. You just need to cover your travel, accommodation and flying. Fly Down Under Aircraft Hire charges for this course will be the same as club member rates, and are available on request.

BONUS FOR JUNIORS

Juniors or pilots less than 26 years old get a discount of 50% on hire-rates for club aircraft on weekdays.

info@fly-down-under.com



WIRE-STRIKE ACCIDENT

On 20 September 2014 there was a serious accident involving a Piper Pawnee being flown on a positioning flight between Camden NSW and Bunyan NSW. The pilot was ferrying the aircraft from Camden airport to Bunyan ALA as it was to be used for glider towing at the Canberra Gliding Club's annual wave camp during the period 20 to 28 September 2014. **CHRISTOPHER THORPE**



realised he did not have sufficient room to land straight ahead and so flew a low-level right-hand circuit and landed on runway 18. It wasn't until he exited the aircraft that he realised the aircraft had hit power lines.

The aircraft did not have a wire cutter or deflector fitted. Examination of the aircraft post-accident revealed no anomalies with the flight controls. However, the aircraft had been significantly damaged. There was evidence of wire strike to the spinner, propeller, engine cowling (RHS

and top), left wingtip leading edge, cockpit, rear fuselage, the leading edge of the vertical and horizontal (port) stabilisers, and rudder. The cable shattered the windscreen and travelled up the cockpit frame to remove the fibreglass roof. The wire then ran down the back of the fuselage, up the vertical stabiliser and then between the top of the vertical stabiliser and the bottom of the rudder horn. The top third of the rudder was torn off. A gaping hole was made in the port wing leading edge near the tip.

The airfield at Michelago is a well-defined private airstrip with a windsock. The runway is 1,200m long and 20m wide, and aligned approximately 180/360°. The airfield is well-defined, with edge markers, a wind sock and a mown grass runway. It is visible as an airfield from some distance away but is not marked on charts, nor is it in ERSA. The airfield also has a power line hazard that pilots would not expect to encounter that is well inside the airfield boundary, with one pole east of the airstrip and the next pole atop a hill 800m away to the west. This power line configuration makes it potentially hazardous to aviators and is particularly unusual. The absence of intermediate power poles makes searching for power lines during an aerial search much more difficult.

The airfield owner had to overcome a number of objections to the airfield development plan and the local Council initially declined to approve it. The owner appealed the Council's decision in 2010 to the Land and Environment Court of New South Wales (No 10923 of 2010) and the development application was subsequently

TOP: The damaged aircraft after landing.

LEFT: Satellite image of Michelago Airstrip showing the orientation of the power lines.

ABOVE RIGHT: Photo of airfield, including power pole, wire flags and runway 18.



granted subject to "the electrical power line traversing the site east-west...to be relocated or placed underground so as to not present a hazard to aircraft movements in accordance with any applicable legislative requirements". The owner had not complied with this requirement.

SAFETY MESSAGE

The ability of pilots to detect power lines depends on the physical characteristics of the power line such as the spacing of power poles, the orientation of the wire, and the effect of weather conditions, especially on visibility.

Depending on the environmental conditions, power lines may not contrast with the surrounding environment. Often the wires will blend into the background vegetation and cannot be recognised. In addition, the wire itself can be beyond the resolving power of the eye - that is, the size of the wire and limitations of the eye can mean that it is actually impossible to see the wire. As such, pilots are taught to use additional cues to identify power lines, such as the associated clearings or easements in trees or fields that can underlie the power line, or the power poles and buildings to which the power lines may connect.

The ATSB publication, Avoidable Accidents No. 2 – Wirestrikes involving known wires: A manageable aerial agriculture hazard, www.atsb.gov.au/publications/2011/avoidable-2-ar-2011-028.aspx advises pilots to always conduct an aerial reconnaissance to confirm wire locations and other hazards.

Risks associated with operations to private airstrips can be mitigated by airstrip owners assessing their airstrips against the guidance in CAAP 92-1(1) Guidelines for aeroplane landing areas. Such risk assessments would benefit from giving consideration to first time users of the airstrip.

SAFETY ACTION

- All pilots operating in an unfamiliar landing area must remain vigilant and ensure the necessary precautions are taken to reduce the risks. Precautionary searches are to be conducted initially from a safe height, working to lower level once risks have been identified.
- Pilots of tow aircraft must ensure the owner of an airstrip or paddock has given permission to operate there and provided information regarding power lines and other potential hazards.
- All gliding clubs conducting aerotow should consider fitting passive wire-strike protection systems to tow aircraft, especially those used for paddock retrieves.

GA

GFA APPROVED MAINTENANCE ORGANISATIONS

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

TOCUMWAL
TOCUMWAL
BOONAH
CAMDEN
BALLARAT
BENALLA
BOONAH
WAIKERIE
TEMORA
TEMORA
BOONAH
WA

AVIATION AND GENERAL ENGI
AVIATION COMPOSITE ENGINEERING
AVTEC AVIATION
CAMDEN SAILPLANES
COMPOSITE COMPONENTS
GLIDING CLUB OF VICTORIA
MADDOG COMPOSITES
MORGY'S GLIDER WORKS
SL COMPOSITES
T & J SAILPLANES
ULTIMATE AERO
UNIVERSAL PLASTICS

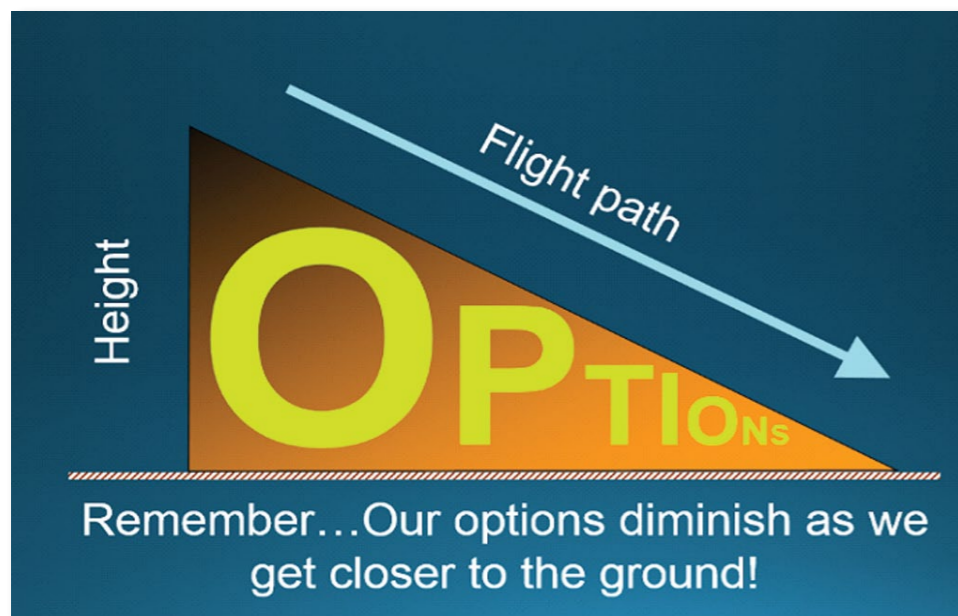
MIKE BURNS
PETER CORKERY
ROGER BOND
MIKE DUGAN
JOE LUCIANI
GRAHAM GREED
MIKE MADDOCKS
MARK MORGAN
SCOTT LENNON
TOM GILBERT
NIGEL ARNOT
DARREL LONG

0438 742 914
0439 842 255
0409 763 164
0418 681 145
0428 399 001
0428 848 486
0408 195 337
0427 860 992
0438 773 717
0427 557 079
0437 767 800
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scottl@internode.on.net
tnjgilbert@internode.on.net
nigel@ultimateaero.com.au
universalplastics@inet.net.au



LANDING ACCIDENTS



A review of reported accidents over the previous three-year period has highlighted, understandably, that nearly 60% of all accidents involve the landing stage of flight. It was also noted that many of the landing accidents occurred as a result of poor workload management or judgement in the circuit, usually the consequence of pressure brought on by other in-flight situations that result in a decline in pilot performance. In an attempt to arrest the rate of landing accidents, the operations Panel recently issued OSB 01/14 providing advice on circuits and landing. The feedback and dialogue generated by this bulletin has been very encouraging.

While the bulletin focusses on flying activities around an airfield, much of the advice contained therein is equally relevant to landing in a paddock. However, unlike landing at the home airfield where the runway layout, ground features and hazards are usually well known, when landing in a strange paddock the pilot is faced with the unknown. Such a situation demands the pilot take additional precautions to ensure a proper survey is undertaken of the landing area so as to identify all hazards and ensure a safe landing can be accomplished. In power flying this is called a 'precautionary search' and is commenced from no lower than 500ft AGL, although in gliding one must obviously start a lot higher. Guidance on conducting precautionary searches for outlanding can be found on page 78 of the GFA Basic Gliding Knowledge book.

During October 2014 there were two accidents where gliders were substantially damaged, and possibly written off, during outlandings. In both cases the pilots had chosen what they thought were suitable landing areas from a distance but they had no real idea of the paddock's suitability because they arrived at the paddock at too low a height to make the necessary assessments and allow alternatives. This then represents the most common reason for outlanding accidents – the pilot not accepting soon enough that an outlanding is likely and not prioritising their available height to allow them to fly to a good safe area.

When flying cross-country it is important to plan and think ahead so that you are always in a position to make a safe

landing. At low levels a pilot's priority will change from searching for lift to finding a suitable area in which to land. This requires good flight management and discipline. Also remember the old adage: when low you must never run out of height, speed and ideas all at the same time.

For competition pilots the race to the finish is a high workload and dynamic situation. In such circumstances, being near the ground at a height where it is not possible to assess and check an available landing paddock is a high risk situation that must be avoided.

RADIO USE WHILE FLYING CROSS-COUNTRY

In previous issues of the magazine I have mentioned the importance of

radio to facilitate 'alerted see-and-avoid' for collision avoidance. More recently, the GFA Operations Panel issued Operational Safety Bulletin (OSB 02/14) See-and-Avoid for Glider Pilots to provide further guidance on this subject. However, the radio is not going to be of much value if the pilot is broadcasting on the wrong frequency. When flying cross country, the following points should be considered:

- Ensure you have current maps, charts and relevant pages from ERSA.
- Thoroughly familiarise yourself with local airspace and other aeronautical issues.
- Brief yourself on Restricted Area activations for your planned route, including NOTAM briefing.
- Consider Control Area (CTA) steps along and around your planned route.
- When enroute, actively monitor the appropriate area radio frequency and listen for transmissions that include your call sign, and speak up if you think a transmission may have been directed to you.

SPIN TRAINING

At the GFA Operations Panel Meeting in June 2014 we again considered removing the requirement for full spin training from the GFA syllabus and replacing it with the focus on spin avoidance. This was consequent of a few individuals and one club arguing that most other gliding countries do not require full spin training and that many two-seaters coming on the market are incapable of spinning. A number of members also felt that, while full spin training was appropriate, recurrence training at each annual flight review should not be mandated.

GFA spin training requirements are predicated on equipping pilots with the skills that may someday save their lives. These requirements, coupled with increased focus on 'safe speed near the ground', have been in place since 1995 in response to an unacceptable level of stall spin accidents up to that time. It is a matter of record that this approach has paid dividends - ATSB data for the 18-year period from 1978 to 1995 records 19 fatal accidents resulting from stall/spin events, compared to 5 fatal

accidents from stall/spin events in the 19 years from 1996 to 2014 inclusive.

The RMs/O reported individually that the consensus of opinion in their Region was that spin training is to continue and that recurrence must be tested at each Annual Flight Review. It was felt that there are sufficient two-seaters available to facilitate training and members of clubs that do not have a spin-able two-seater could have their AFR conducted at a club that does have a spin-able two-seater.

The GFA operations Panel has therefore reaffirmed that full spin training prior to solo is to continue and that spinning shall be tested at each Annual Flight Review in accordance with OAN 02/12.

THE FOLLOWING POINTS WERE ALSO CONSIDERED COMPELLING:

- As long as we fly gliders, accidents due to low-speed loss of control will continue to haunt us and all gliders will spin if provoked in just the right way.
- Most gliders on the GFA Register are capable of spinning, so we need to ensure our pilots are equipped to handle spin recovery by providing the best training.
- Annual Flight Reviews play a vital role in accident prevention and provide a good opportunity to probe into the pilot's ability under stress.
- Modern spin-training recognises that NO pilot can absorb sufficient training for this critical flight regime before flying solo. Therefore, as well as the pre-solo work, continuation training is carried out post-solo and during annual flight reviews.
- Spin avoidance training is an important safeguard but is insufficient by itself. The consensus is that regular mandatory checking in spin recovery is required.
- The consequences of not having a robust 'stall and spin recognition, avoidance and recovery training and checking' regime are unacceptable.

CASA PART 61 - TOW PILOT ENDORSEMENT

CASA did not proceed with the Glider Towing component of Part 61 on 1 September 2014, so pilots updating their current licences to Part 61 will find that CASA will not be recording tow pilot endorsements. Notwithstanding, those pilots who already hold a logbook endorsement for towing can continue to conduct towing operations.

For tow pilot training it remains business as usual and on 1 September 2014 CASA issued a new instrument (Instrument CASA 232-14) to allow CASA delegates to continue to act as they have done in the past.

MEDICAL CERTIFICATES

GFA is now centralising pilot records and many members will have noticed a requirement to upload their medical certificate when renewing their GFA membership. The Operations Department is also currently collecting Medical Certificates for all instructors as part of the annual 'Active Instructor' return. Going forward, it is envisaged that members will be reminded by email when their medical is due for renewal. This will ease the burden on CFIs, who will no longer need to collect and store these records themselves, and will provide a timely reminder to ensure we stay legal.

However, it has become evident that GFA's medical requirements are not fully understood and some resourceful pilots have provided various types of non-complying certification such as screen shots from CASA's web-based

OPERATIONS

If you have any questions or feedback please contact me at

CHRISTOPHER THORPE
Executive Manager, Operations
emo@glidingaustralia.org



'Self Service Portal', copies of commercial driver's licences and the Driver's Licence Medical Aviation (DLMA) Form 166. While such documents prove the person has been assessed to an equivalent of higher standard as required by GFA Regulations, the form of certification is not in accordance with GFA Regulations and cannot be accepted.

Pilots who are unable to make the self-declaration at paragraph 3.2.1(a) of our Operational Regulations need to be examined by a legally qualified Australian registered medical practitioner and found fit to fly in accordance with the Austroads standards. Certification of such medical examination is to be evidenced by the completion of the GFA 'Medical Practitioner's Certificate of Fitness' at Appendix 2 of the Regulations. Alternatively, GFA can accept a valid CASA Civil Aviation Medical Certificate, for example, a Class 1, 2 or 3 Medical Certificate.

Members who fly GA aircraft with the Recreational Aviation Medical Practitioner's Certificate (RAMPC) under CASR Part 61 (previously the Driver's Licence Medical Aviation) should note that such a certificate is not valid for flying gliders or powered sailplanes. Therefore, pilots who do not hold a valid CASA Class 3 or higher Medical Certificate must only use the GFA form.

Refer to the GFA website for further information:

www.glidingaustralia.org/GFA-Ops/operations-medical-requirements.html

OPERATIONAL DOCUMENTS ISSUED

• GFA Operational Regulations were reissued on 02/10/2014. The current document can be accessed via the GFA website at:

www.glidingaustralia.org/operations-1/manuals/669-ops-0001-gfa-ops-regs-1/file

• OSB 02/06 'Airspace Clear for Launch' was revised and re-issued on 11 April 2014. There have been many occasions when launches have proceeded when local airspace safety has been compromised, sometimes with serious consequences. This Bulletin provides updated guidance for all members to improve the integrity of processes and procedures currently in place.

• OSB 01/14 'Circuit and Landing Advice' was issued on 31 July 2014. This Bulletin recognises that many landing accidents occur as a result of poor workload management or judgement in the circuit, and provides advice on good circuit and landing techniques.

• OSB 02/14 'See-and-Avoid for Glider Pilots' was issued on 18 August 2014. Aviation safety relies upon a cooperative approach between all pilots, particularly on and in the vicinity of aerodromes in times of busy traffic. This Bulletin summarises guidance found in various publications on the subject.

These and other OSBs can be accessed via the GFA website at:

www.glidingaustralia.org/operations-1/operational-safety-bulletins GA

OPERATIONAL SAFETY UPDATE

Issues arising from the Southern Tablelands GC Accident and NSW Coroner Recommendations from the Inquest into the death of Andrew Ahern.

Whenever one of our gliding friends dies or is seriously injured in a gliding accident, we feel a mix of emotions: sorrow for the pilot, family, friends and club colleagues; sorrow for those affected by similar past accidents; curiosity about the particular circumstances; frustration about the realization of risks; and hope that the lessons from the accident might result in tangible changes and improvements.

DREW MCKINNIE
GFA Chair
Operations Panel
cop@glidingaustralia.org

Here I will reflect upon the accident where Andrew Ahern, of Southern Tablelands Gliding Club, died on 27 April 2013 after a mid-air collision while flying an L-13 Blanik on a winch launch. His rear seat instructor was seriously injured in the crash. The launching Blanik and landing Mini-Nimbus collided at low level. The pilot of the Mini-Nimbus landed safely, but shaken.

Andrew Ahern was a safe, diligent, capable post-solo pilot, regarded as a popular, helpful, enthusiastic club member. His experience level was modest, and he was progressing into aerotow launches, soaring and cross-country. He was intelligent and careful. There was no suggestion of any wrongdoing on his part.

The NSW Police led the accident investigation. ATSB did not investigate; GFA was advised and I assisted NSW Police in their investigations and support to the NSW Coroner. I prepared a GFA Field Investigation Report into the accident, which was submitted to NSW Police, Coroner and ATSB. STGC members Christopher Thorpe (Executive Manager Operations) and myself provided further evidence and submissions to NSW Police and Counsel Assisting the NSW Coroner.

GFA also arranged independent L3 and safety officer support for Southern Tablelands GC members, to address immediate operations safety issues and procedures. Pilots from nearby clubs offered much support to club members.

The GFA Field Investigation Report was not widely circulated, due to Coronial confidentiality requirements. It was produced under ICAO Annex 13 provisions, which state, "the sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability." That said, after a long investigation, equipment tests, interviews, reviews of statements, airfield visits etc, I was able to reach some clear conclusions supported by analysis of errors, failed defences and latent conditions (safety factors), and then make a number of safety recommendations, in advance of the Coroner's Inquest. These were an important part of GFA evidence provided to the Inquest.

WHAT HAPPENED?

There was a low-altitude mid-air collision between the descending Mini-Nimbus and ascending Blanik. At the moment of collision, the Blanik's tail control surfaces were destroyed; from then it was uncontrollable. The Blanik pitched up nose high, stalled and impacted the ground nose first near vertically, with fatal results. The collision geometry and damage profile to both gliders was unambiguous. No prior airworthiness problems were evident. The Mini-Nimbus landed safely ahead after the collision, with some wing and fuselage damage.

WHY DID THIS HAPPEN?

The cause was much more complex to analyse. There was no single error or cause-effect relationship, rather a complex combination of errors, latent conditions and failed defences. It was a classic, multilayered 'Swiss cheese' combination of factors. The Coroner's Inquest focused on many of these factors.

Towrang aerodrome, used by Southern Tablelands GC, is on a sheep property, 'Lockyersleigh', about 11nm NE of Goulburn AD, N of the Hume Highway and railway. STGC is a winch launch operation with grass runway 05/23 with a slight hill in the centre section. Normally an adjoining area 05R/23L is used for landings. A stand of gum trees was adjacent to the winch end. A windbreak line of pine trees was across the approach path of runway 23. Because of power lines east of runway 23, RH circuits were flown on 23. This placed gliders up-sun on downwind leg in late afternoon, and behind the line of pine trees on late downwind, base leg and final approach.

The launch point and operations van were sited close to the line of pine trees. The trees substantially obscured the view from the ground into the circuit area, and also the view of gliders at the launch point from the air.

Originally it was intended that just the Blanik be flown, after rigging and a Form 2 test flight. A single runway operation was chosen. The launch point was not displaced. The 23L/05R area was not used, as the tussock grass had grown long and the farmer requested it not be mown that day to avoid disturbing sheep and lambs. Later, after a successful check flight, the Mini-Nimbus pilot brought his glider out and completed a short soaring flight. He then launched for a second soaring flight, and was seen thermalling over high ground near the circuit joining area.

The Blanik was prepared for launch. The Mini-Nimbus pilot joined the circuit, but his radio calls were not heard. The Blanik launch commenced while the Mini-Nimbus began its approach over the treeline. The Mini-Nimbus was not seen but was heard on late approach, and the duty pilot called "Stop Stop Stop" to abort the launch. The collision occurred as the Blanik was rotating from separation and initial climb into full climb.

The Mini-Nimbus pilot, on approach, first saw the Blanik as it appeared beside him, an instant before impact. The underside of the Mini-Nimbus fuselage impacted the right elevator and tailplane of the Blanik, and the left wing impacted the Blanik's rudder, tailfin and left tailplane. Each glider was in the blind arcs of the other glider.

In terms of relative motion, lateral rates were low and vertical rates were high. The time available from a late visual detection of the threat to avoidance of a collision would have been miniscule. The collision would have been almost impossible to avoid once the winch launch had commenced below the landing glider.

Some radio calls were not heard on the day. Subsequent testing revealed that the Mini-Nimbus radio system had an intermittent fault. The operations van radio was also used to transmit and monitor two frequencies, the Goulburn CTAF and local gliding frequency. A separate CB radio was also used for launch commands. Different operators may have used different radio mode and frequency settings.

At the winch end, 1.5km distant from the launch point and 2 km from a glider in the circuit, Mini-Nimbus radio calls were not heard. There was some interference between VHF and HF CB radios. A headset was not used. CB radio volume was reduced to limit interference and breakthrough. Attention also was diverted to clearing sheep from the hazard zone around the winch rope.

Normal alerted see and avoid processes, and airspace clear for launch processes, failed in this case. The close proximity of the launch point to the treeline, and use of single runway for both launch and landing without a displaced threshold, contributed to failure of these processes.

During the Coroner's Inquest, much attention was therefore directed to radio systems, radio procedures, operational decisions, and associated human and organisational factors.

The GFA Field Investigation Report was not challenged. GFA Operational Regulations and Standard Procedures regarding primacy of pilot in command responsibility, operational safety responsibilities of key personnel, radio and FLARM use, operational safety audits and risk assessments received some attention. CASA's Director of Sporting Aviation also assisted on regulatory matters including mandated radio procedures and mandated equipment requirements.

IN HANDING DOWN HER FINDINGS, MAGISTRATE JERRAM MADE SOME IMPORTANT CONCLUDING STATEMENTS.

"As Mr Aitken said, this was a terrible, tragic accident, which has caused the loss of a good, much-loved husband and father. I dare to quote, however, from Mr McKinnie's statement at paragraph 27

"I accept that gliding, like other forms of sporting aviation, is a dangerous recreational activity, where potentially catastrophic consequences can arise if risks are realised. There are inherent risks, the challenge is to maintain awareness and mitigate them appropriately. From my experience in this accident investigation, I believe there are human factors and issues, organisational factors and operational lessons that should be applied to reducing future gliding operational risk exposure and in particular the probability of inherent risks being realised." How could any of us not agree?

"It is my view that this accident was the responsibility of all in general and of no one in particular. Time and again I heard evidence of confusion about ultimate responsibility. Surely when anything becomes the responsibility of all, it is in fact the responsibility of none. But no individual can be blamed for any specific failure or act leading to the collision. These club members were competent, experienced people with nothing but good intentions. I believe they truly cared for each other's welfare. No one was particularly sloppy or deliberately negligent.

"Nevertheless, perhaps they had become over-confident, complacent and reluctant to face the increasing technological changes in the world which mock an old sport based on the winds and silence. Meteorological conditions seem to have been ideal.



Southern Tablelands GC Blanik showing the collision damage to tail surfaces and ground impact damage elsewhere.

"It is utterly clear that the launch site was too close to the hazardous pine trees, that visitors should not have been allowed onto the site, however competent, that some other decision could have been made about opening the second strip as several club members suggested that they could have landed on it if necessary, that neither the men at the winch site or in the Pye cart had sufficient visibility to see the Nimbus in the air, that the radios were not functioning properly or not used correctly.

"There were, after all, only two aircraft at the strip that day, and everyone knew that one of them was in the air, and most that it had been in the air for over 25 minutes. The likelihood of it landing soon must have been imminent. No one, other than Mr Brereton, seems to have given it a thought, and even he regrets that he did not follow up his concern. There was criticism of Mr Berry for not having scanned the sky sufficiently. We don't know that he did not. We do know that for a few seconds at least the Nimbus was obscured by the pine trees. The entire procedure depended on fairly amateur rules and traditions, which were subject to human error at any time."

THESE CONCLUSIONS PROVIDE THE CONTEXT FOR HER RECOMMENDATIONS FOR BOTH GFA AND STGC ACTION.

On the issue of operational safety responsibilities and lack of common understanding of these, she recommended:

"iii. That the GFA review the STGC's standard operating procedures and audits and satisfy itself of the appropriateness of operational safety arrangements at the STGC's airfield, Towrang, including but not limited to:

3. the responsibilities of those involved in operations, including wing tip runner and pilot in command ready for launch" and

"v. That the GFA by way of appropriate bulletin issue clarification of, and guidance about, the responsibilities of key operational personnel (including Pilot in Command and Duty Instructor)."

At face value this appears simple, yet it must be done carefully so as not to create ambiguity, nor to diminish the primacy of pilot-in-command responsibility, nor complicate responsibilities of the CFI and supporting duty instructors. Responsibilities of duty pilots, wing runners and other duty crew will also be reviewed.

continued over page

ON GFA OPERATIONAL SAFETY AUDITS, SHE RECOMMENDED AS FOLLOWS:

“ii. That the GFA, during audits of other similar winch-launch specific glider airfields, identify where launch sites are not visible on final approach and introduce appropriate measures to ensure that separation is maintained of landing and launching gliders.”

“iii. That the GFA review the STGC’s standard operating procedures and audits and satisfy itself of the appropriateness of operational safety arrangements at the STGC’s airfield, Towrang, including but not limited to:

1. the clear visibility of gliders on runways 23 and 05 launch sites to gliders on final circuit, at all times including final approach, on an appropriately marked displaced threshold” and

“iv. That the GFA review its auditing procedures for operational audits of clubs, to ensure that all operational aspects of a club’s flying operations are known and understood as part of the audit.”

These require amendments to our Operational Safety Audit checklists and updated guidance to RMOs and L3 instructors conducting these audits. These actions are consistent with recent feedback from CASA on improved process guidance for operational safety audits.

ALSO RECOMMENDED:

“viii. An independent auditor, which could include CASA, be engaged to re-examine with the GFA gliding operations at STGC.”

Here the key word is “independent” i.e. external to GFA. We may do this in collaboration with the GFA Sporting Aviation Department. Another option is an overseas gliding auditor, e.g. from NZ.

Radio technology and radio procedural issues were the subject of several recommendations. In the context of STGC’s Towrang operations, these included:

“iii. That the GFA review the STGC’s standard operating procedures and audits and satisfy itself of the appropriateness of operational safety arrangements at the STGC’s airfield, Towrang, including but not limited to:

2. the use of headsets in the winch (to ensure there is no interference between VHF and CB radio broadcasts and that both are audible);”

“That the GFA and the STGC consider the use of a common VHF frequency at Towrang (using the Goulburn CTAf frequency in lieu of the gliding frequency), in consultation with CASA.” and to STGC

“i. That the STGC adopt and continue with its policies of:

1. separate VHF and CTAf radios for the Duty Pilot unless and until proposed recommendation vi above is implemented;

2. portable VHF radio for the duty pilot; and mandate those policies in the club Operations Manual.”

iii. That the club’s operations manual, unless and until recommendation vi above is introduced, clearly identify that the primary frequency for glider to glider and glider to ground communication is 122.7.”

GFA policy on use of headsets in winches is the subject of Operations Safety Bulletin 02/13 dated 26 April 2013 Wearing of Headsets – Pilots of Self Launching Gliders and Winch Drivers, and also highlighted in the revised GFA Winch Launching Manual, Issue 2, April 2014.

GFA and STGC should work through Goulburn AD operators, RAPAC and Air Services Australia to amend frequency usage.

During the inquest, we highlighted the current regulatory requirements for radio use in uncontrolled airspace and at non-towered, non-controlled aerodromes, and of the current gliding

exemptions for radio use in CAO 95.4 and CAO 95.4.1. The Inquest was advised of broad consultations necessary to review the impacts of any changes to mandated minimum equipment levels. The Coroner recommended:

“i. That the GFA give consideration to all gliders being required to be equipped with appropriate dual band VHF radio.” and

“vii. That the GFA consider entering into a dialogue with its members re the suitability and economics of FLARM being installed in gliders.”

This is the subject of a “national conversation” that GFA must have with all gliding members, in operational, airworthiness, sports, airspace access and regulatory risk contexts. These issues, along with possible alternate surveillance technologies, were already being considered at the time of the accident and inquest. Further consultations are also required with CASA and other sporting aviation communities, as the radio usage issues affect all aviation. In another article we seek constructive debate and comments on a series of “what if...” questions about the impacts of future glider equipment policy options.

THE CORONER ALSO RECOMMENDED TO STGC:

“That the Club have a preference for landings to be on runway 23L whenever launches are being conducted from runway 23, and on 05R when launching from runway 05, unless emergency and/or immediate pilot safety considerations apply.”

This addresses one aspect of spatial separation of launching and landing operations. We had highlighted that many clubs conduct safe combined launch and landing operations from a single runway, where there is a suitably displaced launch threshold, with good visibility of the circuit area.

Here I should add that in addition to the Coroner’s recommendations, GFA has acted on the Field Investigation Report recommendations.

The revised GFA Winch Launching Manual, Issue 2, April 2014, strengthens procedural guidance on separation of circuit operations from the winch area and launch point.

Improved human factors training is included in the revised GPC syllabus, plus the new GFA Flight Instructor Refresher Course being rolled out for instructors. GFA Safety Seminars have been provided across Australia, with midair collisions and human factors lessons highlighted, generating lively discussions on implications for all clubs and pilots.

Operational Safety Bulletin 02/06(1) Airspace Clear for Launch, Revision 1, was reissued April 2014 with substantial changes drawing upon the lessons of this accident. Explicit reference to CAAP 166-2 Pilots’ responsibility for collision avoidance in the vicinity of non-towered (non-controlled) aerodromes using ‘see-and-avoid’ was included.

You will also have noted more emphasis on situational awareness, alerted scanning and radio communication issues in the new Operational Safety Bulletin 02/14 See and avoid for glider pilots dated 18 August 2014. Operational Safety Bulletin 01/14 Circuit and landing advice dated 31 July 2014 also highlighted situational awareness, workload management, lookout in the circuit and checking landing area for obstructions.

We cannot reverse the events that led to Andrew Ahern’s death at STGC. We will respond to these recommendations, and continue to review our procedures and standards, education and training, audits and preventive safeguards to reduce the risks of similar events recurring. GFA members are encouraged to consider these issues through their clubs and regional managers. Constructive dialogue on implementing improvements, and possible changes to glider equipment requirements, will be welcomed.

GA

A CONVERSATION ON GLIDER MINIMUM EQUIPMENT LEVELS

WE WANT YOUR INPUT

The GFA will soon conduct an internet survey of GFA members with a number of questions to inform our consideration of options for future decisions about glider minimum equipment levels.

We will specifically focus on radio equipment, and a range of surveillance equipment options including **FLARM, Automatic Dependent Surveillance Broadcast (ADS-B)** and **Light Aircraft Surveillance Equipment (LASE)** which is currently now under development.

GFA is seeking constructive dialogue about the impacts, advantages and pitfalls of various options. The hypothetical questions in the survey will ask for comments and information to better inform proposals that we (GFA) might put to CASA. It is better that we develop proposed solutions than have them imposed upon us.

CONTEXT

The GFA wishes to promote and protect our freedom to fly, safely, and in compliance with Civil Aviation Regulations. The ability of glider pilots to access airspace and safely conduct soaring operations is important to us all. Our ability to access airspace is in some cases dependent upon the equipment that we carry and operate. For example, at controlled towered aerodromes the use of radio in gliders is mandatory, and is a precondition for flight in those locations.

There is increasing pressure from some elements of industry (airlines, mining companies) to change airspace designations and controlled airspace zones. CASA is introducing new minimum equipment requirements for access to some airspace. For example, some high altitude soaring clubs are now constrained by new requirements for carriage of ADS-B equipment above FL280. Another example is the expansion of controlled airspace in SE Queensland, due to mining developments.

Airlines, some other airspace users and some air traffic control operators also wish to see changes in minimum equipment levels, for their own reasons. Guaranteed ground-based and air to air surveillance and mutual separation is seen by some as necessary. Some would like to see aircraft without requisite technology excluded from much larger tracts of airspace.

NEW TECHNOLOGY

Technology marches on. In early days we had few radio frequencies; some radios had tuned crystals! For many years single channel radios sufficed, now we see growing use of dual channel radios, and radios capable of tuning to .005MHz steps. Radio costs have dropped considerably. Portable radios are within reach of most pilots.

FLARM units now exist in many variants, many with inbuilt loggers and more sophisticated display and interface capabilities. Increasing numbers of pilots now have ADS-B transponder units, but these require TSO compliant GPS systems to drive them. Some pilots are very quick to take up this technology. Others wish to wait until more universally used systems are adopted across gliding and sporting aviation. This has led to overseas effort to develop Light Aircraft Surveillance Equipment (LASE), which might provide ADS-B-like capability without the need for expensive TSO compliant GPS/GNSS systems.

We are also seeing increased reporting of AIRPROX incidents, and incidents where gliders have been operating on wrong frequencies. There are increasing requirements for glider pilots to operate on multiple frequencies; CTAf, Area and Gliding safety frequencies, for example.

MINIMUM EQUIPMENT STANDARDS

Within GFA we have already introduced some minimum equipment requirements, even in uncontrolled airspace, for gliding competition, where radios and FLARM are mandatory. This is driven by our safety interests, and our need to manage higher competition flying risks appropriately. Some clubs mandate FLARM.

Some pilots may wish to highlight our freedom to fly without radio. Yes, given the lack of power generation capability in most gliders, it is possible to fly a glider in Class G airspace, from an uncontrolled, non-towered aerodrome or paddock, without using radio. Yet despite this, most pilots self-elect to fit and use VHF radio, or at the very least carry and use a portable VHF radio. We do this to meet either club minimum equipment requirements, or our own personal minimum safety requirements.

The survey will be refined and published soon, for member feedback. The following discussion foreshadows the issues that we will be seeking input on. For example;

- How many pilots actually fly without using VHF radio?

In what circumstances? Where? Why?

- What if we were to require radio in all gliders? We have an exemption that allows us to use portable radios. Space, weight, CofG, power or airworthiness limitations might apply to some gliders. What gliders? Where? Why?

SCENARIOS

Let’s consider some hypothetical scenarios.

- If GFA were to mandate radio in all gliders, then how long would be a reasonable transitional period? Why?

- What special exemptions should be sought? In what circumstances? Why?

Many gliders have older single channel radios. Many of these only operate with .01MHz steps instead of .005MHz steps. There are increasing requirements for gliders to operate and monitor multiple frequencies in normal cross-country flying and in CTAf areas.

- What if we were to seek to transition to dual channel radios with .005MHz steps?

- How long would a reasonable transition period be?

- How do you see the cost versus safety benefit of upgrading to dual channel radio?

The FLARM versus ADS-B versus LASE (still under development) argument is more complex, and costly. Not all systems can see each other. GFA is working with industry and other agencies to explore better options here.

- What would be the impact upon you and your club if GFA were to mandate FLARM use for all gliders in Australia?

- If we were to mandate FLARM, then how long would be a reasonable transitional period? Why?

- Should we wait for 'Light' ADSB or LASE system options? Why?

- Given the reducing cost of basic FLARM units, why should we not mandate FLARM until low cost Light ADS-B or LASE options appear.

We actually have very limited information about the utility of FLARM.

- If you have FLARM fitted, how often has it helped you avoid collisions or AIRPROX incidents?

- How often has it failed to warn of impending danger? In what circumstances?

We are seeking constructive feedback on these questions through the survey process, and dialogue on practical options, preferably through clubs and Regional Managers Operations and Regional Technical Officers Airworthiness. The GFA Airfields Airspace Avionics Officer (AAAO), who forms part of the GFA Operations Panel, is also involved in resolving these issues and developing GFA proposed implementation strategies in consultation with CASA.

DREW MCKINNE

GA

GFA CLUB LIST

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

sean@glidingaustralia.org

716 FLIGHT GLIDING CLUB

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

2 WING AAF

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

www.2wg.aafc.org.au

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 6 gliders including 3 two seaters. Private fleet is 34 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 Rd, Raywood. Own airfield. Operates weekends and public holidays. Hangars, workshop and club house with cooking and ablation facilities. Aerotow with Eurofox tow plane. Club fleet a PW6 two seat trainer and a Junior. Approx 20 private gliders. Tel 03 5436 1518 or 0459 485 281. www.bendigogliding.org.au

BEVERLEY SOARING SOCIETY

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

www.beverley-soaring.org.au

BOONAH GLIDING CLUB

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

BORDERTOWN-KEITH GLIDING CLUB

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

BUNDEBERG 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. 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 winching also available. 3 Tugs, 6 club gliders including 2 x two seaters, 16 private gliders,

GLIDING CLUB OF VICTORIA

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

GLIDING CLUB OF WESTERN AUSTRALIA

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

GLIDING TASMANIA (The Soaring Club of Tasmania)

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

www.soaringtasmania.org.au

GOULBURN VALLEY SOARING INC

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 0490 487 708 weekends or 03 5342 9946 weekdays.

www.grampianssoaringclub.com

GYMPIE GLIDING CLUB

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

HORSHAM FLYING CLUB

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

HUNTER VALLEY GLIDING CLUB

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

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.keepitsoaring.com

LATROBE VALLEY GLIDING CLUB

Latrobe Valley regional Airport – Airfield Road Morwell. Tel# 0407 839 238, Weekends, Public Holidays and mid week by appointment. 3 club gliders, 3 private gliders.

LEETON AVIATORS CLUB

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

MELBOURNE GLIDING CLUB (VMFG)

Bacchus Marsh Airfield 8 km's south of town on the Geelong Road. Operations weekends, Public Holidays and Fridays. Tel 0402 281928. 115 members, aerotow operations. Two tugs and 7 gliders in the fleet with 4 two seaters and a two seat motorglider. 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 club located in the best soaring weather of all WA clubs approximately 4 hours drive north of Perth. We operate on Sundays and for nominated blocks of time to cater for training courses and cross country events. Members participate in Club and private operations of winch, auto launching and motor glider flying. ph (08) 9971 1137

<https://sites.google.com/site/glidingwesternaustralia/home>

MOUNT BEAUTY GLIDING CLUB

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

MOURA GLIDING CLUB

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

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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.narroglingclub.org.au

NARROMINE GLIDING CLUB

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

www.narromineglidingclub.com.au

NSW AUSTRALIAN AIR FORCE CADETS

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

NORTHERN AUSTRALIAN GLIDING CLUB

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

NORTH QUEENSLAND SOARING CENTRE

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

RAAF 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

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

SOUTH GIPPSLAND GLIDING CLUB

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

SOUTHWEST SLOPE SOARING P/L

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

SPORTAVIATION - TOCUMWAL

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

SUNRAYSIA GLIDING CLUB

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

SYDNEY GLIDING INC.

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

SOAR NARROMINE P/L

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

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

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

TEMORA GLIDING CLUB

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

WARWICK GLIDING CLUB

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

WAIKERIE GLIDING CLUB

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

WHYALLA GLIDING CLUB

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

CLASSIFIED ADVERTISING

www.glidingaustralia.org

Please send classified advertisements with payment to: GFA

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

Email: cathy@glidingaustralia.org

Your ad will be placed on the GFA website for a period of 1 month and published in the next edition of Gliding Australia. For the current advertising charges, please go to www.glidingaustralia.org and click Classifieds.

GLIDERS FOR SALE SINGLE SEAT

DISCUS A VH-GLE (D1). 3,000 hours (no survey required till 6,000) and Form 2 current to Aug 2015. This glider has done a 1000k, a 790k last season and is a proven competition winner – she won Standard Class at the Nationals only 6 years ago against LS8's and Discus 2's. Epikote paint, winglets, Dittel radio, OzFlarm, basic instruments (others negotiable), good trailer, towout gear. Currently located at Benalla. \$46,000 or offer. Call **Tim Shirley 0417 268 073** or tshirley@internode.on.net

**Nimbus 3 VH-MMD**

25.5m, single seat, 4500 hours, finished in PU- exc condition, L Nav, XCOM Radio, Bohli vario, Mtn High Oxy, Oudie, Colibri with FLARM, tail tank, tow out gear, wing covers, Dual Axle German built enclosed trailer with rigging system for 1.5 persons, current Form 2 provided, hangared at Benalla, completed several 1,000 kms flights. Pics available. Price: \$59,000 negotiable. Contact email: prhco@bigpond.com, Mobile: **0420 379 068 / 0428 583 746**

**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.**

Astir CS Very good condition. Borgelt & winter instruments, Current form 2, licensed trailer. 6900hrs. Call **0400 159 259** Price \$10,000 fixed

Pik 20B VH-GVF, LX9000 moving map/glide computer, Becker AR6201 radio, winglets, immaculate PU finish, sheepskin parachute (PA) newly repacked, factory trailer, tow-out gear, always hangared (currently YWCK). 3000 hrs, L/D 42:1. Fresh 10-year survey and Form 2 completed by Roger Bond. Ready for many trouble-free years of flying. \$24,500. Contact sidney.dekker@gmail.com or **Brad Lange on 0405-504002.**



LAK-12 Open Class \$35,000. 1996 built; L/D 50:1, Min sink 87 fpm (Google Richard Johnston flight test Lak-12); 20.5m wingspan; TT 490 hours. Beautiful, majestic glider, easy to fly. ASA handicap of 0.865, which is up there with the Discus2c and Ventus 2c 18s (but at 48 Kts). Tailwheel and wingtip mods. Excellent trailer. Hangared Stonefield, SA. See photos at www.flickr.com/photos/100805789@N07/ May consider joint ownership. Contact **Chris Hamilton 0418 234 000**

Jantar Std2 VH-UKP Year Built: 1982. Canopy: Hinged. Reprofiled Wings: Increased performance with removal of spare hump. Water Ballast: Working system for better performance on strong days. Toys: LX Nav7 with Vertica V2 flight computer running LK8000 software, or Oudie2 Low Hours:2400hrs total,930 launches. Fresh Form 2: As of August 2014. Emergency backup power for radio and V7. Trailer: Fully enclosed trailer with Rego until October 2015 . \$18500 CONTACT: **Paul Halloran**

0405 766105 or pawh@me.com

Located Beverley Western Australia.



ZK - GOM first flew in December 1984 and has completed 1,793 hours and 247 hours on the engine. Comes with 15 and 17m tips, tow out gear, wing and tail plane hangar covers, canopy cover, EDS and A8A oxygen with quick connect refill. Cambridge GPS and Winter mechanical vario. Dittel FSG60M radio and Terra transponder. Trailer incorporates cobra fittings with hydraulic ramp, interior lights and ability to charge batteries via an external socket while glider is in the trailer. This glider would be ideal for a syndicate, finance can be discussed if necessary. \$95,000. **Contact Mark Aldridge 0274 508 505**



Janus Glider VH-IUX Low 2100 hoursTT, new canopy, basic instruments. Excellent cross country machine, Schempp-Hirth quality. In good condition and regelcoated by John Rowe. Enclosed trailer. \$57,500 ONO located Western Victoria Call **Tracey 0428 133 243 or David 0412394065 david@finecut.com.au**

**TWO SEAT Twin Astir VH-IKV**

The glider has flown 3800 hours and has the basic instruments, a Micro Air radio with boom mics in both seats. Good condition for its age and an open

[continued over page](#)



CLASSIFIEDS

trailer is included. Serial No3030. Asking \$45,000 The glider has been modified by relocating the main wheel further aft and fixing it. The wheel brake is extremely effective with all mods covered by an engineering order by Mike Burns. Empty weight is 428 kg Max take off weight is 650 kg. Min front seat passenger is 68.5 kg. Max fuse load/pilots is 220kg Call **Joe Luciani 0428 399 001** or **Jon Gooding 0412 091 487** (Ballarat Gliding Club)

MOTOR GLIDERS - POWERED AIRCRAFT - TUG

Discus BM self launcher delivered new in 1995 is for sale. It is in pristine condition;

880 airframe hours, 48 engine hours, factory winglets, polyurethane upper surfaces, all-over dust covers, nil damage history. Comes with good Australian built trailer which tows well, rigs well and is weather proof. Tow out gear. Sundry spares. Current CofA. Panel contains all flying instruments, Winter vario, Zander 840 vario and Nexus 7 running XCSOAR, Flarm. Priced at \$85,000. **Paul Mander 0417 447 974, paul@mander.net.au**



Alpin DM2 two seat motor glider, 50hp Rotax 503, short T/O and good climb. All paper work up to date, sold with new form 2. Very low hrs, good condition. 32-1 solo, 28-1 at MTOW. \$39,900.00 NSW **PH 0418 253 466**



Grob G109 VH-GUD, TT AF 1624. TT Eng & Prop 283. \$65k. Excellent proven Motor Glider may be used for Soaring in Wave, Thermals and the Morning Glory or for Training and Touring. Undercarriage fairing's available, New

Canopy, Transponder fitted, two speed prop and 90kt cruise, Contact **Rob M 0412 055 888 robcoll@adam.com.au** or **Noel H 08 8522 1423 M 0402 219 708 roediger@internode.on.net**



INSTRUMENTS AND EQUIPMENT

Thin back parachute 5 years old but worn only a few times. Just repacked

by Parachutes Australia. Has sheepskin backing. \$1800. Delivery by arrangement. Contact **0466 549 289** or **aussiebob64@gmail.com**

Glider storage hoist will fit single seat glider. chain block for lifting on wheels. \$1250.00 **ph 0418 253 466** or **0429 301 289**



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Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. Email us at fsc@casa.gov.au. Clearly mark your submission in the subject field as 'SPORTAVIATION CLOSE CALL'

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