

# GLIDING

## AUSTRALIA

Issue 1 JULY - AUGUST 2011 [www.soaring.org.au](http://www.soaring.org.au)



## **GRAND PRIX** **RACING**

**TASMAN TROPHY**

*BE CAREFUL WHAT YOU WISH FOR*

**ASH 30 MI**

*TAKES TO THE SKY*

**2 MONTH CALENDAR**

*BLANIK FIX - ADELAIDE GC - VINTAGE GLIDING - GFA NEWS*







#### CUSTOMER TESTIMONIAL:

"After six months of flying I have become well acquainted with my new JS1 Revelation. The truth is, the more I fly it, the more I like it! Over this time I have come to enjoy the relaxed handling and the superior aerodynamic performance over a wide range of conditions. Above all, I love the fantastic feel that this airframe provides. I strongly believe it is this aspect that sets the JS1 Revelation apart from the rest of the competition."

**Bruce Taylor, twelve time Australian National Champion**

**CONTACT:** Todd Clark - mobile +61 409 386 667 email toddclark@hotmail.com  
Brett Hunter - mobile +64 219 276 26 email hunter.b@ihug.co.nz

No. 1 July - August 2011

COVER PHOTOGRAPH: PETER NEWCOMB,  
TOM CLAFFEY IN ASG29 XTK

#### 2 WELCOME

Learn the history of GFA's members magazine, and what's in store at Gliding Australia

#### 4 GFA NEWS

What's happening in the Australian airspace.

#### 10 CLUB PROFILE

Adelaide Soaring Club, among the first local gliding clubs, shares details of its fleet, members and history.

#### 13 SQUAD WEEK

Craig Collins immerses himself in a week of flying with experienced, competition pilots.

#### 14 ASH 30 MI

Bernard Eckey gets to know the new model in Schleicher's fleet from the inside out.

#### 18 AUSTRALIAN GRAND PRIX QUALIFIER

Bruce Taylor met challenging competition and conditions at Lake Keepit, but came out ahead.

#### 23 CALENDAR

Your July/August calendar, capturing spectacular gliding scenes.

#### 28 TASMAN TROPHY

Selected to compete for the Tasman Trophy at Omarama NZ, Brian Allerby faced a few more challenges than he had bargained for.

#### 36 GLIDER WEIGHT & BALANCE

Kevin Cosgriff presents his new computer program to calculate weight and balance for safe flying loads.

#### 38 HVGC VINTAGE GLIDER

David & Jenne Goldsmith spent Easter weekend in the Hunter Valley with classic glider enthusiasts.

#### 41 AIRWORTHINESS FOR BLANIKS

To regain airworthy status, the Blaniks are undergoing minor modifications. Modified planes are now flying under permit.

#### 42 WOMEN IN GLIDING

Instructor Hugh Turner talks about the skills and dedication of today's talented women pilots.

#### 44 CLUB SCENE

Catch up with Australia's lively gliding club news, opinions and events.

#### 48 GOING SOLO

Karen Jackowiak shares the thrill of her gliding life - her first solo flight.

Sean Young  
Editor  
sean@soaring.org.au

Adriene Hurst  
Deputy Editor  
adriene@soaring.org.au

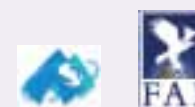
Maurice Little  
GFA Magazine Committee  
magazine@sec.gfa.org.au

West Sunset  
Design & Publishing Services  
info@westsunsetbooks.com

**EDITORIAL SUBMISSIONS**  
We invite editorial contributions. Please email [magazine@sec.gfa.org.au](mailto:magazine@sec.gfa.org.au) Other large files and photographs and can be uploaded at [www.soaring.org.au/ga](http://www.soaring.org.au/ga)

**ADVERTISING & GENERAL ENQUIRIES**  
[sean@soaring.org.au](mailto:sean@soaring.org.au)

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



**SUBSCRIPTIONS**  
Non GFA members are welcome to subscribe to GA 1 year \$45 inc GST. International rates online. Tel 03 9303 7805 [www.soaring.org.au](http://www.soaring.org.au)

**MEMBER ENQUIRIES**  
Changes of mailing address etc. Tel 03 9303 7805 Fax 03 9303 7960 [membership@sec.gfa.org.au](mailto:membership@sec.gfa.org.au) L 1 /34 Somerton Rd Somerton VIC 3062

## INSIDE THIS ISSUE

13



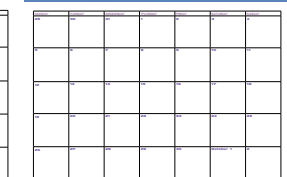
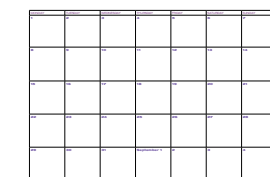
14



18



23



28



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

Opinions expressed in Gliding Australia are not necessarily those of the publisher. All rights reserved and reproduction without permission is strictly forbidden without the permission of the publisher. © Gliding Australia Gliding Federation of Australia 2011 **Print Post Publication Number PP225277/00002**

**GO SOARING**  
soaring products  
07 5499 4636  
gosoaring.com.au

**SPOT Satellite GPS Messenger**

**MH Aviation Oxygen Systems**  
Since 1985

**Oudie**  
the all in one solution for glider pilots

**GoPro**  
Be a HERO.

**Gliding Australia Hats**  
GFA Ties  
GFA Metal Clasp Badges  
GFA Cloth Badges

**Many More Products**  
DVDs and Books  
Sunglasses  
Clothing

**Capture Soaring in FULL 1080 HD**



# MEMBERS' MAGAZINE

Welcome to Gliding Australia, the new GFA member's magazine. Gliding Australia will be published every two months in full colour throughout with an exclusive focus on gliding. Welcome to our new editorial and production team and welcome to you, the readers of the first edition. The GFA has produced a members' magazine for many years, and the following reveals the history of its various incarnations and how it has recorded the members' interests and activities over the years.

The first issues of a members' magazine were published in December 1951, although few records of it or the identity of the author remain. It consisted of only six Roneoed pages. In August 1961, the GFA started a more substantial A5 monthly magazine in black and white with pictures called 'Australian Gliding'. The editor Peter Killmier, circulation manager Col Churches and advertising manager Lee Page were based in Adelaide. The magazine included local and international content supplied both by members and by experienced writers.

'Australian Gliding' continued in the same format until the early seventies. From 1974 onwards the first colour pages appeared with some pages in sepia and others in spot colours. Many people worked on the magazine from this time including Bob and Dianne Thomas, Noel and Bev Matthews and Alan Ash.

In 1998, the format changed to an A4, part-colour, 48 page publication produced six times a year under editor Noel Matthews. The following year we joined forces with the HGFA and once again produced a monthly magazine titled 'Australian Gliding and Skysailor'.

Anne Elliot was engaged as sub-editor of the GFA and Suzy Gneist for the HGFA. Suzy also took the role of overall editor for assembly, design and final delivery. Both editors worked hard to collate, write, edit and deliver content on time every



month, without fail. The GFA would like to thank Anne and Suzy for their unceasing efforts over many years.

In the new millennium the magazine changed name to 'Soaring Australia', keeping its black and white with spot colour format. The magazine featured a mix of entertainment, politics, controversy and information on both the gliding and hang gliding movements.

Members from both sides had strong views on what they liked or didn't like and whether a subscription to 'Soaring Australia' should remain a compulsory part of their membership. As I travelled between the clubs and regions I listened to many opinions, expressed with varying degrees of passion.

The long lead times from content deadlines to distribution were often a frustration to advertisers and writers whose message might become dated before delivery to readers.

I sometimes encountered confusion when handing out back issues at events or promotional functions over who the magazine was aimed at. Was it about hang gliders, paragliders, gliders or a combination?

During the last five years or so disagreement over the direction of the magazine grew until it became a focus of every GFA development and board meeting. The HGFA was eager to reduce the production costs and considered publishing electronic editions instead of the print version. They also suggested reducing the frequency and separating the content. Although also keen to control costs, the GFA was interested in the potential to use the magazine as a means of promoting gliding to a wider cross section of the general public and better serve the GFA membership.



Several debates took place between the GFA and the HGFA and we investigated the options for an electronic version. To gauge GFA members' feelings about magazine format, content, structure and delivery the GFA conducted a survey in mid 2009. The results were publicised at the time and the feedback we received gave us a good indication of what the membership thought. However, no consensus on frequency or delivery was apparent.

Discussions between HGFA and GFA continued and concluded that while some benefits and synergies could be gained from a joint publication, fundamental differences remained. In early 2011 the boards of the GFA and HGFA decided that it was in the best interests of both organisations to end the magazine relationship. The final edition of the joint Soaring Australia appeared in June 2011.

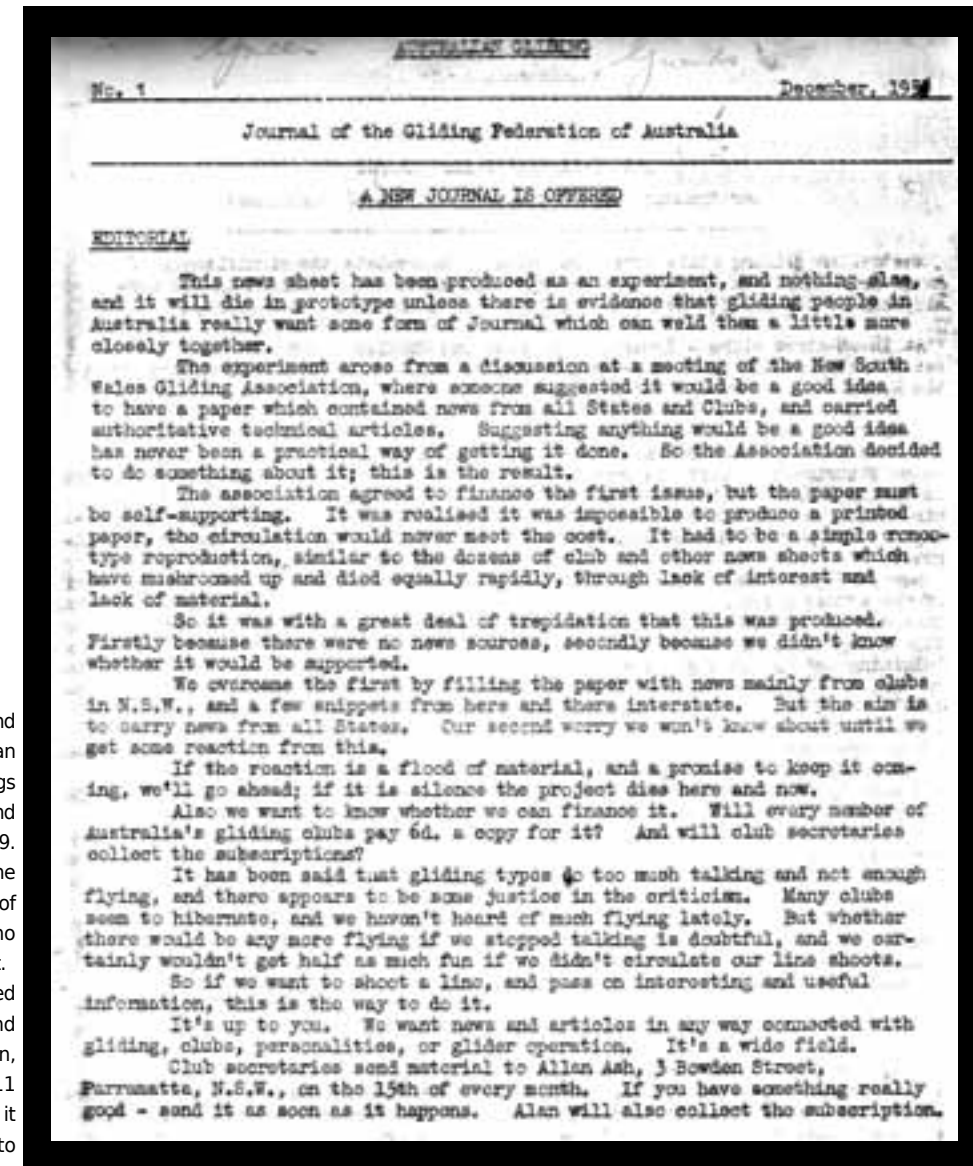
## THE FUTURE

Gliding Australia is another chapter in the development and evolution of the GFA magazine. Until the internet revolution its main function was to communicate essential information to members. Today we use email, newsletters and websites for immediate and specific messages and calls to action. With this in mind, we believe the recent change is an opportunity to enhance the entertainment and community building value of the publication.

Gliding Australia will be published bi-monthly until we are confident of enough, regular content to warrant increased production. Editorial control, display advertising, publication and distribution have been outsourced to Sean Young and West Sunset Books. Classified advertising will be put online where it can be more relevant and timely.

Regular content will be included from each of the GFA's four departments. There will be a feature article in each edition on a GFA club, with a story on Adelaide Soaring club kicking off this inaugural edition. There will also be a club news section, where clubs will have the opportunity to announce changes, developments, members' achievements and other newsworthy items.

The GFA has established a small magazine management



Above: The first page of the first ever GFA magazine lists Allan Ash as the contact for contributions. Was Allan the first Editor?

Top left: A picture from Bernard Eckey's trip to the Northern Territory features on the cover of an early edition of 'Soaring Australia'.

group responsible for content sourcing and establishing ties with other sources to help fill the pages with relevant, interesting stories and material. A dedicated email address has been created for submission of content, [magazine@sec.gfa.org.au](mailto:magazine@sec.gfa.org.au) and photographs and other large files can be uploaded here [www.soaring.org.au/ga](http://www.soaring.org.au/ga)

Each edition will have a pull-out, two-month calendar showing upcoming events and large, attractive images.

We encourage all GFA members to contribute to Gliding Australia. It is your magazine and its articles, looks and entertainment value depend largely on you, the Australian gliding community.

Please feel free to send in stories, report on club and member achievements, changes and projects. We want Gliding Australia to be colourful, interesting and meaningful. We aim for at least 50 per cent of the content to be colour images so get your cameras out and help us develop your magazine into a lively, sought-after publication. All published cover and calendar images will be rewarded. We hope you enjoy the first edition of Gliding Australia.

MAURICE LITTLE  
GFA CHAIRMAN OF DEVELOPMENT





## NEW TEACHERS TAKE OFF



During the first week of May, ten trainee instructors, five Level III instructors, five gliders, two tugs and our RTO/OPS Chris Thorpe convened at Benalla Airfield for a week of intensive lectures, presentations and tuition in ab initio pilot instruction. All participants were aiming to qualify as Level I instructors.

The ten trainees were from the Gliding Clubs of Victoria at Beaufort, Bendigo, Geelong, Melbourne Motor, Mt Beauty and South Gippsland. A further participant from Southern

*"The more people we can involve . . . the better the sport will be for everyone."*

Riverina also attended for a Level II upgrade.

Each day, clear skies and little or no turbulence brought weather conditions that were ideal for training. The stable air helped everyone identify the critical points of the skills the instructors demonstrated.

The GCV provided the two tugs, one of which was a new E-Tug capable of a 55k tow and climb at about 500ft/min with an eight minute turn around from a 3,000ft release. The group completed 111 flights in

just over 30 hours, amounting to about 10 or so flights per trainee. The gliders on hand were two ASK21s, a PW-6, Twin Astir and an IS-28B2. With stalls and spinning high on the agenda, the PW-6 and IS-28B2 worked well. With some weights applied, the ASK21s helped demonstrate the essential rule that speed close to the ground should be no less than 1.5Vs + ½ WV.

Another course next year is expected at about the same time in May 2012, and all clubs are invited to nominate participants. The more people we can involve, especially women who are under-represented generally, the better the sport will be for everyone. Both the Level III instructors and potential Level I instructors deserve recognition for devoting a week of their time to training. The clubs and members stand to benefit

from a greater pool of instructors prepared to promote gliding safely.

MAX SPEEDY SOUTH GIPPSLAND GC



Andrew Evans of Mt Beauty Gliding Club gained his Level 1 instructor rating at the course. Andrew is shown here with his first student customer, 15 year old Laura Sullivan of Mt Beauty in the club's IS28-WVU. Laura is being trained under the club's Junior Training Program.

of these awards if their contribution was associated with a single gliding club, no matter how outstanding that service may have been. The available awards are:

**The Ryan Award** – for outstanding service in the field of Airworthiness

**The Hoinville Award** – for outstanding service in the field of Operations

**The W P Iggulden Award** – for outstanding services to gliding in general  
The J.R (Bob) Muller Award – for outstanding service in the promotion of gliding

**The Wally Wallington Award** – for outstanding services to the sporting aspects of gliding.

Life Memberships may also be proposed using the same process.

Nominations should be sent to me at tshirley@internode.on.net, including a brief 1 to 2 page citation.

TIM SHIRLEY – GFA AWARDS

AND TROPHIES OFFICER SPEEDWEEK

## AUSTRALIAN RANKING LIST

For the last two seasons, an Australian Ranking List has been produced which places all competition pilots in order based on their performances in competitions in Australia and overseas. The list is prepared at the end of each season, May to April, and the most recent list is now available on the GFA website at <http://2009.gfa.org.au/Docs/sport/competition/PilotsRanking.pdf>.

The list can be used as a seeding list for acceptance of entries into Nationals if there are too many entries, or generally to establish a ranking of competition pilots. There are currently nearly 300 pilots in this list, representing over 10% of GFA membership.

It works by taking the percentage of winners' points gained in each competition entered, together with a weighting factor based on the level of each competition – World Championships are weighted higher than Nationals, in turn weighted higher than State Championships. A pilot can only score the best result he achieves in each category, so that those who go to

several State Comps, for example, do not gain a large points advantage from this. Scores from previous seasons count, but are discounted to 2/3 of their value for the last season and to 1/3 in the season before.

While the method may not be perfect, it is a way of comparing results across competitions, and I have included every competition that I could find results for. In the season just finished, the cancellation of a couple of competitions in Queensland and the early departures from the Multiclass Nationals has definitely had an effect on the ranking of some pilots, but I expect they will climb up the list again next year. There are unfortunately no points for reputation.

The top 25 pilots are listed here. To see details of their scores, the full list is on the website. If you have flown in competition in the last couple of seasons you will be included, so check it out – you may be pleasantly surprised at where you place compared to others.

TIM SHIRLEY

PLACE	PILOT	SCORE
1	ALLAN BARNES	271
2	DAVID JANSEN	253
3	TOBI GEIGER	247
4	PETER TEMPLE	246
5	TOM CLAFFEY	239
6	BRUCE TAYLOR	237
7	LISA TROTTER	220
8	PAUL MANDER	216
9	TERRY CUBLEY	216
10	LARS ZEHNDER	211
11	MIKE CODLING	207
12	JOHN BUCHANAN	207
13	PETER TROTTER	205
14	TIM WILSON	202
15	CRAIG COLLINGS	196
16	BRYAN HAYHOW	190
17	MICHAEL DURRANT	190
18	GERRIT KURSTJENS	180
19	GRAHAM PARKER	179
20	MATTHEW SCUTTER	179
21	DAVID PIETSCH	172
22	GARY STEVENSON	170
23	DAVID WILSON	169
24	PAM KURSTJENS	169
25	GREG SCHMIDT	166

## ANNUAL GENERAL MEETING

**The GFA 2011 AGM will be held on September 10, commencing at 10.00**

Airport Motel and Convention centre  
33 Ardlie Street, Attwood VIC 3049

All members welcome and are asked to register by 9:30

### Statutory business:

- Receipt of the audited financial report,
  - Appointment of GFA auditors
- At the conclusion of the AGM, members will have the opportunity to engage with the GFA Board in a question and answer session on any matter.

The 2011 GFA Gliding Seminar will commence at 11:30 and run until 17:00 with guest speakers on a variety of subjects.

See [www.gfa.org.au](http://www.gfa.org.au) for details.

## SPEEDWEEK11

Speedweek is now oversubscribed. If you're interested, please still let me know. You'll be on a waiting list but you'll be kept in the loop. Paul Mander, [paul@mander.net.au](mailto:paul@mander.net.au)

## GFA STEPS OUT AT AVALON

The GFA Marketing and Development department exhibited at the Australian International Airshow, Avalon 2011, 1 - 6 March, with a variety of displays and activities to share with the public.

We decided to exhibit at the airshow in September last year. Daryl Connell took on the role of show coordinator and helped prepare for the event.

We sold 5 minute flights on the GFA Glider simulator which proved to be very popular with visitors. We also sold back issues of magazines, DVDs, car decals, GFA posters and calendars. We played gliding videos on a large screen TV and DVD unit, courtesy of JVC. Daryl, with help from Al Sim of Go Soaring, provided GFA branded shirts and hats to the show staff as well as other items to sell.

We ran a competition to win a free air experience flight, publicising it with flyers distributed during the show, and set up a dedicated web page for competition entries. We received 46 entries made up of 40 men and six women. Most entries were from Victoria, with one from WA and three from NSW.

We gained valuable insights from entrants' details, which support the view that the largest group of potential new glider pilots is men between the ages of



40 and 60 years old. However, this anecdotal market analysis needs to be backed up with more research.

The winner has now enjoyed his air experience flight and the marketing department is following up with the other entrants. We believe that it was very worthwhile attending the show and running the competition. We presented the sport of gliding in a friendly, vibrant environment. With the support of the state associations, our presence came at a reasonable cost to members. The GFA is considering attending future events. We believe that over time we will gain experience and increase our knowledge and skill in presenting the sport of gliding to new market segments.

MAURICE LITTLE



## BALLARAT LAUNCHES NEW GLIDING CLUB



The idea of forming a gliding club at Ballarat, Australia's newest gliding club, arose when a group of pilots decided that a club at the local airfield could help solve their problem of having to make day-long journeys to other sites to fly.

The current president Joe Luciani and Alan Penhall at the Avro Anson Museum at Ballarat airfield joined forces with a few friends to discuss the logistics. With no glider, tug, building or money, Joe suggested asking the Victorian Motorless Flight Group at Bacchus Marsh to help them organise a 'Try Gliding Weekend' at Ballarat Airfield. Ian Patching, their contact at Bacchus Marsh, was supportive and they set the date for the event on 4 and 5 December 2010.

Joe and his wife Liz placed 20 radio advertisements during the week prior to the event, which attracted a tentative response. Nevertheless, the trial weekend was a success, using a Duo Discus and Pawnee tug to demonstrate to visitors what gliding was all about. They collected a list of 20 potential members and held a public meeting at a hotel in Ballarat the following weekend. Maurice Little, VSA President, attended and the Ballarat Gliding Club was officially formed.

### CLUB AND SPORTS NATS GAINS A NEW CLASS

The 31st Club and Sports Class Nationals will now be held at Benalla from 2 to 13 January 2012, a week earlier than originally planned. The dates were moved forward to create a larger gap between this event and the Multiclass Nationals, scheduled to start in late January at Narromine.

Three classes will be contested – the traditional Club and Sports Classes, and a new 20 metre, 2-seater class. The 20 metre class has been introduced in preparation for its introduction at the World Championships in a couple of years, and it will be a selection class for

owner in Queensland. They have two Level Two instructors and Chris Thorpe, the Regional Tech Officer Operations Victoria, is Chief Flying Instructor while the club seeks a replacement.

The relatively high level of aircraft movement around Ballarat adds a further challenge to the area's soaring conditions. Professional use of radio is now club policy and all members are currently receiving professional radio training and tuition from Ballarat Aero Club.

Joe started flying 1982 at the insistence of another glider pilot he knew in Horsham. He enjoys feeling close to the natural aerial environment, and the experience of working with a well designed and produced glider. The fact that soaring can never be mastered, but always offers something more to learn and improve on.

Joe established a glider maintenance and repair business, Composite Components, in 1990. The business was relocated to Ballarat aerodrome in 2007 when Joe and Liz moved to Ballarat from Horsham. Joe has worked on aircraft from all over Australia and some from overseas. Apart from gliders, Joe's company is now becoming involved in high tech composite light sport aircraft building and assembly. He hopes to expand into this promising industry and eventually hire staff to help. In preparation he has renamed his business Aeroswift Composites. Liz is also involved in gliding, having flown previously at Lasham in the UK, the world largest gliding club.

Joe is optimistic about the future of Ballarat Gliding Club. "We have a market base of over 100,000 and an aerodrome facility second to none. We would eventually like to build a hangar on the field and continue to be part of Ballarat's recreational aviation scene," he said. Contact: [T 03 5339 2444](tel:0353392444)

including the airfield infrastructure and clubhouse, four tugs available on the airfield with several more nearby and a task area that combines flat and hilly country. The town also has various accommodation and food alternatives. The club has a number of experienced competition officials, and the clubhouse provides everything needed for the competition including briefing areas, a commercial kitchen and bar. These facilities are able to cater for up to 70 competitors. For details and the entry form, please visit

[www.deltaone.id.au/Benalla2012](http://www.deltaone.id.au/Benalla2012).

TIM SHIRLEY CONTEST DIRECTOR

## GEOFFREY JOHN STRICKLAND

DIED 5 APRIL 2011 AGED 84

Many of us first met Geoff when he was a member of the RANGA gliding team in 1956 at Tocumwal for the first Australian National Gliding Championships. A few years later the accident rate in gliding was the same as that for agricultural aircraft, in other words – unacceptable. Jack Iggulden and Don Anderson, the Director General of Civil Aviation, discussed the situation and they decided that a full-time safety officer was needed to visit clubs and serve at all Training Courses. In those days, the Director General was able to take measures for the continued safety of Aviation in Australia, allowing Don to allocate funds to employ a suitably qualified person to work for the Gliding Federation of Australia.

As an experienced gliding instructor with knowledge of aircraft and glider airframes, Geoff was well prepared for the job and was appointed Advisory Technical Officer with an office at the Iggulden's factory in 1962. The next year, the GFA Council made me the Technical Liaison Officer with the task of managing Geoff's activities, and an office was found for him at my place of employment. Following the full time employment of

Mike Burns and Mike Valentine some years later, he moved into the GFA Secretariat at Essendon.

During the year, Geoff's activities would include working as a staff member at the National Gliding School in Gawler and for selected State Courses, as a Safety Officer at the National Gliding Championships every second year, and running Operational Status checks of selected Clubs, DCA Courses when applicable, and the GFA Annual Meeting. One of his early tasks was to help Jack Iggulden and I to finalise the drafting the MOSP, meeting every Tuesday evening in my office for three months.

On his club visits he often found that the MOSP was not being followed, and he would then either convince the club that continuing along their path was likely to result in an accident and that following the MOSP would help prevent it, or he would find that their method was better. In the latter case, he would discuss the situation with the appropriate Chief Technical Officer, and the editor would amend the MOSP. The first editor was Max Howland from 1963 to 1968 followed by Gary Sunderland to 1974 when the GFA office at Essendon took over the task.



The job was not without its problems. First, the absences from home made family life difficult and second, some DCA officers thought that since he was employed by the Department he should appear on their organization chart, and report to them. Thankfully a phone call to the DG/DCA would put things back on the rails.

Geoff was accepted everywhere he went especially as he always found a solution no matter what the problem, and his assistance to the GFA Technical Officers was greatly appreciated. The accident rate fell thanks to his efforts, and our MOSP was fine tuned over the 25 years that he served [ALAN PATCHING](#)

## NEW SOARING SEASON GATHERS SPEED

The GFA Sports Department comprises committees and officers performing functions and duties for advanced soaring including coaching, competitions, FAI awards and badges. The Committee meets twice a year, usually in September and February. The National Competition Committee and the coaches meet at other times. Pilot representatives are chosen during the Pilots Meetings at the National Competitions. All minutes are available on the GFA website. If you have issues to raise, contact your pilot rep, the Convenors or the Sports Committee Chair, Anita Taylor. Anita is also a member of the Executive and sits on the GFA Board.

### SOARING SEASON 2011/2012

While most pilots will still be down for the winter, quite a few are preparing for serious soaring at International Competitions. The 7th FAI Junior World Gliding Championships are being held this year in Musbach Germany from 5 to 20 August. Four Australians will compete this year - Andrew and Nick Maddocks in Standard Class, and Nathan Johnson and Matthew Scutter in Club Class.

Mandy Temple is their Team Captain.

The Pre World (Flapped) competition will be held in Uvalde, Texas USA in preparation for the 2012 World Championships. There are six pilots in the Flapped team, John Buchanan and Gerrit Kurstjens in Open Class, David Jansen and Bruce Taylor in 18m Class, and Peter and Lisa Trotter in 15m Class, a husband and wife team. Terry Cubley is the Team Captain. The Pre World competition runs from 4 to 14 August. Check the GFA website for the Australian teams' blogs. Gliding Australia wishes them successful and safe competitions.

Due to timing clashes and logistical complications, the Unflapped Team has scheduled a Pre World training regime within Australia. They will compete in Adolfo Gonzalez Chávez, Argentina in late 2012.

The Australian Nationals are also approaching. First are the Junior Nationals to be held in Kingaroy from 11 to 17 December. The 30th Club Class Nationals will take place in Benalla from 2 to 13 January 2012. Our 50th Multiclass Nationals will be celebrated in Narromine from 30 January to 10 February.

Equally important are the Online

Competitions, attracting more and more flights submissions each year. The OLC and the Australian Decentralised Competition are becoming an integral part of the competition scene and can be a great way to measure and extend cross country skills. All pilots are encouraged to participate. Visit state association websites for details on state championships.

Regular coaching events are scheduled through the year in each region. Attending a coaching week or regatta can be a good introduction to competition flying, as well as a lot of fun and a great way to meet fellow pilots from other clubs. To find out about regional events this season, make contact with your local RTO Sports.

G Dale has now been confirmed as the visiting international coach this year. G competes regularly at World events for the British Gliding Team and is a regular coach at Omarama NZ. G will be here for three weeks over October and November. Peter Trotter has arranged a tight coaching schedule for him. Places are limited, so those who haven't already applied should contact Peter as soon as possible.

[ANITA TAYLOR csc@sec.gfa.org.au](mailto:ANITA.TAYLOR@csc@sec.gfa.org.au)





## BETTER SAFETY REPORTING

In this first message in our new magazine, President Phil McCann focuses on the critical topic of safety and, essential to a safe operating environment, accident and incident reporting.

Over the past couple of years, the GFA has been developing a Safety Management System to ensure that safety is a primary aspect of our activities. A critical part of any safety system is a process to help us learn from accidents and incidents, and use that experience to develop strategies and practices that mitigate similar risks in the future.

Gliding accident and incident reporting has been a requirement of both the GFA and the Australian Transport Safety Bureau for many years. Reported information has been used to inform the development and ongoing review of operating procedures. Summary details were formerly published in our magazine and are now published on our website.

Unfortunately, there is evidence that

***"The 'just culture' principle . . . education, training and improvement rather than punishment"***

over time the practice of reporting has suffered a decline. A comparison of information about insurance claims with reported accidents and incidents reveals a marked lack of correlation. Similarly, the amount of anecdotal evidence circulating about unreported occurrences suggests that opportunities to learn from experience have been lost.

We need to encourage a structured reporting process that allows members to learn from accidents both individually and collectively, to help analyse trends, in turn supporting the development of better training and operational processes and procedures.

As part of its Safety Management System, GFA has adopted the principle of a 'just culture' in handling occurrences with adverse safety outcomes. The 'just culture' principle recognises that while only a small proportion of unsafe human actions is deliberate, such as criminal activity and negligence, and deserves penalties, a blanket amnesty on all unsafe acts would lack credibility and be regarded as counter to natural justice. Instead, an atmosphere of trust in which people are encouraged and rewarded for providing safety related information is preferable and would include clearly drawn lines between acceptable and unacceptable behaviour. A just culture of this kind allows genuine human errors to

be handled in a non-judgemental and supportive manner while wilful violations are treated appropriately.

Furthermore, members reporting accidents and incidents can expect that any response to their part in the event will be treated fairly and justly, with a focus on education, training and improvement rather than punishment. Our accident and incident reporting processes are currently under active review with the aim of moving from a conventional reporting format to an on-line system that will streamline the process and provide a sound, effective basis for analysis. As the system develops we will update the information and resources on our website.

Reporting should not be limited to flying operations only. Any occurrence during gliding club activities which has had, or the potential to have, an adverse safety outcome should be reported to ensure that we can all learn from it. I encourage all members who might be involved in a safety related occurrence to ensure that a report is submitted. Safe soaring.

PHIL MCCANN PRESIDENT



### FAI GLIDING BADGES

TO THE 31TH MAY 2011

<b>A</b>		
CHRISTIAAN VAN MERWE	11686	GCV
<b>A B</b>		
RUBEN REY	11687	SOUTHERN CROSS GC
SOPHIE MONEMENT	11688	QLD AIR TC
<b>C</b>		
ANTHONY FRANKS	11675	BOONAH GC
<b>A B C</b>		
MARTIN RULE	11681	SUNRAISIA GC
ROBERT GOULD	11682	D.D.S.C.
PETER BRADSHAW	11683	NARROGIN GC
GERNOT GREGORY	11684	G.C.W.A.
IAN PHILIP	11685	ADELAIDE SC
<b>SILVER C</b>		
JOHN EDDY	4757	KINGAROY GC
<b>GOLD C</b>		
GERNOT ROSCHE	1170	BRVERLEY SC
<b>DIAMOND HEIGHT</b>		
GERNOT ROSCHE		BEVERLEY SC

## 60 YEARS OF FAI GLIDING BADGES

Beryl Hartley and Marcia Cavanagh in the secretariat have started to enter the 60 years of gliding badge history into an electronic data base, aiming to enter the estimated 11,700 gliding certificates, 4,750 Silver C and 1,170 Gold C badges before the end of the year.

Beryl said she will be sorry to move from the traditional leather bound books that have held the records of all badges issued in Australia. She said, "When the task is complete I hope these historic books find a home in a gliding museum worthy of their legacy."

The winter period is a good time for clubs to organise an Official Observer test night to organise a group to ensure that your club has a supply of observers ready for next season. The application form and

### POZNAN AERoclub REACHES OUT TO AUSTRALIAN JUNIORS

The Poznan Aeroclub in Poland has been involved in a pioneer program of teaching gliding at their local secondary schools. Over 200 students from age 16 to 18 years have participated in these gliding courses. Each autumn the schools organise a students' camp at the Bezmiechowa mountain club.

After visiting Narromine on one of their club camps and experiencing the wonderful hospitality of Narromine Gliding Club, the Poznan Aeroclub have extended an invitation for Beryl Hartley and four young Australian gliding students to attend the camp from 21 to 30 October 2011. They have generously offered to cover all expenses during the camp, leaving only the airfare to Poland for the participant to pay.

The Sports Committee, with the help of NCC Junior Representative Andrew Maddocks, is coordinating the applications and selection of up to four 'Joeys' to attend.

If you are interested and meet the following criteria -

test paper are on the GFA web site under sport/document/forms.

The GFA office has set up new payment options for badge and record claims. Pilots can pay online with a direct bank transfer. Log on to the GFA site and follow the links in the sport section to complete payments for badge, official observer rating, renewal or issue of a competition licence or for record claims.

The office records this payment advice for their staff, but pilots are asked to include a note when posting their paperwork to advise that payment has been completed online. Also, Beryl has a few incomplete claims remaining at the end of the season. She will be contacting the pilots concerned in the next few weeks to clear up outstanding business.

- Are 20 years old or under;
- Have at least five hours solo;
- Are able to take approximately two weeks off to attend the course; and
- Have the support of your family/club.

Please contact Andrew Maddocks at [andrew\\_maddocks@yahoo.com.au](mailto:andrew_maddocks@yahoo.com.au) for application information. Information will also be available on the Joeyslide 2011

Facebook page and the Australian Junior Gliding Club website [www.ajgc.org.au](http://www.ajgc.org.au). Sending equal numbers of boys and girls would be ideal, so everyone is encouraged to apply, particularly if you are keen or progressing through your Certificates. GOOD LUCK!



### GLIDING FEDERATION OF AUSTRALIA INC Airworthiness Inspection FORM 2 AND C OF A NOTICE

- ☐ A Form 2 inspection is due. \$172\* payment is enclosed.
  - ☐ The C of A requires renewal. \$44\* payment is enclosed and the existing C of A document is returned.
  - ☐ Initial registration package is required. \$416\* payment is enclosed.
- \*Fees include GST

#### Payment method:

- ☐ Cheque ☐ Credit Card ☐ Direct Deposit
- For Direct deposits:  
BSB: 013-442 Account No: 304729562

For Online Payment:  
[www.gfa.org.au](http://www.gfa.org.au) then go to Member Services/Store

#### A) DOCUMENTATION REQUEST

- ☐ Please send me a transfer of ownership document.
- ☐ Please send me a change of registered operator document.

Aircraft Type .....

Registration marks VH- .....

Address to which documents are to be sent is:

Name .....

Address .....

State ..... Postcode .....

Forward to: The Gliding Federation of Australia  
Level 1/34 Somerton Road,  
SOMERTON VIC 3062  
Email: [Assistant@sec.gfa.org.au](mailto:Assistant@sec.gfa.org.au)  
Fax: 03 9303 7960





# ADELAIDE SOARING CLUB

This is the first in a new series of Club Profiles. Each issue we will give the history, and flavour of one of Australia's 80 GFA associated gliding clubs.



The Northern Expressway is being constructed across the corner of Gawler airfield and new hangars have been constructed. The old clubrooms are next to the trotting track.

Adelaide Soaring Club is one of the oldest clubs in Australia. The club faces many challenges and dilemmas moving into the future. Geoff Wood tells us about the trends and issues and the new directions ASC are following which may provide interesting ideas for other clubs

## HISTORY

The Adelaide Soaring Club was established in 1944 and is rare in that, after so many years, some of the founders are still members. The features of the newly established club were common to many such organisations of the time – a membership of young enthusiasts, not much money but the

skills to build the gliders, winches, buildings, and almost everything else they needed, for themselves. Some of the club's gliders from this early period are still part of the Australian gliding movement, such as the one-of-a-kind Altair and Grunau Baby GHM.

During these years, members of the club contributed much to the development of gliding in Australia. People from our ranks served as GFA President, editor of Australian Gliding and in numerous other positions. The National Gliding School was held each year at Gawler, and later the glider factory of Edmund Schneider was located on the Gawler aerodrome.

In common with the rest of the movement, the club prospered in the 1960s using Schneider gliders and then went through a boom in the 1970s with the boost from the 1974 World Gliding Championships at Waikerie and the advent of glass fibre gliders. In the 1990s member numbers declined and the steady turnover of gliders slowed. Both these trends have now been arrested and the club is prospering, but with some changed emphases.

## TRENDS

These basic facts introduce you to our club, and also reveal trends that may be common to other gliding clubs.

The number of active glider pilots in our club decreased in the 1990s but is now static or increasing a little. A modest

number of new student pilots is balanced by long-time members maintaining their enthusiasm and their contribution. Most of the leadership and governance comes from these older members. A recent President, age 46, was the youngest person on the club committee. Everyone's presence and contribution is valued – young or old – but we recognise the need for more succession planning.

Another important trend is the growing number of private gliders – over 30 on the field at last count compared to one in 1974 – which means less call for club-owned single seaters than in earlier years. However, there has been a great rise in interest in mutual flying, and in high-performance two-seaters generally. The club has responded with the purchase of a DG 1000S and a DG500. Both are extremely popular.

We provide lots of Air Experience Flights, mainly through internet-based gift voucher companies such as Red Balloon. These AEFs provide significant income and, given our location between Adelaide and the Barossa tourist area along a major highway, we could perhaps do even better. However, we have encountered difficulties finding enough people willing and qualified to fly the AEFs, while fitting in all of our students as well. We have had to restrict bookings on some days.

We actively recruit members and have been offering scholarships for young people in recent years. We have set up a charitable foundation arrangement for this purpose using the Australian Sports Foundation as a vehicle, which gives tax advantages to people donating funds for scholarships. However, in common with trends across the country identified in GFA statistics, a large proportion of new members are people aged 40 to 60, who may have more disposable income, be more stable in their location, and now be in a position to do things they've always wanted to do. Perhaps we should be more attentive to that segment of the population.

Members are also actively involved with the Australian Air Force Cadets, who operate from our club and cross-hire a Motor Falke to our club for use by regular members when not committed to cadet use. We hope more future long-term members will come to gliding and our club through the air cadet movement.

Recruiting raises the issue of changes in societal attitudes, perhaps best summarised as an increase in participation but a decrease in commitment. People try a lot of things and move on – they are less willing to spend days standing around aerodromes, attending working bees or sitting on committees. For a big club like ours, this means we need to design packages to suit the various markets. I believe that in the future people will need to either contribute in kind through club effort, or pay financially so work can be done commercially. We are currently investigating how this might be achieved.

## THE FUTURE

Three big issues have confronted our club over the last 15 to 20 years – costs, security of airspace and aerodrome plus balancing paid-for services with volunteer effort.



## DATA SHEET

📍 We are a near-city club. We fly from Gawler, a town on the edge of Adelaide which has a population of over one million people. It takes about an hour to travel from the centre of the city to Gawler aerodrome. Many of our members come from the northern suburbs, nearer Gawler. The aerodrome is steadily being surrounded by housing and businesses.

🏠 Our aerodrome is owned by the local regional council, and we operate it on their behalf.

👤 We have 217 flying members and a total membership of 242. However, not all the flying members are involved in gliding – see below.

🛩️ Our club-owned glider fleet consists of one Grob 103, one DG505, one DG1000S, one Grob 102, and two Discuses. We also have two Pawnee tugs.

🏆 We do a fair amount of training, but ours is also a good cross-country site and we have run many notable competitions including a number of Nationals and the World Club Class gliding championships in 2001. Many past and present champions have been members of our club.

👥 We have a very active Social and House group who organise functions and provide meals. This is an important part of club life.

🌐 Most importantly, we are no longer a club exclusively devoted to gliding. We are a broadly-based organisation which operates gliders, a fleet of Jabiru light sport aircraft and manages the aerodrome for the benefit of members. There are private gliders and private powered sports and vintage aircraft.

[www.adelaidesoaring.on.net](http://www.adelaidesoaring.on.net)  
[adsoar@adsl.on.net](mailto:adsoar@adsl.on.net)  
 Tel (08) 8522 1877  
 Gawler Aerodrome  
 Ward Belt Road, Buchfelde South Australia

Lineup at 1960-61 nationals at Gawler. Front row BG12 Special, Altair, AV36, H17. Photo Peter Killmier.



The club is now a mixed operation with gliders, tugs and Jabirus.

continued over page





Updating the fleet is always an issue. Here, the DG1000S and Grob 103 line up on the runway with the new freeway right next door.

In 1974 a new standard-class glider cost about one year's wages for a skilled worker. Now, the equivalent is approaching double that in real terms. Costs of two-seaters have similarly increased, posing potential issues for fleet upgrades. We have tackled this by specifically putting money aside each month into aircraft replacement funds. It is not just necessity that makes fleet upgrade attractive – members are keener to fly a shiny, new, high-performance glider. Clubs refusing to charge high enough fees to cater for fleet improvements may face a doubtful future.

The cost of tugs is another common problem. We have investigated all sorts of options, but are yet to find anything genuinely better than the traditional Pawnee with a Lycoming.

Overhead costs are always an issue, and this has interacted in an interesting way with fleet shape. About 15 years ago, our members became interested in the club acquiring something with an engine. We had a long debate about whether to buy a modern motor glider or a Jabiru. In the end we chose the Jabiru, not least because of the cost – about half as much as a motor glider – and now operate four of them.

The advent of the Jabirus has had one unanticipated effect, attracting a group of people with no background or interest in

gliding. This has brought occasional tensions, but overall the results are positive. Instead of remaining a shrinking pool of gliding purists, we opted to get involved with the give-and-take of a mixed operation with the benefit of a larger pool of operations to contribute to overheads. A large proportion of club costs are fixed expenses such as public risk insurance, maintenance of the tractor, poison for weeds on the strips and so on. The more contributors we have, the more affordable it all becomes. The key has been to keep the finances of the Jabirus and the gliding separately identified, since each group has been wary of subsidising the other.

The airspace and aerodrome are matters where the price of freedom is eternal vigilance and engagement with the bureaucratic process. We operate in RAAF restricted airspace and have a negotiated agreement with the RAAF and civil authorities that mostly works well. However, as a club near a large city with major airports, we are occasionally subjected to restrictions. The lease on the aerodrome also has to be re-negotiated periodically, causing uncertainty about its longevity. Loss of aerodromes is a common concern across Australia.

We have just finished a four-year period of major upheaval due to a new freeway traversing one corner of our aerodrome. However, after major effort, legal work and endless meetings we have emerged with a good aerodrome and new infrastructure. These days, it is vital that at least one senior club member has the skills to deal effectively with all levels of government.

Lastly, we are continually balancing the business realities of running a large club with our desire to remain true to members sharing a common interest in something they love. We have deliberately avoided the commercial path some clubs favour and tried, with some success, to combine the best of big and small. We hope this will continue into the future.

GA



ASC Slingsby Gull 1 at Gawler with Forbes Walker, Ron Adair, & Bill Selge c1950's. Photo Peter Killmier

## LEARNING TO LEARN

BY CRAIG COLLINGS

The 2011 Squad Week, held near Armidale NSW, helped a number of pilots train and prepare for competition at championships in the US and Germany.

Matthew Scutter, Nathan Johnson, Nick and Andrew Maddocks were in training for the 2011 World Junior Gliding Championships, in Musbach Germany in August, while other pilots present, including Peter and Lisa Trotter, Bruce Taylor and Gerrit Kurstens were preparing for the World Gliding Championships [www.wgc2012uvalde.com] in Ulvalde, Texas. As an invited newcomer, I found the week's training environment was a great opportunity to improve on competitive cross country soaring skills.

The week of training was hosted at the Taylors' farm in Kentucky 35km south of Armidale, NSW. Situated on a plateau at 3500ft ASL, the property is surrounded by rolling terrain, has limited landing options in some directions, higher ground to the north, gorges to the east and is affected by coastal influences. These conditions provided a challenging environment for the juniors' preparation. Peter Temple coached in the Duo Discus, and Brad Edwards served as tug pilot and flew his ASH25. Mandy Temple and Anita Taylor organised and ran the event.

We flew on all six days. The week's weather presented conditions ranging from an overdeveloped sky to sea breeze convergence, and very low stratocumulus to classic high cloud base racing conditions – all of which was great for testing and stretching our abilities. All pilots landed out once or twice as well, even Gerrit in his Nimbus 4D.

From my own point of view, the chance to immerse myself in flying for a week with a group of experienced competition pilots made this event well worth my while.

The small size of the squad week group provided ample opportunity for individual participation, and to discuss such topics as group dynamics, motivation and how an individual's contribution impacts on others.

In a normal competition, even in poor soaring conditions, pilots are motivated to set out on tasks, solve problems and make it home. But squad week, without a competitive element, demands inner discipline to take on tasks when the probability of landing out is high. We saw a great demonstration of this on the first day when Peter Temple and Mathew Scutter, flying together in the Duo, made several attempts to reach a turnpoint even after others had abandoned it in search of better soaring conditions.

Kentucky was chosen as the venue due to its terrain, which is more challenging than the flatter parts of Australia that most local pilots are familiar with. The combination of high ground, rolling hills, smaller paddocks and various areas unsuitable for landing increased the difficulty of the racing tasks, and helped train the competitors' eyes to accurately pick out landing possibilities across the varied country.

### CRAIG COLLINGS

Craig is originally from New Zealand and began gliding only three years ago. He has been a paragliding competitor for 17 years, winning nine national championships and attending four world championships. Craig flies from the Mt Beauty Club and has recently been selected to represent Australia at the unflapped gliding world championships in Argentina in 2013.



I found a couple of interesting opportunities during the week to extend my own flying experience. One was flying in a substantial see-breeze convergence, and the other, a day with a cloud base of 2000ft AGL. In both situations, the group was able to set tasks based on the conditions. The pilots gained valuable experience through adversity and expanded their understanding of what is possible.

While it's natural for people to rely on their strengths and sidestep their weaknesses, whenever Mandy was aware of a pilot's weakness she would create a scenario that put pressure on that weakness. The pilots took the challenges seriously and gained confidence in managing stress, dealing with frustration and maintaining a positive attitude. Typical examples included such requirements as turning left all day, holding at the start for 20 minutes after the others had started, not flying above 3000ft AGL before the start, waiting or holding for 15 minutes on task, sticking electrical tape to wings to simulate bugs, and not turning at all within 5km of any turn point.

Like any other sport, the best improvements in gliding skills come from focused training, not just competing. Pilots need to systematically learn new techniques to bring about specific outcomes. Squad week and other training events present great opportunities to learn and to teach pilots how to extend their own abilities.

Pilots attended Squad Week to hone their cross country skills in preparation for the World and World Junior championships.

Gliders line up at Kentucky near Armidale NSW, waiting for cumulus.





# FLYING THE ASH 30 Mi

Bernard Eckey went for a flight in the prototype of Schleicher's new open class glider just days after its maiden flight.

I recently combined an annual trip to friends and family in Germany with a few days at the AERO trade fair in Friedrichshafen, a true Mecca for sport aviation enthusiasts. This year the new ASH 30 Mi was its star attraction. I had hardly arrived and not even completed my first walk around the prototype when I was invited to test-fly the latest addition to Schleicher's fleet of gliders. To say that I was delighted is an understatement and just two weeks later I was on my way to Poppenhausen, a small village near the historic Wasserkuppe Mountain – a famous area among gliding enthusiasts. This is where gliding really took off some 80 to 100 years ago and where Schleicher has been building gliders ever since.

WORDS AND PHOTOGRAPHS: BERNARD ECKEY

ABOVE: The ASH 30 flies with Schleicher's single seat Open Class glider, the ASH 31.

## AUTOMATIC CONNECTIONS

"We have to rig the ASH 30 before you can have some fun in it," said one of the Schleicher boys on my arrival. This was music to my ears. I was keen to see how the automatic control connections work and how they would be squeezed into the very thin joint between inner and outer wing. Due to these automatic connections, it took less than half the time to assemble compared to my ASH 25, and the glider was put together in no time. The length of the inner wing has grown to over 6.5m after designer Martin Heide relocated the airbrakes from the outer to the inner panel. While this made them significantly heavier at 110kg, the outer wing panels are much lighter, less than 50kg. Owners of Open Class aircraft are well advised to invest in a set of rigging aids and wing stands.

Sitting on the open grass strip behind the factory, this totally new Open Class two-seater looks impressive. These graceful birds with their long and slender wings never fail to make the heart of glider pilots beat a little faster. Even a first glance leaves no doubt which family tree the ASH 30 Mi originates from. It has inherited the two-piece canopy and elegant lines of its ASH 25 predecessor.

## SCHLEICHER LOOK

These two unmistakable features give the ASH 30 Mi a typical 'Schleicher look', also evident when looking at the wing.

Although the design is new, it bears more than a little external resemblance to the ASH 25. However, the trend toward an ever increasing wingspan is a thing of the past. Long wings can improve performance at low flying speeds, but there is no denying that they become a hindrance at medium to high cruising speeds. Despite an increased maximum take off weight of 850kg, designer Martin Heide opted for a wing thickness of just 13% and after lengthy computer simulations, he settled for a wingspan of 26.5 meter. As the latest generation of wing sections have a higher coefficient of lift, he was able to keep the wing area down to just 17.1m². Possible wing loadings range from about 40 kg/m² to almost 50 kg/m².

Blowholes on the underside of ailerons and flaps control the boundary layer transition point and allow a laminar airflow over 95% of the wing's lower surface. This adds significantly to the cost of manufacture but the net result is a significantly flatter polar curve and an otherwise unattainable high speed performance. For example, with a wing loading of 49.5 kg/m² at speeds of around 110 kts, the ASH 30 Mi can cruise almost 11kts faster than an ASH 25

## FUSELAGE & INTERIOR

The fuselage is about 30 cm longer than the ASH 25. Schleicher have developed the roomiest cockpit of any glider currently on the market. In flight, adjustable back rests are

standard as are adjustable rudder paddles for both seats. At my height of 1.78m, the rudder pedals had to come all the way back for optimum comfort and my head was still at least three inches clear of the canopy. The new rear seat design is also very comfortable with ample room to move.

The interior is elegant with a new cockpit ventilation system and air vents in the divider between front and rear canopy. The canopy locking mechanism is cleverly hidden inside the canopy frame which contributes to the tidy cockpit appearance. Visibility is improved by extending the front canopy towards the nose of the aircraft and lowering both canopies further into the fuselage structure. A welcome by-product is easier access to the aircraft.

Most impressive of all are the low aileron stick forces. On the ground they are low enough to give the impression that they are disconnected. A fin tank, bug wiper garages, dual engine controls, a steerable tail wheel, a flash light in the leading edge of the fin, additional fuel bladders and solar panels are available as optional extras but a high quality two-pack PU finish is now standard. Wingtip wheels are integrated neatly into the wingtip. Further refinements have also been integrated, too numerous to list.

## TEST FLIGHT

To return to our test flight, by the time we were ready to launch, the wind had sprung up and safety dictated that we

keep the glider in the hangar. Even the following day brought far from ideal conditions. Only at around early evening did company director Ulrich Kremer decide give it a go. Because it was only his second flight in the prototype, he opted not to self-launch but took an aero-tow behind the company tug with the glider engine running at full power. This increased my excitement further. Not only had I never seen a twin engine launch but I was about to experience one in this brand new aircraft from the rather short grass strip right behind the factory.

BELOW: Bernard prepares for a test flight in the new ASH 30 with Schleicher company director Ulrich Kremer.

continued over page







TOP: The flight began with a twin engine launch behind the tug with the glider engine running at full power.

ABOVE: The length of the inner wing grew to over 6.5m after the airbrakes moved from the outer to the inner panel, which made them significantly heavier, demanding a set of rigging aids and wing stands.

BELOW: Bernard sees the 30 Mi at the AERO trade fair Friedrichshafen.



There was no reason for concern - we were airborne in no time, and with both engines running we were climbing at a healthy rate of 9kt or 4.5 m/s. Soon after reaching 1500ft AGL my pilot pulled the yellow knob and we continued under our own steam. Modern rotary engines are a godsend for both the pilot and co-pilot. The one in the ASH 30 Mi prototype proved quiet enough to allow cockpit communication without headsets. I could not help but comment that the vibration free running of this engine is a major improvement on the rough 2-stroke engines of yesterday.

As expected, there was hardly any sign of lift after the engine was turned off and tugged away. The little remaining turbulence was almost completely absorbed by the soft wing and it felt a bit like observing the beautiful spring scenery from a favourite armchair. Watching the natural bending of the loaded wing is a pleasure - perfectly even and most pronounced near the wingtip, a well proven design that aids in-flight stability without resorting to kinking the wingtips upwards.

## IMPROVED AGILITY

Both of us suspected that the lift had dissipated for the day but after a bit of searching we found a weak bubble coming off the sunlit faces of the Wasserkuppe mountain. Now it was my turn to fly the ASH 30 Mi. Our wing loading was about 48 kg/m<sup>2</sup> and our C of G well within the allowable range. Straightaway I noticed the much faster roll rate and improved agility compared to the ASH 25.

It turned out to be surprisingly easy to get the glider into the core of the last thermal of the day and soon we were climbing just under 1kt. After a bit of trimming the aircraft flew itself and I was only touching the controls sporadically. The low stick forces and the faster aileron response are truly remarkable and will undoubtedly be embraced by Open Class pilots. In the air, it is easy to mistake the ASH 30 Mi for a much smaller glider although rudder forces are

roughly on par with the ASH 25. No surprise here - a 26.5 meter aircraft always needs a full boot of rudder if the pilot wants it to turn quickly.

We were not even at 3,000ft AGL when the lift weakened considerably. For a while I kept trying to milk a little more out of this thermal but to no avail as the sun was already too low on the horizon. With our forward C of G position and wing loading of 48 kg/m<sup>2</sup> it felt most comfortable to thermal at around 60kt. The ASH 30 Mi tolerated a thermalling speed of around 54kt but probably at the expense of losing some feel for the air.

## EDGES OF THE ENVELOPE

The time had come to test the ASH 30 Mi around the edges of the flight envelope. Slowly bringing the stick back in straight and levelling flight reduced the airflow noise to absolutely nothing. At around 48kt the glider went soft on the controls and when the stick was pulled hard against the back stop the aircraft began to buffet. Ailerons control got even softer and at 45 kt the right wing went down gently. Releasing

## DATA SHEET ASH 30 MI

**MANUFACTURER:** Alexander Schleicher  
**TYPE:** Self launching Open Class Two-seater  
**DRIVE UNIT:** MANUFACTURER: Austro Engine  
**TYPE:** Rotary engine with fuel injection and altitude compensation  
**MAXIMUM POWER OUTPUT:** 41kW (55 hp)  
**REDUCTION RATIO:** 1: 2.68  
**PROPELLER:** Full composite construction  
**MANUFACTURER:** Schleicher **TYPE:** AS2F1-1/R153-92-N1  
**FUEL CAPACITY:** 14 liter in fuselage (plus 2 x 15 liter in wing)  
**DIMENSIONS:** WING SPAN: 26.50 meter  
**WING AREA:** 17.17 m<sup>2</sup> **ASPECT RATIO:** 40.89  
**WING SECTION:** DU08-135/15 (with modifications to allow for changing Reynolds numbers along the wing)  
**LENGTH OF FUSELAGE:** 9.3 meter  
**WIDTH OF FUSELAGE:** 0.72 meter (near rear cockpit)  
**HEIGHT OF FIN:** 1.81 meter **EMPTY WEIGHT:** approx. 630 kg  
**MAXIMUM ALL UP WEIGHT:** 850 kg  
**MAX. COCKPIT LOAD WITH FULL FUSELAGE TANK:** 200 kg  
**WING LOADING:** Max 49,5 kg/m<sup>2</sup> Min 42 kg/m<sup>2</sup>  
 (With 70 kg pilot and parachute) **MAX. WATER BALLAST:** 70 kg  
**PERFORMANCE:** (theoretical figures only)  
**VNE:** 270 km/h (146 kt)  
**STALL SPEED:** 73 km/h (at 700 kg)  
**MINIMUM SINK:** 0.42 m/s (at 42 kg/m<sup>2</sup> and 90 km/h)  
**BEST L/D:** around 60 (at 49.5 kg/m<sup>2</sup>)  
**TAKE-OFF DISTANCE:** 450 meter (theoretical figure at MTOW)  
**RATE OF CLIMB:** 2.3 m/s (4.5 kt)  
**RANGE:** 450 km (Saw tooth pattern and with fuselage tank only)  
**RANGE:** 140 km (in economy cruise and with fuselage tank only)  
 In the interest of progress we reserve the right to changes or modifications. AS



a little back pressure fixed the problem straightaway. In this respect the bird is no different to the ASH 25 and we repeated the exercise at bank angles of more than 45 degrees. Surprisingly, the aircraft displayed a very similar behaviour and rather than entering a rapid spin the ASH 30 Mi simply increased its sink rate.

Without a chance of finding any more lift we decided on a few high speed runs along a ridge of the Wasserkuppe. The radar domes at the top of the mountain went past in a flash but even at speeds of over 200 km/h the cockpit noise hardly increased. The new ventilation system has made the cockpit the quietest I have ever experienced in any glider. Continuing at high speed towards the Schleicher factory brought us back to the little airstrip and soon we were on a long final for a landing opposite to our take-off direction. The flaps were put in landing configuration, making a mixer deflect the ailerons upwards for better control at low speeds. For a few seconds the towering pine trees alongside the narrow factory strip created some tension but shortly we were safely back on the ground. We even retained aileron control all the way to the end of the ground roll - an important safety factor, especially for large wingspan gliders and in crosswind situations.

## DESIGN PHILOSOPHY

I was in for another surprise. My pilot asked me to keep the canopy locked while he was extending the engine. Then he pushed the starter button and with a full burst of power he deflected the elevator down and the rudder to the left. The tail came up and within a blink of an eye we were standing at right angle to our landing direction. I had learned something new again. Taxying is possible without the need for a steerable tail wheel.

On arrival at the hangar we were met by designer Martin Heide who had keenly observed our landing and subsequent taxiing. I congratulated him on another top design and told him that I had felt home in the ASH 30 Mi straightaway. I asked him about the design philosophy and learned that he selected not only the latest generation of airfoils but also five

different wing sections, combining near perfect lift distribution with docile flying characteristics. Compared to the ASH 25, the new wing sections feature a coefficient of lift which is about 0.2 higher with the additional advantage of a much smoother lift curve at the top end. This explained the pleasant characteristics we had experienced on our flight.

Martin also reported on flight comparisons conducted with a 60kg lighter ASW 22 during the previous week. He was very pleased that the ASH 30 Mi showed a superior climb performance and he is also convinced that the natural thermalling speed will come down with a slightly more aft C of G. Theoretically the ASH 30 should have an L/D in excess of 60 but Martin is reluctant to release firm figures until further measurements and flight tests have been completed. He is confident that the ASH 30 will outperform the current generation of Open Class single seaters over the entire speed range. Any high speed flight comparisons conducted so far were performed while ridge soaring in mountainous terrain and are therefore not fully representative. Please watch these pages for further news regarding this spectacular glider. **GA**



ABOVE: The two-piece canopy and elegant lines inherited from the ASH 25 give the ASH 30 Mi a typical 'Schleicher look', also evident when looking at the wing.

LEFT: The 30 Mi flies over the Schleicher factory during the test flight.



# THE AUSTRALIAN QUALIFYING GRAND PRIX

WORDS: BRUCE TAYLOR



Picture: Lesley Scott

Bruce Taylor crosses the finish line in 2nd position on the final day followed by Hank Kauffmann, David Jansen and Ivan Teese.

The Australian GP Qualifier took place at Lake Keepit NSW from 20 to 25 March. Originally scheduled to be held at Boonah in southeast Queensland, the competition was moved south due to excessive rainfall during the previous months.

The organisers had originally planned this comp to be flown in Standard class, which they later changed to the 18m class because the majority of potential participants own 18m gliders. We had a small field of very high standard, with only a couple of Australia's best pilots absent.

## NO HUGE DAYS

We were blessed with flyable weather on every day except one, although conditions were quite unstable and moist all week. Some fast flights were completed but almost all of these included a slower, more difficult area to get through. There were no huge days either. The highest speed recorded was 135kph, and speeds remained below 120kph on most other days.



Bruce Taylor in his JS1 launching on runway 32 at Lake Keepit.

I also took on the job of task setter, after a vote before the beginning of the event to ensure that none of the competitors found this to be an issue. Lake Keepit is my home club, and I have been setting the tasks there for competitions for some years now.

The aircraft included a big group of ASG 29s, plus the two JS1s that now live at Keepit, one of which is mine, and also a Nimbus 3DM which flew 'hors concours' (out of competition) for the fun of it. After the extremely wet season we have had it was my first chance to compare the 29 to the JS1 in some proper soaring weather. Two of the 29s were flown by David Jansen and Graham Parker, our two Aussie representatives for the last couple of world comps in the 18m class, so it was a useful comparison.

## RUSH START

The flying provided some days of very close racing, and a couple of days where the field was well spread. Given the weather that we experienced, my greatest impression of the JS1 was the advantage it gave me in feel of the air. There were many times when I was able to quickly centre a climb and even show the 29s where to go, particularly in overdeveloped conditions with a lot of spreadout and big areas of lift. Also, my impression is that the JS1 climbs slightly better at maximum weight than the others. The 29 is still very good in the glide, particularly around the high mid-range speeds of 80 to 100 knots, but overall I certainly felt that I had an advantage.



I began the competition after arriving in a rush early on day one. I have a lot of experience at GP starts, but I arrived at the line much too high and early, and had to pull a desperate sideslip at the last second to get under the line below the speed limit. What a circus! I was awarded a penalty for my efforts – which was rather embarrassing.

## CHASING THE SUN

Most of the flight proceeded as planned, except for the northern turn, which was very overdeveloped and weak. We were all down to treetop height working one knotters as the sun disappeared to the south just slightly faster than we could chase it. We travelled as a group, but getting closer to home I left a climb early with the range to reach a more solid cloud in the first real sunshine, and was surprised to see that the others chose a different direction.

I was rewarded with a solid 4 knot climb, then found a 7 knotter which topped out a thousand feet short of final glide, with little obvious sign of lift between there and Lake Keepit. By choosing my path home carefully I made up the deficit and finished with a healthy gap back to Tom Claffey. This gave me a day win, which was a huge surprise after the traumatic beginning.

## RAIN DAY TASK

The next day was cancelled in the air, due to high overcast and very slow heating. Graham Parker and I decided to attempt the task. Initially we started separately, but came

## FAI SAILPLANE GRAND PRIX FINAL 2011 WASSERKUPPE, GERMANY 23-30 JULY 2011

Bruce Taylor with David Jansen as reserve pilot will represent Australia at the Grand Prix Final.

The Grand Prix will be held at Wasserkuppe one hundred years after the first glider flights took place there in July 1911.

The Wasserkuppe, set on a high plateau in the Rhön Mountains just 5kms from Poppenhausen where Alexander Schleicher is based, can rightly claim to be the home or Heimat of gliding. In 1911 students from the nearby Darmstadt University of Technology flew early gliders there and, during the 1920s and '30s with funding from the German government, rapid advances in sailplane design were made.

From 1920 annual gliding competitions were held at the Wasserkuppe and new records were set for height, distance and duration. In 1922 Arthur Martens became the first glider pilot to use ridge lift there to stay aloft for a lengthy period. Martens founded the world's first glider pilot school at the location.

<http://sailplane-grandprix-2011.aero>



Picture: Lesley Scott



Picture: Lynn Ritchie

together at the first turn under a really gloomy sky. From this point on I was certain that I wasn't coming home. We tracked towards the second turn, where it was about to rain, and were surprised by enough weak climbs to get in and out.

But now it was starting to rain everywhere, and each climb certainly looked like our last as we headed for every slightly brighter patch on the ground. Having company was a huge help. Then out of the darkness came the hint perhaps of a weak street pointing halfway between the final turn and home. We dribbled along it with a few careful turns, until we could just glide home. At this stage the final turn was in heavy rain, and we agreed that we'd pushed our luck far enough and crawled back to Keepit. It was a truly interesting flight for both of us.

The next day brought my worst result – 6th place. It was one of those days when you just don't get up and running. There were 6 knotters around, and I seemed to only be able to find four, except for the last climb of the day, but by then in GP land it was too late. Once again we had very moist air to fly in, and it was David Jansen who made the most of it and took the day win.

continued over page



Picture: Lesley Scott

TOP: Left, Bruce Taylor. Right, Bruce crossing the finish line first in day four.

ABOVE: Brad Edwards on tow. Brad on the grid before launch.





Picture: Lesley Scott



ABOVE: Graham Parker finishes 2nd on Day 4. Graham recounts his Day 5 win at the final dinner.

BELOW: David Jansen finishing on Day 3



Picture: Lesley Scott

### BONUS POINT

For day three we thought the weather might be a little easier to pick, but once again an unexpectedly large amount of moisture was coming into the area. As task setter I was keen to go somewhere new and head north, but as launch time approached it became obvious that we still had to go south-west. The northern area had some high cloud and the sky just looked wet and soggy. We threw in a bonus point that day for the first turn, which was about 35kms from the start.

The start was difficult as the sky cycled just before we were due to get behind the line. This left everybody scrambling to maintain height until start time, and I think most of us left a bit low. Everyone had the bonus point on their mind, but it was difficult to get up and running and I don't think any of us were in a big hurry to dive down to treetop height with a good chance of outlanding just for one point. I lucked out with a surprising 6 knot climb that opened up the opportunity to sneak in for the bonus, followed by flying sweetly into a solid climb straight afterwards. Some days, things just work that way!

### GAINING THE EDGE

We all rolled over one another down the first leg, with some slow, difficult patches interspersed with the odd strong climb. Down at the second turn there was a lot of overdevelopment, and you needed to be patient and careful. Around the turn, and among most of the crowd, I found a good bubble and pulled away from them before everyone joined. This was a fine example of the flying qualities of the JS1, as we were all milling around looking for a climb, and the superb feel gave me the edge.

This gave me a slight lead which I managed to keep all the way home. As we moved north to the final turn the conditions improved, and I found some great runs between the climbs, which by this time were often 7 knots. I saw Brad Edwards there in the other JS1, but just far enough behind that I felt comfortable with my lead. After that it was a fast run home under some reliable clouds.

Day four was certainly my most satisfying, but what a day of ups and downs! It was windy, and pre-start the climbs were slow and showed signs of being broken and sometimes difficult to work. Tom Claffey found quite good wave while we were waiting to go as well, testament to the strong winds up high. Finally, today we could set the task to the north via a bonus point turn, then east and home.

### MOUNT KAPUTAR

The start was messy, when some timing issues, the wind and unpredictable thermal conditions all conspiring to complicate the process. Some of the group crossed the line to the west and connected immediately with strong climbs to get up and running. Graham Parker and I were left struggling, and flew down to about 1500 feet before we finally found something going up. Obviously neither of us was even close enough to see who won the bonus point, but heard that it was David Jansen.

I flew off along the high ground that leads up to Mount Kaputar, which I know full well never works early in the afternoon, and of course today was no

exception. It still wasn't working. All of this meant that by the time the fast guys had turned the northern turn I was about 15km behind, and feeling decidedly out-of-sync with the weather.

Brad Edwards and I were together here and we eventually found a decent climb and were joined by Graham again, only to see the gaggle ahead pull into a monster climb a bit south of our track. At least now we could see how far ahead they were! Out here on the plains the thermals felt better organised, and I worked hard at telling myself that I needed to relax, keep doing my best and that maybe my chance would come – there was still plenty of flying to do before home.

### PROMISING CLOUD

I tagged along around the final turn, knowing that if I continued 'tagging along' I would finish the same distance behind as I currently was, about 12 – 15 km back. Shortly after the turn I watched the gaggle track almost directly for Keepit, but then saw a promising cloud some distance off to the right that I gambled would give a strong climb. It did. A solid 7 knots gave me the jump I needed, followed by a nice run in buoyant air to meet up with the front runners about 50km out from home. This area was difficult again, surrounded by hills and turbulence in the wind, and I picked a couple of scrappy climbs but kept pressing on towards a better looking sky ahead.

Eventually, with about 600 feet to make up, I set off for home and the sky was as good as it looked. I made up the deficit plus some more and had a fast run back to finish just ahead of Graham. That was very pleasing, to go from dead last to first and second. We couldn't believe our luck! It had also been fun to go north for a change of scenery.

### WINDY FINALE

On the final day, the weather looked the best of the week and so I set a task to the north-west, in tune with my aim of varying the task area as much as possible. What a great race this turned out to be! It was blowing pretty hard with some significant streeting straight out on the first leg. I had an early launch and used the time to play with the building lines of lift. There was another bonus point for the first turn, but this time it was 60 km out from the start.

I ran through the northern end of the start line and hooked onto the highway I had been watching. Despite the 3,000ft start, I soon found I was gaining height without stopping. It was a fantastic run, and I swooped around the first turn well ahead of the crowd, with an achieved glide angle of well over 100:1 for the leg. From there I was frustrated by the wind and some broken climbs, until the crowd caught me again, but at this stage I was happy to have the company.

From there until the end of the task it was an out-and-out race. We swapped the lead constantly. The third leg was low over wet ground, but then came good for the final two legs, which were quite fast in improving conditions. I tried to stay in touch with the lead, but about 50 km out from Lake Keepit I was in fourth place, as far as I could see. What could I do to gain ground?



Picture: Lesley Scott

### FINAL GLIDE

Graham Parker was out the front and driving hard for home, and three others were above and just behind me. On final glide now with limited options, I worked really hard at choosing the best line. About 15km from home I had drawn level with Graham, but was now well out to his right, and I had no idea where the others were. As I headed for the final 10km checkpoint I ran through some bad air for just a few seconds, and it looked like Graham found something better. It was all over. At this range I wasn't going to make up the lost ground, and Graham was not going to give it away.

We smoked over the line with all five of us line astern and separated by only a few hundred metres. I was second for the day and a really satisfying first overall. After a couple of years feeling just a little out-of-sorts with my flying, the JS1 is helping me to regain my confidence. The more I fly this glider, the more I love it.

And the Grand Prix? What a fantastic format this is. It is really a racing style that I call 'no bullshit'. No start gate games, very little gagging, no waiting to see who has won the day - simple and fun.

[www.glidinggrandprix2010.com.au](http://www.glidinggrandprix2010.com.au)

GA



ABOVE: Tom Claffey finishing 3rd on Day 4. Tom waiting for launch.

AUSTRALIAN QUALIFYING GRAND PRIX					
#	PTS	PILOT	GLIDER	REG	STATE
1	38	BRUCE TAYLOR	JS1	YZT	NSW
2	29	DAVID JANSEN	ASG29	IDJ	QLD
3	28	GRAHAM PARKER	ASG29	GTF	SA
4	23	TOM CLAFFEY	ASG29	XTK	QLD
5	22	BRAD EDWARDS	JS1	XBE	NSW
6	20	HANK KAUFFMANN	ASG29	YHK	QLD
7	14	IVAN TEESE	ASG29	VIT	QLD
8	6	DAVID WILSON	ASG29	ZDW	VIC



# Specialists in Aviation Insurance



For all your aviation insurance needs. We work closely with the aviation community including organisations such as RA-Aus, GFA, SAAA and HGFA and provide solutions for Aviation groups and industry.

- General aviation aircraft (any and all types including schools and clubs)
- RA-Aus recreational aircraft including schools and clubs
- Helicopter insurance
- Gliders, sailplanes and hang gliders
- Airport operators and hangar owners/occupiers liability
- Aviation liability for organisations
- Non-owners liability insurance Hot air balloons
- And other Aviation related insurances



Call the OAMPS Aviation Team to see how we can meet your specific Insurance needs 1800 025 481

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

## GLIDING AUSTRALIA

NEWS - FEATURES - SPORTS - CONTACTS

CLASSIFIED  
ADS NOW  
ONLINE

The newest gliding magazine on the grid is packed full of great stuff about gliders, gliding and the pilots who fly them.

NOTE If you want to buy or sell a glider, the classified section is now only online

Go to **[www.gfa.org.au](http://www.gfa.org.au)**

and click the classified link on the menu bar



**SOMETHING TO SELL  
TO GLIDER PILOTS?**

**ADVERTISE to the biggest  
geographical gliding  
community in the universe**

**For Display Advertising  
Call 02 9332 2822 or email  
[sean@soaring.org.au](mailto:sean@soaring.org.au)**



# GLIDING AUSTRALIA







GLIDING  
AUSTRALIA



AUGUST 2011

PHOTOGRAPH: STEPHEN SMITH.  
DG1000 GGI IN ORBIT OVER CAMDEN AIRFIELD NSW

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



SEPTEMBER 2011						
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
29	30	31	1	2	3	4
					10 GFA AGM AND ANNUAL GLIDING SEMINAR, ANNUAL DINNER AND AWARDS NIGHT - MELBOURNE	
5	6 SAGA COACHING WINTER LECTURES DI COURSE PART 1	7	8	9		11
					17	18
12	13 SAGA COACHING WINTER LECTURES DI COURSE PART 2	14	15	16		
19	20 SAGA COACHING WINTER LECTURES DI COURSE PART 3	21	22	23	24 QUEENSLAND STATE COMPETITION 24 SEPTEMBER - 1 OCTO- BER, WARWICK - MASSIE AERODROME	25 SAGA COACHING WINTER LECTURES OUTLANDING THEORY - BERNARD ECKEY
26	27	28	29	30	October 1 QUEENSLAND STATE COMPETITION ENDS	2

PHOTOGRAPH: PETER NEWCOMB.  
AARON STROOP IN HIS ASH 25 OVER PIPERS FIELD, BATHURST SOARING CLUB NSW

# WEATHER STATION

WIND | RAIN | TEMPERATURE | HUMIDITY | BAROMETER  
PLUS MORE...

**Australian agent for Davis Instruments**

**ECOWATCH**  
Unit 5, 17 Southfork Drive  
Kilsyth VIC 3137  
Tel 03 9761 7040  
Email: [davis@ecowatch.com.au](mailto:davis@ecowatch.com.au)

*Ask for a free catalogue*

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

# Come and Fly with US!

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

If you want to learn to fly gliders, get cross-country training, fly badge flights, work towards a GPC, or be part of the best gliding club in the country, come to Lake Keepit.

Tel: (02) 6769 7514  
Email: [manager@keepitsoaring.com](mailto:manager@keepitsoaring.com)  
[www.keepitsoaring.com](http://www.keepitsoaring.com)

# SportAviation TOCUMWAL

Experience the thrill of Gliding.

Go Gliding with our friendly team SportAviation Tocumwal  
- Operating 7 days a week. Annual Holiday Park Sites plus hangarage now available. RAA flight training in EuroFox

**DISCOVER THE WORLD ABOVE - GLIDING**

**Onsite Caravan Park NOW OPEN**

[www.sportaviation.com.au](http://www.sportaviation.com.au)  
[flying@sportaviation.com.au](mailto:flying@sportaviation.com.au)

Gate 10 Babingtons Rd  
PO Box 44, Tocumwal,  
NSW, 2714, Australia

Tel: 03 5874 2734  
Mob: 0427 534 122

Having problems with flight record keeping?  
Is your day sheet a mess?  
Does your club treasurer have grey hair?

.....you need **dittolog**

**for clubs**

- automatic wireless day sheets
- wireless pilot and aircraft identification
- accurate wireless flight records
- accurate wireless aircraft logs
- Quickbooks and MYOB integration

**for pilots**

- on-line logbooks
- online IGC files
- online aircraft logbook
- SMS alerts
- product discounts

...learn more at [www.dittolog.com](http://www.dittolog.com)

**QuickBooks** **MYOB**

Swift can now offer the amazing LX 9000 Glide Computer

**BRIGHT** Screen  
Includes **Vario** with needle  
Integrated **Flarm**  
**Factory supported software**  
World wide maps  
**IGC** Logger  
At a price that will surprise you!

**flarm** inside

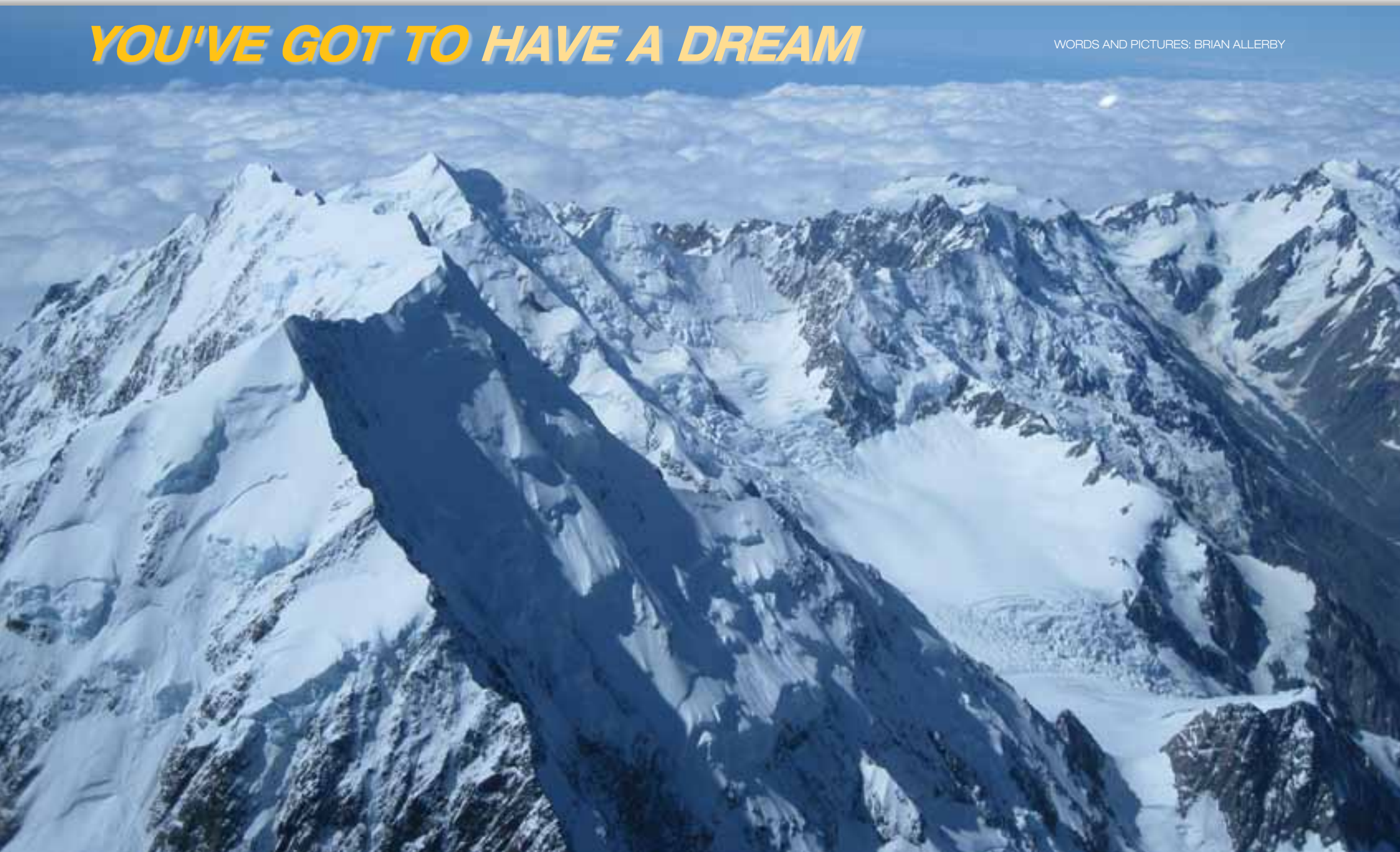
**swiftavionics**

Ph: 07 38793005  
[info@swiftavionics.com.au](mailto:info@swiftavionics.com.au)  
[www.swiftavionics.com.au](http://www.swiftavionics.com.au)



# YOU'VE GOT TO HAVE A DREAM

WORDS AND PICTURES: BRIAN ALLERBY



Ever since I first flew at Omarama in 2005 I have been hooked on mountain soaring. Each year I have worked and saved to get back over there to continue the experience. In January 2011 I was given the opportunity to compete for the Tasman Trophy at Omarama. It was a dream come true.

**ABOVE:** Brian Captures a magnificent view of the dark side of Mt Cook and the Grand Plateau.

The Tasman Trophy is a competition between pilots selected from Australia and New Zealand. The two countries alternately host the event, held annually held during the host country's National Championships. Aggregate scores determine which country retains the Trophy. Its purpose is to create an incentive for pilots other than those already of international status to fly for their country. To be eligible the pilots must not have flown in a World Championships, and all pilots must fly in the same Class of glider.

## WHERE IT ALL BEGAN

The idea of visiting Omarama started as bar talk during 2004 at Kingaroy clubhouse. In 2005, four of us decided to

cross the ditch and take a Gavin Wills mountain soaring course. I'd flown in NZ before on several occasions, but always in the North Island and with no exposure to mountains. At Kingaroy, we have the Bunya Mountains. At 2,500ft above ground, they would be lucky to be recognised as hills in the South Island.

My very first flight at Omarama was with the late Richard Halstead, one of the most inspiring gentlemen I've ever had the pleasure of flying with. My experiences on that first day, and on the last day of the course, are the reasons I want to continue returning to fly there for the rest of my life.

After completing an area familiarisation flight, we had our log books signed out, "Good for solo XC in NZ" and were

allocated a mix of single and dual seaters for the next five days. A typical day on course begins with weather briefing at 10am, followed by lectures, lunch break and more lectures. We finally start launching at around 3pm and have fun in the air until about 7pm. After landing we put the gliders away, walk 200m back to the chalet and go to dinner.

## OMARAMA

Omarama is a small township. It has all the basics – a 4 Square store that sells one of everything, two petrol stations, a few cafes, restaurants, gift shops and a pub. While it is small, it's within a one to two hour drive of many other places of interest such as Twizel, Oamaru and Wanaka.

On that first day, the others caught the wave, but Richard and I had limited oxygen, so we popped up to 12,500ft and let straight down again. The rest of the week was a mix of some wave and local flying. I had two days in a single seater. I spent most of one day at 15,000ft. The world seems fabulous



**LEFT:** Brian Allerby (left) meets his Tasman Trophy rival, Tony Passmore.

## BRIAN ALLERBY

Years old 49

Carpenter

Introduced to gliding 1975 as an Air Cadet

Solo Age 16

Instructor Level 1 1993 Level 2 1994

CFI Kingaroy 2005-2008

Hours prior to NZ comp 1,682

(510 Dual instruction & 1,172 In command)

Privileged to fly 34 different types of gliders

–from Slingby T31 to Duo Discus XL

First competition flown in 1993

Flown at most Qld Easter comps and state titles

since and have consistently been placed

in the top half in Standard Class.

First Nationals championship flown in 2004

from such heights, with no concern except that your toes get cold and feel like a toothache.

It was the last day that changed my life. Having missed out on ridge running all week due to conditions and pilot allocations, I was invited to fly with Gavin. The others contacted wave and headed for Mt Cook. Gavin and I were last to launch. Gavin decided it would be quicker to ridge run up the ranges and then contact wave further on. I was at the controls and that 60kms of ridge running was exciting beyond belief. I was so enchanted by the thrill of learning to fly well in that challenging environment that I have endeavoured to travel there every year since.

After my second trip to Omarama in 2006, I happened to mention to John Buchanan how much I love the place. He suggested that I think about the Tasman Trophy. One neuron in my brain sparked and after some searching I found that, if selected, I might have the chance to represent Australia at Omarama in January 2011.

This thought set a process in place for the next four years. First, I wanted to increase my mountain soaring skills at Omarama. Second, although I was born in NZ, I wanted to represent Australia as an Australian citizen. So after living here for 39 years, voting and serving on jury duty and as a member of the defence force, it was time to become naturalised just in case it came down to a two-horse race for selection.

I sent in my gliding resumé in April 2010 just before the cut off date and kept my crossed. I spent every night for three months studying the Omarama district maps until I felt confident. Then just five weeks before Christmas, after all the cheap airfares were over, I got the nod. It was a scramble to

continued over page





LEFT: Ben Flewett crosses the river on a lay day 4WD excursion.



RIGHT: Retrieving pilots tow the trailer through recent wash outs on a retrieve from the Birchwood strip in the Ahuriri valley.

book tickets, accommodation, car hire and cover all the details, but the friendly people we know in NZ helped us a lot and everything came together at peak season.

## DANGER FACTOR

My allocated glider for the NZ Nationals – a Discus B ‘SE – had unfortunately crashed during the Regionals a month before. The pilot, Alex Marshall, broke both ankles in the incident but has recovered well. Alex has a very candid blog <http://omarama.wordpress.com/2011/01/10/golf-sierra-lima-lessons-learned/> in which he explains how he let himself get into that situation. One of his quotes is, “You may be a perfectly safe and competent pilot, but are you mountain safe?” That quote spoke to me.

Omarama can be a very harsh environment that you have to treat with respect. Flying above 10,000ft is fantastic but it’s when they are close to and looking up at the mountains that most people have come to grief. Fatalities can and do happen. However, I believe that the training I’ve had with Gavin Wills and his world class instructors gave me a good grounding and the ability to experience these conditions safely. It has made the critical difference to how I fly and the decisions I make.

## BEFORE THE COMPETITION

We managed to survive the Boxing Day earthquakes in Christchurch and South Island flooding to arrive in Omarama a week before the comp started. The quakes of 4.2 - 4.9

magnitudes were referred to as aftershocks but believe me, they were scary. Suddenly it made flying in Omarama seem far less intimidating.

My allocated glider was a Discus CS, rego EE. I booked a mountain soaring course, my seventh, with Gavin Wills for the week before the comp. Bad weather allowed only two days in a Duo with Gavin and a day each in an LS3 and a Discus CS, which was almost as much

flying as I had managed in the previous three months in Queensland due to wet weather.

On one of our flights we were treated to a spectacular show performed by a P51 Mustang, joyfully buzzing Minaret Station and running up the steep ridges of the valley. Oh, for a big motor! More was to come with a mock bombing raid on a barge on Lake Wanaka. It was thrilling to watch from 6,500ft. But the highlight of that week for me was achieving a long-held goal of mine – flying a loop in front of Mt Cook, a move which, I suspect, would have knocked my average speed around.

## PRACTICE DAY

Practice day. There was no flying due to a forecast of heavy rain expected at launch time. We were invited to join a 4WD safari around some local turn points and landing strips in a party of four vehicles. It gave me a new perspective on the areas we fly over although, for a moment, I thought it may have been a ploy to take me out back of beyond and bury me.

## DAY 1 3 JANUARY

On Day One of competition, I finally got the monkey off my back. At 10am briefing it was still raining but with a possibility of a reprieve. At re-briefing at 1pm it was still raining but further re-briefing was scheduled for 2.30pm when a decision



ABOVE: Soaring over the top of Mt Cook, Brian takes a look at the Tasman Glacier.

on the day would be made. However, by 2pm the cloud cover was clearing and the sun was shining. The day would be on, and with a 2.30pm grid and 3pm launch, we would still have 6 ½ hours of daylight left.

No slacking off for the tourist. I was the first to launch and managed pretty well for the first day, handling a lot of ridge work and occasional very strong and hectic thermals. We had 224.7km racing with height limits on start and first leg. It was so much fun once I realised about half way around that I should make it home.

On the way home, I arrived low at the Benmore Range – 1,300ft with 20+ kms to go – and screamed home in ridge lift. You would have had to hit me on the head with a hammer to get the smile off my face when I landed.

## SANDFLIES IN THE AHURIRI VALLEY

### DAY 2 4 JANUARY

Day 2 brought promises of a real Aussie thermal day. I was suspicious as I looked at the high cirrus coming and saw that it seemed to be getting thicker. By pre-launch, an easterly was picking up and there was talk of task changing.

I launched alongside Tony Passmore, my Tasman Trophy rival. This was to be our grid position for the duration of the comp.

Out on task, there were some good climbs over the harsh terrain below. While on my way to the first turn point I got fairly low between two pretty lakes.

On the second leg I had to work for every foot of altitude

with ridge work for 60km or more. Flying one-and-a-half wing spans away from sharp rocks keeps you on your toes.

I crossed a few ridges and had to be careful because landing out sites are limited in that area. When I crossed into the Ahuriri through a saddle, I got hammered - 10 knots of sink and sustained. Options were limited and I had to bee-line for a safe landing at the Birchwood strip in the Ahuriri valley with only enough height for one orbit.

Memories of the retrieve through washed out roads and the constant assault of sandflies will take some time to fade. Big thanks are due to my retrieve crew. In all, only four of the 17 Standard Class pilots completed the task, with the rest of the field either landing out or aborting.

## DAYS 3 - 4 6 JANUARY

There was no competition on the Wednesday or Thursday due to wet weather, which the Aussies were blamed for bringing over with us.

The forecast was better for Friday so I re-rigged EE and spent some time giving it a polish. It’s something I like to do with any glider I am in charge of at the comps.

## DAY 5 7 JANUARY

Thermals, ridge and wave will were all forecast winds at 15,000ft of 70 knots. Most of the areas of controlled airspace around Wanaka and Queenstown had been pre-opened to FL175 (17,500 ft). We were all excited. There was gusting wind on the ground of 15-20 kts+. My hat blew off three times before launch.

continued over page







ABOVE: Looking up at Mt Aspiring, the Matterhorn of the Southern Hemisphere, covered with abundant glacial ice, on his way to Mt Earnslaw.

Discussions varied about tactics for the task. Some people considered turning at the second turn point, getting into the wave and heading all the way to Mt Cook, then running downwind to the third turn point and then home.

I'm not sure if anyone did connect with wave but I tried and was not successful. On the ridges I had a good start of 6,800 - 7,000ft and made it half way up the Lindis Valley. I only found one climb in 50kms but the day was on. I ran with my rival Tony for a while and ended up about two feet higher than him after 70kms, so my tail was up, possibly prematurely.

On the third leg the conditions down low felt like the interior of a washing machine with a 22kt cross/tail-wind. I found a good energy line, most likely associated with the weak wave, and tracked to the last turn point, which was across a big valley without much prospect of finding a climb. So I flew across and just touched the circle and headed back very low into the lee of the hills.

Violent thermals reached 12 kts up and 8 kts down, all in one turn. I was glad that I had my water onboard. It took me a long time to work my way up to the ridge top. Then I used the same track I had run in on to head home. Once more I got low over a hill, which I'm told was the site of the first glider launch in NZ South Island. I studied it for about 45 minutes, trying to get enough height to get to the beginning of the Benmore Range on my way home. It was a slow flight and lasted over six hours, but a lot of other pilots had a tough day.

## DAY 6 8 JANUARY

A big day was tasked, not in distance, but over some incredible terrain. I'd heard the run to Mt Earnslaw described as one of the most scenic routes on earth but following it up with leg 2 near Mt Cook was very exciting. Good thermals in the high country were forecast with possible weak wave.

We set off on the task and I was determined to at least keep some other gliders in sight. My first climb was below the ridge on the Lindis pass. Some gliders were flying lower than me. As I struggled to get to ridge height, the thermal went ballistic. I was safe to get to the next climb on the ridges some 30km away.

As I took off I soon realised that I would be on my own - again. I topped up and made the lower hills near Minaret Peaks, then worked the ridges only doing a few turns. It is so totally different to flying in Australia. It feels crazy to be heading up a steep ridge right over the top, getting 6 kts all the way while only 100-200ft above the ground.

I flew less than 10kms past the Matterhorn of the Southern Hemisphere, Mt Aspiring, which is covered in glacial ice. I soaked up the scenery but did not have the time to take even one photograph.

I'll be honest - I made mistakes. The first one was losing contact with the top of the ridges, which I knew was not a good thing to do. I went around the Mt Earnslaw turn point and returned to the Dart River valley. There were big black rocks facing the sun, but I found no lift! I tucked in really close, with more big, black rocks facing the sun but still nothing. I tried the

other side of the valley wall – still nothing workable. My second mistake was only dumping some of my water and not all of it.

I had no success in the valley. The walls are 50 to 60 degrees and sharp. I had to turn around and at best L/D scrambled back to the only airstrip in the valley at a Earnslaw Station. I felt let down until I spotted hundreds of sheep on the nice green airfield and had to pick myself up and re-assess the situation. There was around 80m of clear area at the end of the cross strip into wind and I made a short field landing over a deer fence, scaring a few sheep. You have to be lucky sometimes.

I knew that because I was stationary, my SPOT would alert the comps director that I had landed out. I felt compelled to try and let everyone know that I was safe. I couldn't raise anyone on the radio and tried all channels and even the emergency channel for a relay to Omarama base, with no success. After placing the canopy cover on the glider to let overhead traffic know I was safe, I set out to hitchhike to Glenorchy town which is at the mouth of the river on Lake Wakatipu.

Two very kind rock climbers stopped for me and, finding no mobile coverage around the area, we set off to find a public phone box. I didn't have a phone card with me, but the climbers lent me theirs and I made contact with the competition director, Roy Edwards. An aero tow retrieve was the best option as opposed to a nine-hour road retrieve. It was 7.30pm and I accepted the climbers' offer of a lift back to the air strip.

I was one of seven in standard class to land out that day, and earned the distinction of the longest aero-retrieve so far in the comp. Still, I gave it my all, on my own deep in the mountains. After landing back at Omarama at 9.30pm the local competitors kindly assured me there was no disgrace in landing out on such a difficult day.



## DAY 7 9 JANUARY

Although the day was warm and sunny, it was determined not flyable at launch time. We hung around the airfield doing what the locals refer to as the 'grid squat' for three hours waiting to see if conditions would improve enough for a task. At 3.30pm the day was called off.

## DAY 8 10 JANUARY

Although a better day was forecast and a shorter task was set, it was not to be an easy day. One of the turn points was Siberia, which didn't sound promising. This is not an Easter comps or a regatta. The pilots here fly hard and seem to be fearless. Fortunately, I've been on a number of mountain soaring courses with Gavin, otherwise I would have passed out at the first 8,000ft mountain I got close to. The 'pucker factor' there is incredible.

ABOVE: The tug plane was a welcome sight at Siberia, TP#96 at the upper Wilkins River junction. Brian landed on the Glen Lyon strip.

BELOW: Brian finds the rough terrain demands keeping track of where you are.

continued over page







ABOVE: After landing out at Minaret Burn beside Lake Wanaka, Brian takes in the view on the tow out.

Unfortunately, it was another landing out day for me. I took another aero tow retrieve and landed back at Omarama at 8.30pm. My rival Tony Passmore was sitting pretty now in a comfortable lead to take the trophy. My guts and determination were simply not enough to compete with local knowledge and years spent flying the area.

## DAY 9 11 JANUARY

It was another grid squat with the day called off at 3pm. A few of us decided to take a tow to Magic Mountain to see if we could salvage the day with some personal flying. Unfortunately, the predictions of better conditions in the west were unfounded and we were back on the ground a little over an hour later.

## DAY 10 12 JANUARY

The day was called off at 2.30pm due to inconsistent weather conditions and my chances to catch up on points were diminishing.

I felt a bit guilty in Omarama, having fun while there was horrific flooding back home in Brisbane and surrounding districts. While at the bottom of the hills in turbulent thermals

and no horizon, it crossed my mind that I would rather be in a boat at home helping people save their belongings.

## DAY 11 13 JANUARY

A great day was forecast – blue wave-enhanced thermals to 8,000-9,000ft and possible workable wave. Finally a real racing day!

A start height of 7,000ft was called. While waiting for the gate to open I struck the roughest, strongest thermal I have ever experienced. I could only manage a couple of turns but did note 14.1 on the averager. Some of us knew there was wave around us but despite trying hard during pre-start, no one had success finding it.

I touched the start circle and then climbed to 7,500 ft and headed off to join about seven gliders working hard on the slopes of Magic Mountain across the Ahuriri River from Omarama but could only gain a few hundred feet. All of us were moving around, having a hard time and wondering what we had done wrong. I saw other gliders in the distance but they weren't doing any better. We were stuck for an hour only 30km out.

Finally, an elusive thermal finally developed and I began to climb. Looking down, I saw three gliders below me. I crossed the Dingle, then Lake Hawea and Wanaka, then once again I got low. Very seldom would four gliders land out together, but I watched three land at Minaret Station so I continued on. Scaring a few deer on the ridges, I finally succumbed to gravity 5km further on at Minaret Burn. In the end only one Standard Class glider out of 17 completed the task with another landing only 15km short.

I took another aero tow out along with the three others from Minaret Station. We were all ferried out to a safe release height to get back. It was the best option as the only road in is a rough 4WD track, including a barge to cross the lake. Naturally, while on aero tow at 5pm, a few clouds finally developed the right shape, so I released and cracked into the wave. I spent the next few hours at 13,000 ft, soaking up the view and taking a few snaps.

## DAY 12 14 JANUARY

It was the last day of the Nationals and the forecast was much the same as the day before. The first AAT task of the comp was set. Some pilots were feeling somewhat gun-shy about conditions.

Standard class was launched and we all struggled. Twice I dropped down to 1,000ft AGL with my fully ballasted glider and managed to climb back to launch height. As the field struggled to gain height the Nursery Ridge and Mt Horrible looked like a green reef with marauding white sharks.

Meanwhile the Open Class cooled their heels on the ground and watched the fun. I had a rush of blood when I saw a column of rising dust but it petered out just as I arrived, so I ended up with a re-light along with three others. I had a much



LEFT: As fate would have it, the day after competition brought picture perfect wave conditions to Omarama.

BELOW: Following heavy rain, water was released from Benmore Dam into the Waitaki River, sending a plume of water 30m high.

better time with the second launch. I had intended to run with the Open and 18m Class and get around the AAT by cutting corners. But the sky is a big place and I ended up on my own again.

I got low on the way to the second turn point, and this time I dumped water. I had water management issues all along and struggled to get the right balance. The next thermal took me to 9,000 ft and everything was great again. Having crossed Lake Hawea, I just touched the second turn point circle and ran back to the Dingle, then ran up the highest ridges to climb off the tops to Barrier Range. I will never whinge about thermals being rough or broken in Australia again. The NZ thermals are beauties – my harness pulled so tight it was almost cutting me. You really get thumped around in positive/negative Gs and violent side gusts.

I misjudged my height to arrive on the Newman Range after strong sink of over 10kts. More sink followed with the wind rushing down the valley and before I lost glide, the safest option was to make it to the Maitland strip. Most local competitors elected to cross all the way to the Ben Ohau range, which was working, but I could not be sure of that. The day before I had noticed that strip 320, the closest outlanding option to Ben Ohau, had long grass and was covered in sheep.

I'm sure that I must own some part of the tow plane. I ended up with the longest distance of my fellow out-landers and came 8th for the day.

## TROPHY NIGHT

Bill Walker, while accepting his award, included some very kind words about my having been a great ambassador and putting in a brave effort, which was much appreciated as it had been a challenge to come from the flat country in Queensland to fly competitively in this environment.

I've met some wonderful people and hope to continue to fly at Omarama as often as I can. Even in the eyes of the locals,

the tasks had been big and the comp had been flown under challenging and difficult conditions. But that's what makes Omarama such a great gliding location.

## CONCLUSION

My heartfelt thanks go to everyone involved in getting me there - GFA's International Teams Committee, Gliding NZ for covering the glider hire and registration fees, and Gavin Wills and his instructors for not only teaching me to stay alive but to enjoy the experience. I must also thank all the friendly people we've met who made it a memorable journey.

Congratulations are due to Tony Passmore, the Tasman Trophy winner. The selection committee could not have made two more evenly matched choices. Tony and I had flown an almost equal number of competitions and similar hours, but Tony had the edge on me after flying Omarama most years since 1995. We had a lot of fun. Overall, Tony finished 8th and I finished 10th out of 17, a result that makes me extremely proud. I did my best, stayed safe and managed to beat seven other Omarama-experienced pilots.

[www.gliding.co.nz/latest-news/news/76](http://www.gliding.co.nz/latest-news/news/76) GA



BELOW: Janeene and Brian Allerby accept a gift of a lovely watercolour 'Up the Dobson'.

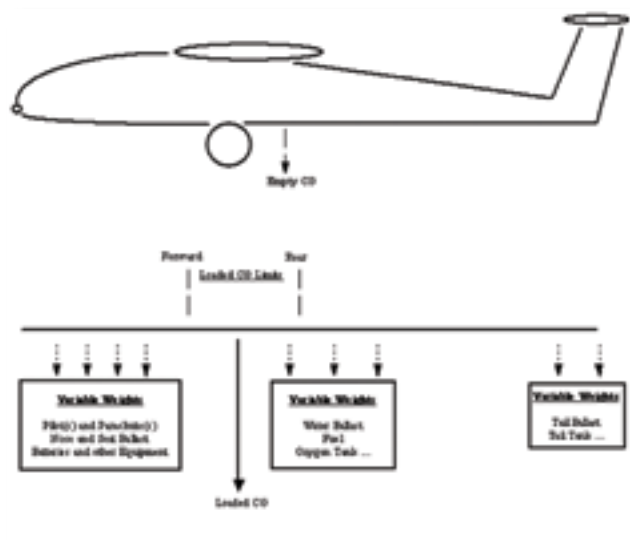




# GLIDER WEIGHT AND BALANCE APPLICATION

Kevin has written a new computer program to perform weight and balance calculations for any combination of flying loads. The Windows application is based on the GFA Form 2 weight and balance scheme, and produces displays, reports and graphs. Related facilities are also available on hand held devices such as IPAQ and mobile phones for use on the airfield to check that gliders are within loading limits before flight. A trial version has been made available to GFA members

WORDS: KEVIN COSGRIFF  
kevin.cosgriff@internode.on.net



Centre of gravity and variable weights are critical to maintaining a controllable attitude in flight.

## BACKGROUND

Several years ago, a GFA member asked me to help replace a Weight and Balance program that had been written for them about 25 years ago. The old program was fairly inflexible and did not cater for the variety of weights that can be included in a modern glider, but beyond this I had no guidance or suggestions on what facilities a new program should provide.

The location of the Centre of Gravity, CG, is critical. Consider a glider suspended in flying attitude from the ceiling by a cord. To maintain a controllable attitude, the cord has to be attached at the exact position of the CG of the loaded glider. In actual flight, the loaded CG needs to be within strictly defined limits close to that exact position. Within those limits, the pilot can deal with the effect of any differences through the controls and the tail trim setting. If the CG is outside those limits, then the glider may become uncontrollable in flight. For example, the pilot may not be able to get enough back stick to flare out on landing or recover from a spin or get the speed back enough to thermal properly. In short, CG position affects safety and performance.

The structural strength of the glider imposes other weight related limits. On the ground, the loads are at 1g and the fuselage supports the wing. In the air, loads are static and dynamic, often at higher than, 1g and the

wings support the loaded fuselage. Thus there are limits on the total weight, called All Up Weight, and on the weight of Non-Lifting components, essentially due to the strength of the wing and the wing/fuselage attachments. The wing and any weights carried inside the wing like water ballast, engine fuel and so on, are classed as 'lifting', regarded in terms of making the wing heavier. Other parts of the glider are classed as 'non-lifting'. In the case of too much weight, the wings risk coming off or part of the structure could fail.

## DOING THE MATHS

Part of the GFA Form 2 process involves taking certain distance and weight measurements for the glider. These measurements allow the glider's empty CG position to be calculated relative to a defined Datum position – typically the leading edge of the wing at the wing root.

The Centre of Gravity Diagram shows a glider and some typical variable weights. In any loaded glider, these variable weights will have certain position and weight values. Using these values and the position of the empty

glider's CG, it is not difficult to calculate the loaded CG position, the All Up Weight and the total Non-Lifting Weight. The calculated values can then be checked against the manufacturer's specified limits to make sure the glider is fit to fly. However, the true effect of a set of more than a few standard variable weights cannot be represented by a simple cockpit placard.

## THE COMPUTER PROGRAM

While a single loaded CG or weight calculation is not too hard, carrying out repetitive, time consuming calculations is tedious and the kind of task computers are good at. My new application takes in basic glider and variable weight details and produces tables and graphs for display or printing. The program inputs are based on the GFA Form 2 Weight and Balance forms and on the three GFA defined weighing models covering the possible relative positions for the weighing points.

Program inputs include details of the glider configuration. Some gliders will need to have all possible configurations treated separately. For example, a glider that can be flown with a 15m or 18m span will have different weight and other limits for the different span configurations. Required

Name	Non-Lifting (N/L)	Arm (mm)	Max Wt (kg)	Max Wt (kg)	Max Wt (kg)
1. Load Pilot	Y	1000	80.0	100.0	8.0
2. Rear Pilot	Y	800	0.0	100.0	8.0
3. Water Ballast	N	100	0.0	100.0	10.0
4. Tail Ballast	Y	3000	0.0	10.0	0.0
5. Fuel in Wings	N	200	0.0	20.0	0.0

Figure 1. Basic Aircraft Data includes variable weights such as front and rear pilot, water ballast, tail ballast and any fuel in the wings.

Figure 2. The second screen of the Weighing Data shows the actual distance and weight measurements according to the GFA Form 2 scheme and your glider's GFA Weighing Model.

Basic Data includes details of all variable weights for a particular glider. These details cover position, weight range, lifting or non-lifting and the manufacturer's specified limits. The user can define any set of variable weights to suit this glider.

Finally, Weighing Data includes the weight and distance measurements used in the GFA Form 2. For printed reports, you may also need to provide details of the weighing itself - where, when, who, scales used, and so on - and make references to supporting documentation such as Maintenance and Flight manuals.

The program's outputs are the empty CG position, tables showing the loaded CG position, All Up Weight and total Non-Lifting Weight for combinations of variable weights, graphs of these values for selected variable weight combinations, and printed reports and graphs.

## PROGRAM EXAMPLES

The examples shown relate to an imaginary glider with registration VH-XXX, of Type XX with 15m configuration. Figure 1 shows the user's Basic Data which includes the variable weights applicable to this glider - front and rear pilot, water ballast, tail ballast and any fuel in the wings. The manufacturer's specified limits for weights and CG position are also entered.

Figure 2 shows the second screen of the Weighing Data. The data here is the actual distance and weight measurements according to the GFA Form 2 scheme. This particular glider follows the GFA Weighing Model No. 1 - that is, the weighing points are the main wheel and tail wheel or skid.

## MOBILE DEVICES

Associated with the main Windows PC program are programs for two different

versions of Windows-based IPAQ devices.

These programs use weight and balance information produced by the main PC program and downloaded to the IPAQ. The device can then be used on the airfield so that, when particular loading details are entered, it displays CG position, All Up Weight and total non-lifting weight, and highlights anything out of limits. A similar application is available for several other mobile devices capable of running HTML and Javascript.

## FUTURE POSSIBILITIES

These programs may be useful to individual glider operators and Form 2 inspectors to record the results of a particular weight and balance and to produce reports and graphs allowing loading conditions to be easily checked against allowable limits. The data is held in a computer file that can be saved and used as the basis for next year's Form 2. Such files could also be sent to GFA and retained, with a potential to create template weight and balance files and provide them to operators for use with Form 2 inspections.

Also, because the main PC program allows the operator to generate an HTML/ Javascript file for a particular glider configuration, the GFA website could provide a repository for such files for use on mobile devices.

Other possibilities include other programmers extending my ideas in new directions and for other platforms. For example, the functions of the current programs could be overtaken by an online GFA system allowing Form 2 inspectors or owners to enter weight and balance measurements online and produce reports and graphs as needed. Operators could then access this weight and balance database remotely, including on the airfield, if they have appropriate internet access. The production and ongoing operation of such a system would be a significant undertaking.

## FREE TRIAL

The trial PC program is suitable for Windows XP and later versions, and is available from the GFA website at [www.gfa.org.au](http://www.gfa.org.au). GFA has as yet made no decision about using the current software and whether or not they might sell it or give it to GFA members.

GA

Variable	Weight (kg)	Arm (mm)	CG (mm)	CG (mm)	CG (mm)	CG (mm)	CG (mm)	CG (mm)	CG (mm)
1. Load Pilot	80.0	1000	80.0	100.0	8.0	8.0	8.0	8.0	8.0
2. Rear Pilot	0.0	800	0.0	100.0	8.0	8.0	8.0	8.0	8.0
3. Water Ballast	0.0	100	0.0	100.0	10.0	10.0	10.0	10.0	10.0
4. Tail Ballast	0.0	3000	0.0	10.0	0.0	0.0	0.0	0.0	0.0
5. Fuel in Wings	0.0	200	0.0	20.0	0.0	0.0	0.0	0.0	0.0

Figure 3 shows one of the possible output screens displaying a calculated table of the weights and cg positions corresponding to various combinations of the variable weights.

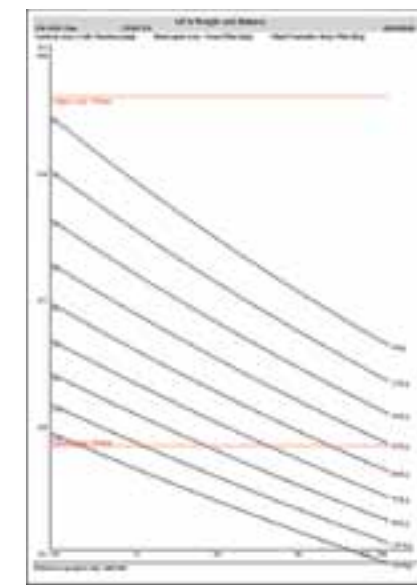


Figure 4 shows a printed graph based on a subset of the data in the Figure 3 Table.



## VINTAGE AND 13.5 METRE RALLY

WORDS: DAVID GOLDSMITH



ABOVE: Peter Rundle takes to the sky over Warkworth in his Scheibe SF-27M.

The Hunter Valley Gliding Club hosted a Vintage and 13.5 metre Rally over the 2011 Easter holiday, based at Warkworth airfield at Singleton, 80 km northwest of Newcastle.

My wife Jenne and I started on Easter Thursday at Central Coast Gliding Club, between Sydney and Newcastle, at the Club's Mangrove Mountain site to help John McCorquodale and Rob Moffat de-rig their pristine K7 VH-GPG to take to Warkworth. Flying at Mangrove Mountain for the first time was breathtaking. An undulating, bent airstrip, the high trees and shortage of safe landing areas outside the airfield boundary demand undivided attention.

### BOUND FOR WARKWORTH

After waving Peter Rundle off in his vintage Scheibe SF-27M, VH-ZOT, also bound for Warkworth, we were treated to flights over the spectacular coastal views south to Sydney and north toward Newcastle. After landing we de-rigged the K7, PW-5 and Arie Van Spronsen's DG-202, stowed them in their trailers and set off for the rally via the historic Great Northern Road.

LEFT: Jenne and Dave Goldsmith rig their Ka6E.

RIGHT: Ian Bogaard is carefully restoring Australia's only Jaskolka.



was having problems getting to Warkworth. Driving the long distance from Adelaide with his Ka6E GGV in tow, his campervan only took him as far as Parkes, where an NRMA serviceman told him it might take a fortnight to replacement his terminally cooked engine.

### UNCERTAIN START

The Rally began with the 9.30am briefing on Good Friday. Serving as weatherman, David Pickles predicted a cloudbase of 6000' and a westerly wind. Peter Rundle took off under his own power in the ZOT in a light westerly breeze while the Ka6E, GEA and the K7 were rigged. The light breeze gradually increased, with occasional gusts getting up to 30 knots. Ken Caldwell arrived with his son Ian and the Cherokee II VH-GLU. We chose not to fly and helped Ken and Ian rig the Cherokee out of the wind in the main club hangar, where there was ample space to store the visiting vintage gliders for \$5 per night.

Peter's SF27M remained the only vintage glider to fly for the day, venturing almost as far as Jerry's Plains. He found the lift broken, narrow, rough and difficult to centre, but occasionally reached 8 knots to a maximum of about 6,000'. A number of good flights were made in club and private gliders in the difficult conditions.

Electric and hand-launched model gliders entertained about 25 people at the clubhouse BBQ in the evening as we watched over a gentle sunset and limp windsock from the front verandah. The party continued around the roaring campfire until late in the evening.

### EASTER WEEKEND

The Saturday weather briefing predicted a promising day - cu with cloudbase about 5,000', low level easterly wind of less than 10 knots, and a higher level westerly wind to keep the sea breeze at bay. A triangular task of about 75km was suggested - Jerry's Plains Airfield, Singleton, Broke and back to Warkworth - go around as many times as you like. Club CFI Nick Wills put on a spectacular aerobatics display in his syndicate RV4 MKW as the gliders were prepared for the day.

Some great flying followed. Peter Rundle in the SF27M ZOT abandoned the set task in favour of exploring further west and went out to Sandy Hollow and back, covering 160km. Jenne took Ka6E GEA around the local triangle for a total of 112km, reacquainting herself with the area where she had learned to fly many years ago. The mines have changed the valley immensely. They may be scars on the landscape, but seem to produce some good thermals. The K7 GPG had a very busy day with John McCorquodale, Rob Moffat, Ray Ash, me and others enjoying good lift under the cu.

On Easter Sunday, 24 April the forecast was favourable with a 6,000' cloudbase possible under scattered cu with light

continued over page



TOP LEFT: John McCorquodale thermals the K7 over the airstrip, at lower right. TOP RIGHT: The SF-27M has its motor extended. CENTRE LEFT: Judges inspect contenders for the Best Wooden Glider award. BOTTOM: Peter Rundle is pleased with the SF-27M's performance.





present but mostly weak. Those who launched early had the best run as the day finished early when the south easterly wind strengthened, bringing with it cooler air and showers over the hills which later extended over the valley. Ken was up for 24 minutes in the Cherokee, the Ka6E GEA was up for an hour and the Ka7 GPG had a couple of hesitant flights before deciding to derig before the weather worsened. Two pilots of fantastic plastic gliders landed out, Mick Webster at Rosemount and Arie Van Spronsen at Jerry's Plains airfield, both managing to do a good distance on a pretty weak day.

The wings and fuselage of Australia's only Jaskolka were on display in the workshop. Ian Bogaard is meticulously restoring this lovely sailplane. He has a long way to go, but everyone is looking forward to its completion with anticipation. With gliders retrieved and derigged and rain setting in, we headed into Singleton for the breakup dinner where Hunter Valley Gliding Club President Morgan Sandercock presented certificates and group photographs. Plans are already underway for next year's event.

## RALLY WRAP-UP

Plans for post rally flying at Mangrove Mountain had to be changed due to forecast heavy coastal rain. Ray Ash helped organise a move inland to Cudgegong Gliding Club at Gulgong. After returning to Adelaide, Eric Sherwin ran out of time to get to the Warkworth Rally, but he did get some great flying at Gulgong, along with Ray, John and Rob with the K7 and Jenne and I with the Ka6E.



TOP LEFT: The Ka6E and K7 show off their graceful, historic lines.

TOP RIGHT: The PW-5 was made for the FAI World Class Glider design competition.

CENTRE: Ken Caldwell is keen to fly his Cherokee II.

CENTRE RIGHT: James Moffat (left) receives his certificate from HVGC President Morgan Sandercock at the rally dinner.

LOWER RIGHT: Vintage gliders line up for a morning flight.

## JASKOLKA DISPLAY

Monday 25 April dawned with the same low 8/8 stratocumulus that we had experienced on previous mornings but broke up about an hour earlier. The wind was forecast a little stronger at about 15 knots from the SE, with a 5,000' cloudbase over the ranges. It proved not to be that good. Cloudbase remained low, about 2,500' (QNH) at best, lift was

## VINTAGE RALLYING

Vintage activity has increased in recent years in Queensland, Victoria and South Australia, but NSW has followed a bit more slowly. A vintage rally was held at Bathurst Club's Piper Airfield in 1983, and another was held over ten years ago at Lake Keepit. Two Kookaburra Konventions were held at Lockhart, home of the Wagga Wagga Gliding Club, some years ago. However, in recent times a number of dedicated Vintage Gliders Australia members from NSW have been making the long trips interstate to feed their passion and enjoy the pleasures of wood and fabric gliding.

## REGAINING AIRWORTHINESS OF BLANIK

To become airworthy once again, the Blaniks have had to undergo some minor modifications. The Supplemental Type Certificate (STC) is in the final approval stage at the European Aviation Safety Agency, and the first modified airplanes are now operational and under permit to fly.

### L-13: STC ADXC-DC-39-001

The European modification to the Blaniks is essentially a short term fix, intended to allow low-hour Blaniks to go back into service for the balance of their original lives. A similar project is underway in Argentina, although whether it will proceed in parallel with the European version is uncertain. The designers of these modifications are not looking ahead, nor are they being very realistic. Fixing only the original, critical location of the problem merely transfers it to the outboard end of the doubler.

This sort of modification does not address any life extension beyond the original life of 4,000 hours, which was considered of little use in Australia back in 1978, when we already had Blaniks with more hours than this. It would be of even less use to-day.

### THE LLEWELLYN L-13A1

The Llewellyn L-13A1 modification is essentially a substantial reinforcement of the wing structure to reduce the working stress levels to significantly extend the fatigue life. It takes the life to 12,000 hours or 50,000 launches if launched mainly by aerotow, or to 11,250 hours or 45,000 launches if launched mainly by winch.

Preparations for a re-introduction of the Llewellyn modification in Australia, however, involve an application to CASA for a fresh STC for the 'productionised' version of the modification, which CASA will process regardless of the European modification. The manufacture of parts has recently received its Production Certificate, so the application is progressing.

Owners will get out of this modification what they put into it. The full L-13A1 modification costs about double the end cost of installing the European reinforcement, but it will produce a structurally overhauled glider with a fresh Form 2, plus a new weight and balance. The company that has been set up and licensed to implement the modification expects they will be able to provide for a total pilot weight of around 180 Kg, including a 7 amp-hour battery installation.

The downside of the European solution is that it will make the full L-13A1 mod more costly, or perhaps impossible, to perform when aircraft with it come to the end of the fairly limited life it provides.

It may be assumed that continuing the attitude producing



A Blanik sits poised for flight near the airstrip at Mt Beauty.

the fatigue failure may inevitably lead to another structural failure and further grounding of the fleet, given the limited protection that the European modification provides. However, the full L-13A1s - which may be designated 13A2s - can still be expected to qualify for an exclusion, because their reinforcement is much more extensive, largely replaces and does not rely on the integrity of the remaining original material in that section of the spar.

We are also investigating possible ways to make EASA ADs relating to structural fatigue non-applicable to fully-modified Australian Blaniks. By the time this goes to press the Armcom expects to have modification of the first aircraft well underway. Registered owners or operators who wish to evaluate the viability of modifying their Blanik to L13A2 should contact **GEORGE MARKEY ON 07 4151 7034**.



The Blaniks can regain airworthiness either through reinforcements to existing material, or with newly manufactured parts.



## INSTRUCTING WOMEN PART 1

WORDS: HUGH TURNER

### PERSONALITY TRAITS AND LEARNING PREFERENCES OF THE SEXES



This month's article about Women in Gliding concerns gender disparity among glider pilots around the world. Hugh Turner's observations in this segment have been gained from his long career instructing both men and women. The full article first appeared in Soaring NZ.

ABOVE: Pam Kurstjens flies in the Open Class at the 2009 NSW Gliding Championships

BELOW: Jenne wears her Australian Women in Gliding shirt.



Males overwhelmingly outnumber females in aviation. This is often remarked on by visitors to our airfields. However, noticeably talented women work in all spheres of aviation - practical, instructive and administrative. At my airfield four highly talented professional women are currently immersed in aviation. Their skills and dedication measurably eclipse those of most of the many more men also present.

Perhaps we should think less about gender and more about the personality traits and learning preferences of people who are attracted to aviation. These traits in themselves become the filter of those who will or will not find motivation, stimulation and satisfaction in pursuing aviation as a career or recreational pursuit.

Even uncomplicated aircraft flown VFR still require a surprisingly broad range of analytical, academic and practical skills. An attraction to and success in aviation requires a personal preference and aptitude in understanding several sciences including meteorology, engineering, design, aerodynamics and navigation. Further personal

assets for aviation are an understanding of technology such as modern equipment and materials, instrumentation and computing, as well as the finesse and undefinable artistic qualities related to aircraft handling, refined situational awareness, and the ability to multi-task and make quality decisions while constantly on the go. This is a broad range of skills to expect any individual to embrace successfully, skills that will not be learned without significant investment in money, time and effort. Having a weakness in any of these disciplines may at best impair satisfying progress to aspiring aviators and at worst leave them dangerously exposed in a 3D environment not natural to our species.

It may be that aviation is less appealing to women not because they cannot embrace this broad range of skills, but are unwilling to embrace them all at the same time.

The recreational gliding instructor is tasked with producing safe pilots by encouraging and nurturing knowledge and skills while inspiring confidence and ambition. Our students may be aged from the early teens into their 60s - occasionally even older. What are the most appropriate learning methods to deliver to this disparate group of enthusiasts? Such questions may remain unanswered, but I have some observations to offer and further questions to ask.

#### COMPARISON WITH OTHER ACTIVITIES

Is aviation in general and gliding in particular attracting similar numbers, more, or less women than other activities comparable in perceived reward, risk, expense, adventure

with uncertainty of outcome and accessibility? It seems to me women are well represented in many alternative activities, although none seem to require the same broad skill base required by aviation.

#### FINANCIAL PRIORITIES

In general, do women prioritise financial matters differently than men? Are they more or less responsible and cautious about committing significant financial resources away from domestic necessity to recreational use? It may be that men and women place different values on exploration and adventure and the cost of obtaining those experiences. Career and earning opportunities are still weighted in favour of men. If a lower earning potential affects a woman's financial priorities, it might be more important to her, for example, to invest in home renovations than in private aircraft.

#### CLUB CULTURE

Recreational sporting club culture seems to be dominated by male drive and ego. Is this culture in itself a barrier to female participation? Have men created boys' clubs they wish to keep exclusive to themselves from a need to be a part of what they subconsciously see as a male domain? Do clubs function better with or without including both sexes, and do members behave better or achieve better results in mixed or single company? If men have created clubs for themselves, why have women not done the same thing? Do women find the teaching available at clubs and flight schools acceptable or can they offer alternative ways to maximize their experiences and make the best use of their time?

#### COMMITMENT

Do men and women have different priorities for long-term commitment to recreational activity? Aviating cannot be done well without significant long-term dedication and regular time from one's weekly schedule. Is being immersed to this degree a barrier to female participation levels? When women elect to raise children, it becomes a 20-year full time commitment. Yet their spouses are often happy to manage a dedicated recreational pursuit during this same period of family commitment, so the answer is not clear. While women may delay serious commitment to recreational or athletic pursuit, interestingly it would seem that many women athletes achieve their personal bests after pregnancy and as mothers. Raising children and managing a household, often combined with working at the same time, teaches women significant skills in multi-tasking, time and stress management that may exceed the abilities of their men folk and could prepare them well for flight management.

#### PERCEPTION AND RISK MANAGEMENT

Boys and girls don't get equal exposure to risk activity and its management. Has evolution included the development of an adventure gene that is active in most men, inactive in most women? If it exists, is the relative activity of an adventure gene related to the level of exposure to risk activity during



LEFT: Jo jumps for joy after her first solo flight.

childhood? How much personal risk will women accept in comparison to their male counterparts and how much risk management practice needs to be in place to make an activity more or less acceptable to either party?

#### LEARNING METHODS

It would be useful to identify differences in the way each sex prefers to learn, be taught and process information, in terms of accepting or rejecting teaching methods devised and delivered by their own and by the other sex. Can we adapt our learning preferences to accept alternative methods or will this inevitably compromise our learning ability or confidence? How well do women thrive when being taught by men in a man's world?

Does your club have a teaching style suited to the individual personality traits and learning preferences of its students or does it take a 'one size fits all' approach? The second part of this article, in the next *Gliding Australia*, Hugh Turner highlights essential points about the way women think as pilots, and how instructors can learn from this to support and build their female membership.

BELOW: Women in Gliding gathered in Kingaroy, Queensland.





Club Scene is a place for you to share your club's achievements, events, developments and needs with the gliding community. Please send your club news, long or short, to [magazine@sec.gfa.org.au](mailto:magazine@sec.gfa.org.au) Use this link [www.soaring.org.au/ga](http://www.soaring.org.au/ga) to easily send pictures. Some clubs have been featured here, with a club listing on the following pages.

#### BEVERLEY SOARING SOCIETY



Club members fly Friday to Sunday and on public holidays, launching by aerotow with two tugs, and run camps at the Stirlings. We have 126 flying and eight non-flying members. Our fleet comprises a DG1000, Twin Astir, ASK-21, Puchacz, Cirrus, Astir CS and a PW5. Over 20 private gliders are also based at Beverley.

Facilities include a canteen, a large air-conditioned club-house with a fully equipped kitchen, radio room, a large lounge-room and an outdoor BBQ area. Two 4-bed rooms are available for overnight stays – pillows and sleeping bags required. We also have a members' caravan park with power supply and ablution facilities, aircraft workshops and numerous club and private aircraft hangars. Tel 08 9646 0320, [www.beverley-soaring.org.au](http://www.beverley-soaring.org.au)

#### BOONAH GLIDING CLUB



Aerotows at Boonah launch on weekends, public holidays and Fridays by arrangement, and autotows are also available. With 101 members, ten aircraft including five 2-seaters make up the club fleet, plus 12 private aircraft. Find Boonah 3km along Rathdowney Road, turning left into Depot Road, 07 5463 2630 Tel 07 5463 2630, [www.boonahgliding.com.au](http://www.boonahgliding.com.au)

#### CABOOLTURE GLIDING CLUB



In contrast to challenging Queensland weather that resulted in lost flying days last summer, Caboolture Gliding Club has had a great beginning to 2011. The club signed 16 new members in the first three months alone.

Bringing more good ab initio news, our Blanik VH-GYK returned to service fresh from a 40-year survey in May, one of only two Llewellyn-mod L-13 aircraft currently flying in the world.

Now with three 2-seat trainers, Caboolture is looking forward to producing another new crop of local glider pilots. The Brisbane/Sunshine Coast weather is starting to settle into its usual bright dry winter pattern toward August, historically our best long flight month. Contact Garrett Russell [www.glidingcaboolture.org.au](http://www.glidingcaboolture.org.au)

#### GRAMPIANS SOARING CLUB



The Grampians Soaring Club is located in western Victoria along the Western Highway connecting Melbourne to Adelaide, just east of the town of Ararat. The club operates weekends and public holidays and runs regular camps to the Grampians foothills at Easter and in June, to Donald or Boort in March, and to Port Fairy for

Christmas and New Year.

The club facilities include hangar space for 20 gliders, plus a tug and winch, fuel depot, club house with bunks, showers and toilets, and room for expansion. We have a council owned and managed airfield with a sealed main runway and grass cross strip. The Grampians lie 25kms to the west-southwest, and good soaring and cross country conditions prevail most of the season through the northeast to the west.

03 5352 4240

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

#### KINGAROY SOARING CLUB



The Kingaroy airfield 4kms Sth of town on Cooyar Road, -26° 34' 40" S, 151° 50' 29" E. Aerotows operate on weekends and public holidays and first Thursday and Friday each month. The club's six aircraft include two 2-seaters, and between them, our 68 members own 30 private gliders. Facilities include a bar, canteen, clubhouse, bunkhouse, caravan park, camping, four hangars and a workshop.

0438 179163

[www.kingaroygliding.com](http://www.kingaroygliding.com),

#### LAKE KEEPIT SOARING CLUB

After a wet start, steadily improving weather resulted in an excellent gliding season at Lake Keepit. Many long flights and spectacular climbs in excess of 10knots have been reported.

The Keepit Regatta, our annual introductory cross country competition in February, was well attended. Participants described the event as a great learning experience and social occasion. Pilot Gary Ransby was so impressed that he plans to make the 20-hour drive from Kingaroy Qld



again next year to attend. In March, we held the Keepit Safari, a motor glider tour of western NSW. It was a short event this year but still great fun.

From 19 March we hosted the 18m Australian Qualifying Grand Prix attended by some of Australia's best pilots and notable for Brad Edwards' return to competition. From 26 March we also staged the rescheduled NSW Championships. The competition featured the superb catering of Jan Dircks and Tustra, causing most competitors to reduce ballast as the week progressed.

Training has continued at a high tempo with solos by Sam Bowman and Bruce Paulson, and conversions to single seaters by Lee Braithwaite and Scott Wines. Airfield maintenance is due to improve. The Club now owns a semi-new John Deere tractor, and our entrance road will soon be sealed thanks to a government grant.

We are looking forward to a great winter when we will be operating 7 days per week. Visitors will be most welcome.

Coming major events include:

August – Maintenance Week

October – Tuggie's Ball

October – Speed Week

November – Kentucky Camp

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

#### RAAF RICHMOND GLIDING CLUB



Richmond RAAF base is located 45kms North West of Sydney at -33° 36' 00" S, 150° 46' 48" E. Aerotows are run on Saturdays and occasional Sundays by base

approval. The club fleet has two 2-seater gliders and one single-seater, plus two private gliders. Facilities include a hangar and clubhouse for our 31 members.

02 4587 3512 [www.richmondgliding.com](http://www.richmondgliding.com)

#### SOARING CLUB OF TASMANIA

The Soaring Club of Tasmania operates on private land at Woodbury, which lies along the Midlands Highway about halfway between Launceston and Hobart. Directions to the airfield are sign-posted but we suggest visiting our website before planning your visit.

Club aircraft include a K13, Club Libelle and Pawnee. Among the private aircraft are an Astir CS, Nimbus 2 and Motor Faulke. We are awaiting a resolution for the two Blaniks.

We normally operate weekly on Sundays, all year round, and enjoy varied flying conditions that include thermal, ridge and possibilities for wave soaring throughout the year. The clubrooms house a kitchen, toilet, meeting area and bunk space. We welcome all interstate pilots and offer the use of our club rooms to visitors. [www.soaringtasmania.org.au](http://www.soaringtasmania.org.au)

#### SOUTHERN CROSS GLIDING CLUB



The club's 99 members run operations from Camden airfield with the Sydney Gliding Club. Aerotow and self launch operations run every day except Thursdays with three tugs. Our club gliders include five 2-seaters, along with six private gliders. Hangar sites are available. Other facilities are a bar, canteen, clubhouse, bunkhouse. 02 4655 8882 [www.gliding.com.au](http://www.gliding.com.au),

#### SOUTHERN RIVERINA GLIDING CLUB

SRGC operates from the Tocumwal aerodrome, which is located on the Murray River just 250km north of Melbourne. We can fly seven days a week by arrangement



using a dedicated access gate, and launch with aero tow. With a growing number of instructors, we can cater training for beginners through to advanced cross country soaring with our CFI, Ingo Renner. Our fleet of cross-hired gliders is made up of an IS28B2, a Kookaburra, an ASW15 and a Pilatus, which is currently on cross-hire from the Warring club. We are hoping to have further interaction with the Warring Club and introduce some of our pilots to winch launching.

We have had a very successful season although the weather has not been as good as in past years. Many pilots have returned to gliding and gone solo again after a break of many years and we also congratulate three first solo pilots, Ari Sahlstrom from Finland, Mr Huang from China and Bryan Wilson from Melbourne.

The Easter weekend was sunny with a busy training schedule. Members flew a total of 44 hours in 58 flights and enjoyed a relaxing Easter BBQ.

If you would like to fly with us, contact Ingo or Judy Renner on 0358 743 052 or Mike Burns on 0438 742 914. [www.srgc.com.au](http://www.srgc.com.au) [renner@netspace.net.au](mailto:renner@netspace.net.au)

#### WARWICK GLIDING CLUB

Situated in the Southern Downs region of SE Qld, Warwick Gliding Club offers excellent cross country soaring opportunities. To the east, making up part of the Great Divide, are the magnificent escarpments surrounding Cunningham's Gap and to the north and west extend the Darling Downs, creating fantastic cross country flying conditions. We are located less than 2 hours from Brisbane.

The club aircraft fleet consists of a Puchatek ab initio trainer, a Twin Astir advanced trainer and a recently acquired Discus CS high performance solo glider.

The Club is recognized for the friendly, welcoming camaraderie among our members, and we invite you to join us to share our passion. Contact President Dan Papacek [dan@bugsforbugs.com.au](mailto:dan@bugsforbugs.com.au), 0427 654663. [www.warwickgliding.org.au](http://www.warwickgliding.org.au)



**327 FLIGHT A AFC**

operates from Bathurst Regional Airport. Located at: - 33° 24' 36" S, 149° 39' 06" E, Tel# 0429 485 514. Operations Restricted midweek courses, ADFC and ADF Personnel only - mainly during school holidays. Membership restricted to ADFC and ADF personnel only. Aircraft are leased from Bathurst GC and others. 31 members.

**716 FLIGHT GLIDING CLUB**

Joint operations at Cunderdin airfield with GCWA. Membership limited to the ADF Cadets or members of the ADF and authorised AAFc civilians. Operations weekends, Public Holidays and school holidays. Club aircraft 1 two seater. Tel# 08 9571 7800

**2 WING A AFC**

Operations from Warwick airfield shared with Southern Down GC. Located at: -28° 09' 00" S, 151° 56' 36" E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Other locations as directed by the FLTCDR 229 FLT (AAFC). Operations are aerotow on 1st Sunday and third weekend of every month plus first week of school holidays. Club fleet 2 x two seaters and single seat with Tug. Facilities include own hangar complex. 20 members. Tel# 07 3879 1980. [www.2wgaafc.org.au](http://www.2wgaafc.org.au)

**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. 22 members. Tel# 0412 870 963. [www.augc.on.net](http://www.augc.on.net)

**AIR CADET GLIDING CLUB**

Gawler airfield – Two Wells road Gawler. 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. 13 members. Tel# 08 8522 1877.

**ALBURY COROWA GLIDING CLUB**

Operations from State Gliding centre Benalla. Tel# 02 6025 4436. Flying by arrangement with aerotow from GCV. 3 club aircraft including 1 x two seater, 2 private aircraft. 4 members. Shared facilities with GCV.

**ALICE SPRINGS GLIDING CLUB**

Located at Bond Springs 20km's North of Alice Springs. Located at: -23° 31' S, 133° 50' E. Winch launching Saturdays and public Holidays. 4 club aircraft including 2 x two seaters. Facilities include Club house, camp sites, Hangars, Toilet/shower. 20 members. 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 34° 05' S, 138° 20' E. 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. 49 members. [www.bgc.asn.au](http://www.bgc.asn.au)

**BALLARAT GLIDING CLUB**

15 members operating from the Ballarat airfield. Airport Road Ballarat. 37° 30.7 S, 143° 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.

**BARAMBAH DISTRICT GLIDING CLUB**

Wondai Airfield, 3 km North of Wondai. Located at: - 26° 17' 5" S, 151° 51' 5" E. Tel# 0417 719 979. Winch and aerotow operations weekends by arrangement. 6 Private aircraft. Facilities include Clubhouse, bunkhouse, camping on site and hangarage. 3 members.

**BAROSSA VALLEY GLIDING CLUB**

Stonefield, 16km East of Truro, L 5km, behind Stonefield church, Tel# 08 8564 0240, Location 34° 22' 30" S, 139° 19' 54" E. 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. 7 members.

**BATHURST SOARING CLUB**

Pipers Field - (On Fremantle Rd, 1.5km from Eglinton) Located at: - 33° 22' 53" S, 149° 30' 40" E. Tel: (02) 6337 1180. Aerotow operations weekends and public Holidays. Club has two tugs and 7 gliders including 4 two seaters. Private fleet is 24 aircraft. Club Facilities include: Clubhouse, ablution block, Caravan park with Power, Hangars, Full Kitchen, Dormitory. [www.bathurstsoaring.org.au](http://www.bathurstsoaring.org.au) 91 members.

**BEAUFORT GLIDING CLUB**

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

**BENDIGO GLIDING CLUB**

Borough Road Raywood. Operates weekend and public Holidays. Hanger, workshop, kitchen and club room with Showers and ablutions. Winch launching, own airfield. Tel# (03)5436 1518. Located at -36.5425, 144.2412 The club fleet comprises a two seat trainer and single seat glider. There are 27 other private aircraft on site. 31 members [www.bendigogliding.org.au](http://www.bendigogliding.org.au)

**BORDERTOWN-KEITH GLIDING CLUB**

Western Hwy 5kms west of Bordertown, Located at: -36° 15' 54" S, 140° 42' 42" E, 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. 23 members.

**BOTHWELL GLIDING CLUB**

Operates by arrangement from a property 'Thorpe' at Bothwell Tasmania. Tel 03 6223 7615. Aerotow. 1 Club aircraft and two private. 4 members.

**BUNDEBERG SOARING**

Elliott Gliding field, Childers Hwy Bundaberg, Tel# 0417 071 157, located at: -25° 03' 1" S, 152° 13' 33" E. 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, Caravan park, camp sites, 2 hangars. Grass and sane runways. [www.glidinginbundy.com.au](http://www.glidinginbundy.com.au) 27 members.

**BYRON GLIDING CLUB INC.**

Tyagarah - E side Pacific Hwy, 5km N Byron Bay, entry off Grays Lane, left into Old Brunswick Road and proceed past blue hangars to two white hangars at the end of the track. Located at: -28° 35' 40" S, 153° 32' 30" E. Tel# (02) 6684 7031. Operations are 7 days a week self launch only. The club has 7 motorgliders and 2 private gliders. Facilities include: Clubhouse, kitchen, bathroom, 2 hangars and camping area. [www.byrongliding.com](http://www.byrongliding.com) 31 members.

**CANBERRA GLIDING CLUB**

Bunyan Airfield , 1297 Monaro Highway, Bunyan NSW 2630 (13km north of Cooma, Western side of highway), Located at: -36° 08' S, 149° 09' E. Tel# 0429 523 994. Aerotow operations weekends and public Holidays. The club has 4 aircraft including 2 tow seaters. Private fleet is 11 gliders. Facilities include: Clubhouse, bunkhouse, club and private hangars, Club own the airfield. [www.canberragliding.org](http://www.canberragliding.org) 51 members. Wave flying centre for NSW

**CENTRAL COAST SOARING CLUB**

Bloodtree Road, Mangrove Mountain NSW 2250, located at -33° 14' S, 151° 12' E. 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. 40 members. [www.ozstuff.com.au/ccsoaring](http://www.ozstuff.com.au/ccsoaring)

**CENTRAL QUEENSLAND GLIDING CLUB**

Gliding Club Road, Dixalea, 90km's south of Rockhampton, Located at: -23° 57.233' S, 150° 16.333' E. 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. 26 members.

**CORANGAMITE SOARING CLUB**

Kurweeton Pastoral Co, Kurweeton Derrinallum - Private strip. Tel# 03 5593 9277. Located at: -38° 02' 53" S,

143° 09' 20" E. Winch and self Launch. Club Fleet 1 x two seater, 2 private aircraft. Flying by arrangement. 5 members

**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). Located at: -32° 17' 54" S, 149° 33' 40" E. 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. 10 members.

**DARLING DOWN SOARING CLUB**

McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn S down Mason Rd), Located at: -27° 22' 06" S, 151° 32' 00" E, Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. The club has 7 gliders including 2 x two seaters. There are 26 private gliders. Facilities include: Bar, Kitchen, Cluhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. 100 members. [www.ddsc.org.au](http://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, 61 members.

**GLIDING CLUB OF VICTORIA**

Samaria Road Benalla, Tel# 03 5762 1058, Located at: -36° 33' 06" S, 146° 00' 24" E, 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. 115 members.

**GLIDING CLUB OF WESTERN AUSTRALIA**

GCWA is about 1.5 hours, 160 km's east of Perth, towards Kalgoorlie. -31.6228, 117.2166. The club operates weekends and public holidays, with sealed runways, hangar, club rooms and a fleet of 7 aircraft and Pawnee Tow plane. The club operates from the Cunderdin airfield and can be contacted on 0417 992 806 or see us at [www.glidingwa.com.au](http://www.glidingwa.com.au) The club currently has 61 members.

**GOULBURN VALLEY SOARING**

Lot 2, Tidboald Road Wahring, Located at: -36.415 145.14E. 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). Located at: -29° 40' 08" S, 152° 51' 53" E. 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. 8 members.

**GYMPIE GLIDING CLUB**

Located at Lybong 10 km's sth of Gympie on the bruce Hwy, Tel# 07 3285 3508, Located at: -26° 17' S, 152° 42' E. Winch operations Wednesdays and Saturdays or by arrangement. Facilities include clubhouse and hangarage. The club has 3 gliders including 1 x two seater, 2 private gliders. [www.ggc.gympieglding.org.au](http://www.ggc.gympieglding.org.au). 27 members.

**HORSHAM FLYING CLUB**

Horsham airport – Geodetic Road Horsham. Tel# 03 5382 3491. 36° 40' 12" S, 142° 10' 24" E. 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). Located at: -32° 33' 00" S, 151° 01' 30" E, Tel# 02 6574 4556. Aerotow operations weekends, Public Holidays and one friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. [www.hvgc.com.au](http://www.hvgc.com.au) 54 members.

**LATROBE VALLEY GLIDING CLUB**

Latrobe Valley regional Airport – Airfield Road Morwell. Tel# 0407 839 238, Located at: -38° 20' 94" S, 146° 47' 50" E Weekends, Public Holidays and mid week by appointment. 3 club gliders, 3 private gliders. 4 members.

**LEETON AVIATORS CLUB**

Brobenah - (9km N of Leeton PO, on E of main canal at foot of Brobenah Hills). Located at: -34° 29' 42" S, 146° 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. 7 members.

**MELBOURNE MOTORGLIDING CLUB**

Moorabbin Airfield Located at: -37.977661,145.101671, 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. 2 members.

**MILLICENT GLIDING CLUB**

Mt Burr Road Millicent. Located at: -37° 35' 00" S, 140° 22' 00" E Tel# 0427 977 241. Winch launch operations Sundays or by arrangement. Two club aircraft one two seater, 3 private aircraft. Bar, Clubhouse, Workshop, Hangarage. 9 members.

**MORAWA GLIDING CLUB**

We are a small country gliding club 410 km's North of Perth at 29° 12' 06" S, 116° 01' 18" E. We are a winch club with two 2 seaters and one single, operating when we can and usually by prior arrangement. Morawa Contact - 08 9971 1775, Perth Contact - 08 9387 3654 [derry@primus.com.au](http://derry@primus.com.au), PO Box 276, Morawa, WA 6623. Current membership is 9.

**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. Located at: -36 44, 147 10 Tel# 0417 565 514. [www.mtbeauty.com/gliding](http://www.mtbeauty.com/gliding)

**MOURA GLIDING CLUB**

Location: On Moura-Theodore Rd , 5 mins from Moura, Located at: -24° 37' 00" S, 149° 58' 42" E, Tel# 07 4997 1430. 3 members, operations Sunday by winch. Facilities include Club House, hangar, 1 x two seater.

**MURRAY BRIDGE GLIDING CLUB**

Pallamana (7km from Murray Bridge on Palmer Rd). Located at: -35° 05' S, 139° 14' E. Tel# 0403 318 277 [www.murraybridgegc.com](http://www.murraybridgegc.com) Operations are self launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage. www. murraybridgegc.com 15 members.

**MURRAY VALLEY SOARING CLUB**

Redlands Road Corowa 3km's west of town. Tel# 02 6033 5036. Seasonal professional operation, aerotow or self launch. Located at: -35° 59' 37" S, 146° 21' 12" E. [www.australian-soaring-corowa.com](http://www.australian-soaring-corowa.com) Large hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

**NARROGIN GLIDING CLUB**

Located 8 km's west of Narrogin Township WA on Clayton Road at -32.9277, 117.0828 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 7195 or 0407088314, [www.narroglingclub.org.au](http://www.narroglingclub.org.au) Members76.

**NARROMINE GLIDING CLUB INC.**

Operations from Narromine airfield on western outskirts of town with Soar Narromine. Tel# 02 6889 2733. 7 days a week aerotow operation. Club fleet is leased from Soar Narromine. Private fleet includes 11 singles and one two seater. Facilities include Caravan park, Wi/Fi, Museum, Bistro, Bar, clubhouse, hangar, Kitchen, indoor/outdoor, dining and entertainment area, modern toilet and shower facilities, BBQ area. www.narromineglidingclub.com.au 21 members.

**NORTHERN AUSTRALIAN GLIDING CLUB**

Batchelow adjacent to the township, Located at: -13° 03' 30" S, 131° 02' 00" E. Tel# 08 8941 2512. Operations Saturdays and public Holidays. Aerotow operations, 1 two seater, 3 private gliders. Club House, Hangarage available. 2 members.

**NORTH QUEENSLAND SOARING CENTRE**

Corinda Avenue, Columbia, Charters Towers, Tel# 0428 797 735, Located at: -20° 02' 46" S, 146° 16' 12" E. Operations by winch Sundays and public Holidays by arrangement. 5 Private gliders. 13 members. [www.nqsoaring.org.au](http://www.nqsoaring.org.au)

**PACIFIC SOARING**

Operations from Caboolture airfield 45 km's North of Brisbane on the Bruce Hwy, Located at Located at: -27° 05' 00" S, 152° 59' 00" E. Tel# 1300 667 442. 7 days a week self launching motorgliding operation mainly for AEF's. Hangar and clubhouse facilities. Club has 2 x two seaters. 11 members. [www.comegliding.com.au](http://www.comegliding.com.au)

**RAAF WILLIAMTOWN GLIDING CLUB**

Williamtown airforce base 25 km's North of Newcastle on Nelsons Bay Road. Located at: -32° 47' 42" S, 151° 50' 06" E, 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, Located at: -34° 11' 48" S, 140° 40' 24" E. 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.sportaviationriverland.net.au](http://www.sportaviationriverland.net.au) 6 members. Aerotow operations.

**SCOUT GLIDING CLUB**

Armstrong, (On Morgan Rd, 10km N of Blanchetown, W side of River Murray). Located at: -34° 15' 26" S, 139° 36' 3.3" E Tel# 0418 815 618. [www.airactivities.sa.scouts.com.au](http://www.airactivities.sa.scouts.com.au) Operations weekends and by arrangement. Self launching 2 x motorfaulks. Club House, Bunk house, Full kitchen and dining facilities, camp sites. 9 members.

**SOUTHERN RIVERINA GLIDING CLUB**

Gate 3 Tocumwal Airfield Tocumwal. Operations weekends and public holidays, Launching by aerotow. Two club aircraft and 7 private gliders. Terminal building, Tel# 03 5874 3052. 42 members, www.srgc.com.au Located at: -35° 48' 42" S, 145° 36' 30" E

**SOUTHERN TABLELANDS GLIDING CLUB**

Lockesleigh" Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left onto Carrick Rd, 8km, over railway on right). Located at: - 34° 41' 36" S, 149° 53' 45" E. 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. 37 members.

**SOUTH GIPPSLAND GLIDING CLUB**

Leongatha airfield 8km's south of Korumburra. Tel# 0437 041 709. Located at: -38° 29' 36" S, 145° 51' 36" E 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. Located at: - S34° 10.347, E148° 28.296" E. 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 on town water. 3 members

**SPORTAVIATION – TOCUMWAL**

7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road Tocumwal airport. Tel#0427 534 122. Located at: -35° 48' 42" S, 145° 36' 30" E. [www.sportaviation.com.au](http://www.sportaviation.com.au) 52 members, 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses.

**SUNRAYSIA GLIDING CLUB**

Winch launching Weekends and public Holidays. 3 km's West of Koorlong, Mildura. Located at: -34° 15' 30" S, 142° 03' 30" E. Tel# 03 5025 7335. 22 members, 2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites. [www.sunraysiaglidingclub.org.au](http://www.sunraysiaglidingclub.org.au)

**SWAN HILL GLIDING CLUB**

Nyah (1km N of Nyah on Murray Valley Hwy). Located at: -35° 12' S, 143° 22' E. Winch Launching weekends by arrangement. The club has 2 gliders. Bunk house, caravan Park. 5 members

**SYDNEY GLIDING INC.**

Operations from Camden airport off Camden valley way between Narellan and Camden. Located at: - 34° 02' 24" S, 150° 41' 12" E. Tel# 0412 145 144. Self launch and aerotow operations weekends and by prior arrangement. Club has one two seater and one single. Facilities include: Workshop and hangarage. 10 members. [www.sydneygliding.com.au](http://www.sydneygliding.com.au)

**SOAR NARROMINE P/L**

Operations from the Narromine airfield west outskirts of town. Located at: - 32° 13' 12" S, 148° 13' 54" E. Tel# 0419 992 396. 7 day a week aerotow operation 2 tugs. 10 club aircraft including 3 two seaters. Facilities include: Caravan park with En-suit rooms and showers and air-conditioning. Camp Kitchen self cooking, recreation room with TV and Laundry Facilities. [www.soarnarromine.com.au](http://www.soarnarromine.com.au) 11 members

**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. Facilities include a T hangar. 5 members.

**TEMORA GLIDING CLUB**

Operations from Temora Airfield 2km's Nth of the township off airport Road. Located at: - 34° 25' 18" S, 147° 30' 42" E. 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, Caravan Park, Workshop. 27 members.

**VICTORIAN MOTORLESS FLIGHT GROUP**

Bacchus Marsh Airfield 8 km's south of Bacchus Marsh on the Geelong Road. Operations weekends, Public Holidays and Fridays. Located at: -37° 44' 00" S, 144° 25' 18" E 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. Bar Club House Bunk house, hangarage. Facilities shared with Geelong and Beaufort GC's.

**WAIKERIE GLIDING CLUB**

Operations weekends and by arrangement. 7 day operations December and January. Waikerie airfield 3 km's east of town. 34° 11' 00" S, 140°



# "PILOT READY" by Karen Jackowiak

It was a day like any other Thursday at the Adelaide Soaring Club. My training had reached a point where I could carry out emergency procedures and was ready to make my own decisions. I was aware of the instructor in the back seat but not dependant on him for a safe circuit.



A RANGA scholarship recipient last year, Karen Jackowiak went solo on Easter Sunday at Adelaide soaring Club in Gawler, sent by her instructor Rob Moore.

The day started with two emergency launches. As we lined up on the airstrip for the next flight, my world was rocked when I was informed that 'we' was about to become 'I' for the first time. In other words, I was going SOLO.

I hadn't been expecting this at all. I was sure there were still some items that had not yet been ticked off in my blue book. I'd only had three hours sleep the previous night and the closer I looked, the more convinced I became that the main wheel on GPF was decidedly flat. No, this couldn't be the time for me to take to the sky alone – at least not without a great deal of persuasion.

Gentle but persistent persuasion followed, and after another regular flight with my silent instructor in the back, I reassessed the idea of going it alone. I did all the pre-takeoff checks, closed the canopy and went through the pre-launch checklist.

"Pilot ready?" my instructor asked confidently from outside the glider.

"Pilot ready," I mumbled weakly.

As the instructor walked towards the wing, preparing to take up slack, my confidence drained from me and I called, "Pilot NOT ready!" I pulled the release and, with a small measure of jubilation, opened the canopy as the tow rope tumbled onto the bitumen. Later on, I felt regretful. For the next ten days I pondered the logistics - or was it statistics? - of going solo.

Finally, on a fine Easter Monday in April 2011, I had another opportunity. The checks were completed and this time, although totally apprehensive, I really meant "Pilot ready!"

About four metres off the ground the magic started to set in. I trustingly followed my tug pilot and released at 2000 feet. It all happened as the instructors had assured me it would, although the glider felt alarmingly light as it bobbed along like a cork, on every ripple of the sea of air we call the sky.

When I landed, every fibre in my body was quaking. My right index finger was numb from holding on so tightly to the control stick. But standing outside the glider all alone waiting for the buggy to arrive was a special and intense time of gratitude, peppered with disbelief, and I have to admit a few tears may have escaped before the buggy and its driver bumped across the grass to me.

It is wonderful to have the privilege to fly, and flying alone is one of the most powerful experiences I have ever had. GA

## YOU'RE CLOSE TO GOING SOLO WHEN

- Your instructor chats with the tug pilot before the flight and something unexpected happens during the launch.
- Airspace means more to you than your state of mind.
- Hangar Rash does not mean a skin condition glider pilots get from hangars.
- You have lots of questions, but you know who NOT to ask for the answers.
- Other pilots compliment you on your final turn but say nothing about your actual landing.
- Your instructor's silence during the flight means he's happy - not unconscious.
- You're gliding knowledge has increased but your understanding seems to have decreased.
- 'Watch your attitude' has to do with your angle on final approach not your choice of words while getting there.
- A safe, enjoyable flight is shared by your instructor, not performed by your instructor.
- You question the weather dictum that 'The best thermals are always found after lunch'.
- You believe that you could fly by yourself – until you have a bad day and feel glad that you're not yet **SOLO!**

## PASSIONATE ABOUT SOARING PERFORMANCE



### HIGH SPEED FLIGHT

Bryan Hayhow

gliders@highspeedflight.com.au

www.highspeedflight.com.au

Mobile 0414 672 709

Po Box 293 Thirroul NSW 2515



Australian agent for Schempp-Hirth Gliders and Jaxida Covers

## GFA AGM Gliding Seminar & Awards Evening

**AGM - SEMINAR - DINNER - AWARDS PRESENTATION**

**10 September 2011**

**Best Western**

**Airport Motel & Convention Centre**

**33 Ardlie Street Attwood VIC**

This annual event, to be held in Victoria for the first time in 5 years, is your opportunity to meet and mix with our sport's leaders and management, seek advice and have your say.

AGM start time 10 am, please register by 9.30

Followed by GFA Board Q&A

**Gliding Seminar** 11:30 and run until 17:00

**Keynote Speaker Matthew Scutter**

Matthew has been chosen to represent Australia in Club Class at the 7th Junior World Championships in Germany in August.

**Speakers include:** Dave Smith - Australian Parachute Federation

Mike Close and Henk Meertens - ASAC and IGC/FAI

Alan Patching - Great Escape project

Miles Gore Brown - Club based SMS implementation

Geoff Vincent - Wave and diamond height opportunities in Victoria

More sessions to be announced. See website for details.

### Exhibition

Gliding support services and products

**www.gfa.org.au/imis15/GFA**



**All GFA  
members  
welcome**



# Amys Aviation

**your polish glider agent**

Wes Myszak

mobile: 0408 155 215

email: amysavia@iinet.net.au

**Successor of SZD 50-1 Puchacz.**

SZD – 54-2 PERKOZ  
VERSATILITY

SZD – 55-1

PERFORMANCE

PW6U

ECONOMY

## SZD – 54-2 PERKOZ

**42 max L/D (20 m version)**

37 max L/D (17.5 m version)



**In its 20m version  
it can challenge  
Duo Discus and DG 1000 !  
Fully aerobatic in 17,5m version!**

- easy rigging
- roomy cockpit, great visibility
- easy ground handling
- Even nicer to fly than Puchacz**
- Simplified maintenance
- no more 50 & 250 hourly services
- one piece, classic mount, elevator
- spring loaded trim
- improved canopy lock
- gas strut in place of canopy retractor cable
- standard automotive shock absorber
- hydraulic disk brake (TOST) operated by a lever on the stick
- and there's more... making this glider decisively better than its predecessor

Design life 15000 h

74,950.00 EUR basic config. Ex f.

9,000.00 EUR Avionic AVG Duo trailer Ex f.

## SZD – 55-1

**44 max L/D - measured**

wing loading range 28.5 - 52.1  
empty weight 215 kg !



continues to prove itself as a leader in standard class

2005, Gulgong, 42 Australian Nationals, German pilot, Michael Sommer, wins on board of a SZD-55 the in the 15 m class. There is no error, you did read well : in 15 m class, not in the standard class! In one of tasks, he reached the average speed of 159,55 km/h in a race of 421 km...

2007 Marta Nejfeld of Poland on board of SZD-55 sets up new World Record 163.14 km/h over 100 km triangle

2009 Bennala, 47 Australian Multiclass Nationals, Tom Gilbert finishes in second position in Standard Class

**...widely regarded by experienced pilots as one of the most pleasant high performance sailplanes to fly**

Design life 15000 h

(currently approved to 4500 h)

46,250.00 EUR basic config. Ex f.

6,300.00 EUR Avionic AVG15 trailer Ex f.

## PW6U

**34 max L/D**

fantastic value!



Impress your members with this modern all epoxy-glass trainer

NOW with redesigned rear instrument panel and changed battery placement for more room in the back seat.

- superb visibility from both cockpits
- basic aerobatics ( exemplary spinnig behavior )
- easy rigging
- delightfully easy ground maneuvering

**'...The PW6 proves to be a delight to fly with no obvious vices and is able to perform any of the ab initio exercises when asked to do so'**

Design life 15000 h

200,000.00 PLN Ex f.

approx. 51,320 EUR

8,700.00 EUR Avionic AVG Duo trailer Ex f.

**Improved parts availability thanks to substituting 'hard to get' 30 HGS steel with readily available 15CdV6 (used in A320-A380 Aircraft)**

**'capitalizing on 50 year experience in manufacturing gliders'**



www.szd.com.pl  
other gliders  
available from Alstar:  
**SZD 51-1 Junior**  
**SZD 59 ACRO**  
call agent for pricing



www.szdjezow.com.pl  
other gliders  
available from ZS Jezow:  
**PW5**

call agent for pricing



www.avionic.pl

**Amys Aviation**

www.amysaviation.com

mobile: 0408 155 215

email: amysavia@iinet.net.au

email: amysavia2@mobileemail.vodafone.com.au





AUGUST 2011

PHOTOGRAPH: STEPHEN SMITH.  
DG1000 DGI IN ORBIT OVER CAMDEN AIRFIELD NSW

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
<b>1</b>	<b>2</b> SAGA COACHING WINTER LECTURES BAK COURSE PART 5	<b>3</b>	<b>4</b> FLAPPED PRE-WORLD COMPETITION UVALDE TEXAS USA 4-14 AUGUST	<b>5</b> 7th FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS MUSBACH GERMANY 5-20 AUG	<b>6</b>	<b>7</b>
<b>8</b>	<b>9</b> SAGA COACHING WINTER LECTURES BAK COURSE PART 6	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b> FLAPPED PRE-WORLD COMPETITION ENDS
<b>15</b> SAGA COACHING WINTER LECTURES METEOROLOGY/RASP BRIAN RAU	<b>16</b> SAGA COACHING WINTER LECTURES CASA BAK EXAM	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b> 7th FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS ENDS	<b>21</b>
<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>
<b>29</b>	<b>30</b>	<b>31</b>	<b>September 1</b>	<b>2</b>	<b>3</b>	<b>4</b>





SEPTEMBER 2011

PHOTOGRAPH: PETER NEWCOMB.  
AARON STROOP IN HIS ASH 25 OVER PIPERS FIELD, BATHURST SOARING CLUB NSW

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
29	30	31	1	2	3	4
5	6 SAGA COACHING WINTER LECTURES DI COURSE PART 1	7	8	9	10 GFA AGM AND ANNUAL GLIDING SEMINAR, ANNUAL DINNER AND AWARDS NIGHT - MELBOURNE	11
12	13 SAGA COACHING WINTER LECTURES DI COURSE PART 2	14	15	16	17	18
19	20 SAGA COACHING WINTER LECTURES DI COURSE PART 3	21	22	23	24 QUEENSLAND STATE COMPETITION 24 SEPTEMBER - 1 OCTO- BER, WARWICK - MASSIE AERODROME	25 SAGA COACHING WINTER LECTURES OUTLANDING THEORY – BERNARD ECKEY
26	27	28	29	30	October 1 QUEENSLAND STATE COMPETITION ENDS	2