

# GLIDING AUSTRALIA

Issue 2 September - October 2011 [www.soaring.org.au](http://www.soaring.org.au)



## GRAND PRIX FINALS

**UVALDE** PRE-WORLDS

**COACHING - CALENDAR**

**JOEYGLIDE - LAKE KEEPIT GC - VINTAGE GLIDING - GFA NEWS**











## FROM THE MAGAZINE MANAGEMENT COMMITTEE

Many thanks to all current and future magazine contributors. It is your work and your words that make our magazine what it is and will be.

You will notice we have reinstated the classified advertisements. This came from a small number of emails and a few discussions and feedback from meetings where we had a chance to explore the issue after the first edition. The initial decision to drop this section was discussed at various levels, including GFA Executive, and while it was never unanimous at any stage, we decided to make the change for several reasons.

First, because the magazine was only to appear every two months, we considered that the practicality and attraction of this sort of advertisement may have been lost. Items sold between editions could result in unwanted continued enquiries, for example, as there wouldn't be a way to alert other members. Also, classifieds have lost support in similar bi-monthly journals like 'Sailplane and Gliding'. Another reason was to develop a more immediate, responsive means of broadcasting the availability of products and services through the members' website, even making this interactive over time so that members could maintain their own advert and edit as preferred whenever they needed to.

Interestingly, feedback has suggested that members use the classifieds as much as a measure of current prices and availability across the market, as they do to find specific items on sale at any given time. Whatever the motivations, it seems the market is not yet ready to lose this aspect of the sport in a printed format, so we will let the matter resolve over time.

Content will always be the key to a high quality, interesting read. Ideally, we look for at least two, preferably three, feature articles in each edition. Feature articles are typically 3000+ words in length with five or more images. If we can do this, we are well on the way with each edition. Other articles, particularly technical ones, need to be as complete as possible or include a clear explanation of how to assemble the content. Our preference is for articles submitted as Word documents with images as separate, high resolution .jpg file attachments, perhaps referred to in the text body for position and caption. PDFs and scans are less desirable and scanned images must be at least 300 dpi. Images stripped from websites are not suitable.

### RANGA SCHOLARSHIP AWARDED

The Royal Australian Navy Gliding Association has selected Brooke Anderson as the recipient of the RANGA Scholarship for 2011/2012. The selection committee was impressed by the quality of her writing, referee reports and her enthusiasm and commitment to the sport.

The scholarship is valued at \$1,500 to be paid for flying training at a gliding club of Brooke's choice. The funds cover training including launch fees, club and GFA membership fees. Should she go solo during the period, remaining funds can be used for post-solo training.

The scholarship period is from 24 July 2011 to 23 July 2012. Tim Shirley, GFA Awards and Trophies Officer, has encouraged Brooke to let everyone know how her training is progressing, with occasional articles and pictures in the magazine Gliding Australia, or through

the GFA website. He has also advised her of the Women in Gliding week to be held at Benalla from 27 December to 1 January, where women of all ages and experience levels will be attending including junior pilots. Congratulations to Brooke!

### GFA SAFETY MANAGEMENT SYSTEM

Progress on the SMS project has moved closer to some important milestones in the last few months, including the use of the Aerosafe Iris system and risk profiles.

Many people have been involved in the project over its life, especially the core team including Jenny Thompson, Eric Novak, David Cleland, Dave Donald, Owen Jones, John Hudson and Christopher Thorpe. This is not so much a project but a continued reinforcement and refinement of the strong operational safety focus the GFA has had for many years.

### TIMING

We need more material than we can use for each edition and as early as possible, so we can have confidence that we will have a full edition and can spend enough time on layout, creative design, corrections, advertising placement.

The most asked question is always about the deadline. While contributors want it to be as late as possible to allow them more time to compose, editors need it to be as early as practical to have time to prepare the pages for press. At a certain point it will be too late for copy to be reasonably included. We would like everyone to work to 30 days before distribution, typically about three weeks before going to print. That gives three weeks for all editorial tasks and final assembly. In special circumstances we can stretch that another week, to 14 days before print, but ONLY if we are pre-advised regarding word count, subject and number of images to be supplied. This allows layout and space allocation to continue while the final article is provided. We aim to complete distribution by the first of every second month. Consequently, content deadline is approximately the 7th of each month before the publication.

Keep the stories coming, especially club news and feature articles, and help us maintain the standard of your magazine.

MAURICE LITTLE

GFA CHAIRMAN OF DEVELOPMENT  
[magazine@sec.gfa.org.au](mailto:magazine@sec.gfa.org.au)

David Cleland, Christopher Thorpe and Phil McCann have aimed to bring us one step closer to the use of the Aerosafe Iris system as our Occurrence reporting system. A few technical issues remain to overcome before the system will be ready for use online by our members. It is expected to improve the speed and accuracy of reporting in the future. Members can now download hard copies of the reporting form from the GFA website and send completed forms to the GFA by fax, email or post.

Across Australia, clubs are completing their Risk Profiles and, in a number of instances, are working on plans to mitigate or reduce the risks identified. These risk profiles were highlighted in seminars delivered by the Chairman of the Operations Panel, Peter Gray, across the country in the last year. Other initiatives are underway in the SMS Project, so stay tuned.

## FROM THE CHAIR SPORTS COMMITTEE

In Uvalde Texas at the Pre World Championships and USA Open Class Nationals, it is almost 20 years to the day since Brad Edwards won the 15m World Championships at this site. We have had a little anniversary party with Brad on the 10th. As I was here to share the celebrations in 1991, this trip holds many memories for me.

I'm here crewing for my husband, Bruce Taylor. The weather has been extremely hot and drought conditions still prevail, so the usual overcast mornings giving way to streeting cumulus have been replaced with crystal clear mornings and mostly blue days. It's the first day of the competition, so an article detailing the results should appear in the next issue. You can follow the activity via the blog.

I am also keen to hear how our four Junior pilots went, representing Australia in Musbach, Germany at the Junior World Championships, happening at the moment. Over the last few months, Ross McLean, National Competition Convenor, has been working on the 2011/2012 version of our Nationals Rules, along

with your Pilot Representatives Allan Barnes, Tim Wilson, Peter Trotter, Mike Durrant and Andrew Maddocks. Next issue we will have a summary of the changes for you. In the meantime, you can check the GFA website for the new version of the rules. If you would like a summary of the changes, please feel free to email Ross or myself.

At our next Board meeting, I will be presenting a paper to the Board on the International Teams Reserve, with a view to settling on the new guidelines for the Reserve. My vision is to try to develop the Reserve to enable meaningful funding of our international teams. I've been calling for input, so if you have something to suggest, please contact me.

I've also been meeting with representatives of the Australian Sports Commission. Previously before the 2000 Sydney Olympics push in the mid 1990s, gliding was a funded sport, and I'd like to be able to reclaim some funding and assistance from the commission, for both our coaching and performance outcomes. It won't be an easy task, but I will persist.



For now, I am concentrating on supporting the Australian Team in Uvalde. It's a memorable experience, good to be part of, and if you are interested in competing at World Level, why don't you put your hand up to crew for one of our teams? We can always do with the extra help, and it's a great opportunity to see what goes on at this level of competition.

ANITA TAYLOR

CHAIR SPORTS COMMITTEE  
[csc@sec.gfa.org.au](mailto:csc@sec.gfa.org.au)

## VICE PRESIDENT DAVE BOULTER A PROFILE AND AN INVITATION



worked. I couldn't tell you what type of glider it was today but it looked so sleek and impressive that I just fell in love with it. The year was 1989 and insurance premiums for displays must not have been what they are today. I took a brochure and saved for a year

I started my gliding career in 1990 with a one week course run at Lake Keepit by Ian McPhee and Gary Speight. I had always wanted to fly and was shoved into planes by my Dad at a very young age. I was in the Air Training Corp at 7 Flight Bankstown for a number of years but had never thought of gliding.

What eventually brought my attention to the sport was a display of a glider hanging from a ceiling at Macquarie Centre in Sydney, near to where I

while I supported my young family, and haven't looked back since that time.

Taking a fast forward to 2011, I am now the proud shareholder of a Mosquito and have an interest in a Silent Targa 2 motor glider. Somehow, I have also ended up as an instructor and get a lot of pleasure from passing on what others taught me about our fine sport.

I have a passion for Sports Administration. Across Australia, the two

biggest problems sports face are the larger diversity of sporting options for the size of our population, and the decline in people willing to volunteer as coaches, referees and administrators to enable the sports to continue. At a breakfast meeting for the NSW Department of Sports and Recreation I attended a couple of years ago, an older gentleman asked a poignant question. "Ten years ago I attended a lunch like this and 10 sports were represented at NSW DSR level. Ten years later there are 50 sports represented here. Has the population increased fivefold in the same period?"

We are all dealing with more options and fewer people participating in each option. Presently, I am the Vice President of Southern Cross Gliding Club, President of NSW Gliding and VP of GFA. It's not a case of ego driving the situation, but necessity. While not many volunteers are coming forward, plenty of people will tell you what to do! If you would like to help out on any of these committees, please contact me.

DAVE BOULTER

VICE PRESIDENT GFA





## AGING GLIDER FLEET

The recent issues regarding the life of Blanik and the IS 28/29 series aircraft have generated quite a lot of discussion on aging aircraft and fleet upgrades. I have compiled the following comments from various conversations with members from a number of clubs and backgrounds and while they don't represent all views or address all circumstances, they should provide food for thought for many of our clubs.

The advancing age of operational aircraft is an issue around the world for all sectors of aviation. Many aircraft were never intended by their designers to be in service for as long as they have been and as a result, maintenance difficulties are becoming more significant and the issue of fleet replacement cost is becoming critical. Fortunately, we do not have the absolute costs that the airlines, the military and general aviation are facing but in relative terms, the situation can still be serious for our clubs.

Aging of privately owned gliders and how to address the matter is an issue for the owners. Some will choose to carry on with older aircraft through inability to fund an upgrade, while others will be willing and able to upgrade. Some pilots will opt to continue to own, maintain and operate old aircraft, and enjoy helping to preserve gliding heritage as part of the vintage gliding movement.

The comments here focus particularly on clubs and the two seater gliders used for training and other club use, and which the majority of club activity is based on. The subject falls into three key areas, airworthiness, fleet replacement and member recruitment and retention.

### AIRWORTHINESS

CASA has for some time now been actively engaged with the industry on the broader issue of aging airframes. The concerns they have are as applicable to gliders as to any other aircraft. Our airworthiness system is designed to ensure that any airworthiness problems, age related or otherwise, are picked up and addressed in a timely manner.

There is no reason why a properly maintained older glider should not be airworthy and able to fulfil the training needs of a club. However, they do tend to require more thorough and extensive maintenance, which may mean more down time because parts are often difficult to source and manufacture and people with knowledge and experience of aging gliders can be harder to find. Down time means lost revenue for the club and, more important, lost flying for

members and the trainees we are trying to encourage.

While a solution has been found for the current difficulties facing Blaniks and hopefully will also be found for the IS 28/29s, these circumstances are a warning that something similar could happen to any aircraft type at any time. The greater the age, the greater the possibility for problems.

### FLEET REPLACEMENT

Our records indicate that many clubs have chosen, for many and varied reasons, not to upgrade their fleet over time and are now finding themselves in a position where their key aircraft, the two seater trainers, are seriously outdated and they do not have the financial resources to replace them.

What does your club charge for its two seaters? Has it chosen to charge the absolute minimum based on what they cost second hand when purchased years ago, or does it charge a realistic rate that provides for depreciation based on the cost of a modern replacement within a reasonable working life? Does the club have a financial plan that accommodates fleet upgrades? If flying charges are low, does the club have another income stream to compensate? Is borrowing to fund a new aircraft an option?

### Does the club have a financial plan that accommodates fleet upgrades?

Whenever this topic arises, one of the first responses is "...we can't possibly afford \$150,000 for a new two seater". But is your club working with sound information? At least one modern two seater is currently being advertised new at a price that could put it on an Australian airfield for around \$90k, or the price of two new Holden Commodores. The task could be more achievable than the club thinks.

Obviously, upgrades are likely to be more difficult for many very small clubs. Is there an option to amalgamate with a larger club, resulting in a club with greater critical mass in a better position



to provide the resources members require?

### RECRUITMENT AND RETENTION

An aging fleet may potentially have considerable impact on recruitment and retention of members. When a prospective new member arrives at the field and is interested in learning to fly sailplanes, he or she may have seen a lot of smart-looking new plastic gliders on YouTube and even see some lying around the launch point. "Like to learn to fly? Certainly we can teach you to fly gliders. Just step this way and behold the 50 year old wood and fabric trainer you will learn in." This may be an exaggeration but I think you can appreciate the problem.

Experienced glider pilots may know that Ka7s, K13s, Blaniks, IS 28s and the like were and are good trainers, but they look like what they are - very old aircraft, particularly when sitting on the launch point next to more modern sailplanes.

A key alternative for people looking to aviation as a recreational activity is the powered recreational aircraft sector, which is now largely populated with aircraft built in the last decade or so rather than back in the sixties. For those who know they want to learn to fly but haven't decided exactly how to do it, the difference between a tired looking Blanik or K13 and a new-ish Technam or SportStar might make the decision simple. Cost is a major factor for some people but for many it may not be. There is no one right answer for all clubs but it is an important issue to think about.

Safe soaring.

PHIL MCCANN PRESIDENT

## IGC NEWS

### WORLD GLIDING CHAMPIONSHIPS 2011

The 2011 World Gliding Championships season is in full swing. The 6th Womens' World Gliding Championships were completed recently in Arboga, Sweden, where 47 competitors from 12 nations flew a total of 16 tasks across the three classes.

Our Womens' World Champions are Susanne Schödel in 15m Class and Sue Kussbach in Standard Class, both from Germany, and Agnete Olesen of Denmark in the Club Class. Denmark also won the Team Cup. Congratulations to our Champions and to everyone who took part - competitors, teams and organisers.

The 7th Junior WGC starts soon on 5 August at Musbach, Germany. The 83 entries in the two classes represent 21 countries, including entries from Argentina, Australia, Canada and the

USA. You can keep up to date with news and photos from Musbach on the website at [www.jwgc2011.de](http://www.jwgc2011.de)

The 4th FAI Sailplane GP Final is all set to start at the Wasserkuppe on the 23 July. This Championship is being held in conjunction with the 100th Centenary event at the Wasserkuppe. We have a full field of 20 competitors representing nine nations, including Australia and Chile, flying for the honour of being the FAI World Sailplane GP Champion. You can follow the racing at [HTTP://SAILPLANE-GRANDPRIX-2011.AERO](http://SAILPLANE-GRANDPRIX-2011.AERO)

### IGC JOURNALISTS

Our journalists are hard at work supplying copy to the website. Check out the news updates on our homepage at <http://www.fai.org/gliding>

### FAI GENERAL SECRETARY

Our Secretary General, Stephane Desprez, advised the FAI board last

## 2012 FAI YOUNG ARTIST CONTEST

The theme of 2012 FAI Young Artist Contest, an international art contest for youngsters between the ages of 6 and 17, will be 'Silent Flight'. Read the interpretation of this year's theme 'Silent Flight' to inspire your imagination. You might earn one of the Gold, Silver or Bronze medals.

### INTERPRETATION OF 2012 THEME - SILENT FLIGHT

"Remember the first time you saw a kite flying in the air? Brightly coloured in all kinds of different shapes and sizes, they dart back and forth on the wind. Many pilots began their first flights running down a field with a kite, holding onto a string, waiting for the kite to catch the wind and jump into the sky.

The same wind that holds kites 10, 20, 50 feet in the air can lift a glider when it has been released from its tow plane, thousands of feet into the air and take it over hundreds of kilometres from where the pilot started. Some glider pilots compete for altitude, time and distance records while others simply enjoy soaring through the sky with only the sound of the wind rushing past their cockpits.

Paragliders are even closer to the wind, jumping off of cliffs knowing that their colourful wings will hold them aloft. The sounds they hear are the breeze rustling through their clothes and the cloth wing that is supporting them. Jumping out of airplanes, parachutists

week that he is resigning. He will be taking up a position with another sports federation in October. FAI President John Grubbström is working on the task of finding a new Secretary General.

### IGC PLENARY MEETING 2012

If you are looking forward to joining our South African colleagues in Potchefstroom on the 2 and 3 of March 2012 for this meeting, now is probably a good time to start looking at options for air travel before prices start rising for the southern hemisphere summer.

### SGP+ PROJECT

Discussions are continuing with Planetaire on the development of the Sky Race and the SGP+ project. The concept we are now working towards is to involve the IGC in all operational and safety related matters and to work together with Planetaire toward this goal.

travel even faster, until their chutes open, and they float gently down to earth under a billowing canopy of nylon.

When it comes to silent flight, though, nothing quite compares to travelling by hot air balloon. After the balloon is filled with hot air, occasional blasts from the propane heater are all that is needed to keep the balloon airborne. Its riders see the world below in absolute peace and quiet, unless they want to talk about the beautiful view from their basket. Today, these balloons come in all sorts of shapes, from the traditional round shape to flying castles, and fill the sky with their vibrant colours.

Now, it's your turn to think about all the ways people travel through the sky with the power of the wind alone. Grab your favourite coloured pens, pencils or paint and create a poster celebrating the wonder that is Silent Flight."

To enter, contact the FAI Member in your country and check with them on the deadline to submit your drawing. Then send your artwork to your FAI Member. The FAI Member in your country will proceed to the selection of the three best artworks in each category and send the chosen artworks to the FAI by 16 April 2012. Entries will be judged by an International Jury at the end of April.

To learn more about the Young Artists Contest and its history, guidelines and rules, visit [www.fai.org](http://www.fai.org).

GLIDING FEDERATION OF AUSTRALIA INC Airworthiness Inspection FORM 2 AND C OF A NOTICE	
<input type="checkbox"/>	A Form 2 inspection is due. \$172* payment is enclosed.
<input type="checkbox"/>	The C of A requires renewal. \$44* payment is enclosed and the existing C of A document is returned.
<input type="checkbox"/>	Initial registration package is required. \$416* payment is enclosed. *Fees include GST
<b>Payment method:</b>	
<input type="checkbox"/>	Cheque <input type="checkbox"/> Credit Card <input type="checkbox"/> Direct Deposit
For Direct deposits: BSB: 013-442 Account No: 304729562	
For Online Payment: <a href="http://www.gfa.org.au">www.gfa.org.au</a> then go to Member Services/Store	
A) DOCUMENTATION REQUEST	
<input type="checkbox"/>	Please send me a transfer of ownership document.
<input type="checkbox"/>	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: <a href="mailto:Assistant@sec.gfa.org.au">Assistant@sec.gfa.org.au</a> Fax: 03 9303 7960	





## FOUR DAYS OF WINTER WAVE AT MT BEAUTY

WORDS : IAN COHN



Over many years, we have only sporadically experienced soarable wave conditions at Mt Beauty. This has been partly due to our inability to launch high enough to contact wave lift since winching has been our primary launch method.

Chances to experience wave have usually occurred when a north to north westerly airflow allowed a high winch launch and access to ridge lift, letting us climb high enough to contact wave lift, but this happens only once or twice a year. Recognising the presence of wave has been a problem. We have generally assumed that soarable wave will only occur with a northwest to northerly wind stream, but with the advent of our syndicate ASK-21mi motor glider we now have more options to climb high enough to contact wave.

### RAGGED CUMULUS

On Saturday 11 June, I had the opportunity to take my friend Faith for a flight in our ASK-21mi. There was about 2 octas cumulus along the ridges north of Mt Beauty with about 6 octas over the mountains to the south. Ground wind conditions were calm but upper winds were forecast to be south to south easterly. I briefed Faith that we would use the engine to climb up close to the scenic snow covered Mt Bogong at around 6,000ft, switch off and, not expecting any lift, glide back down.

We did this but, as we were climbing up, it dawned on me that the cap cloud on Mt Bogong and a line of ragged cumulus about 1-2 km north of the Mt Bogong ridge indicated that there might

suggesting that flying was a better option. I agreed and proceeded to the airport, this time taking our Colibri logger.

Launching in the ASK-21mi around 13:40, we climbed in front of Mt Emu before heading southeast towards the lee of Mt Bogong and an ill defined row of ragged cumulus about 2km to the north of the mountain ridge, shutting the engine down at around 6,300 ft. We soon established a modest climb rate in the lee of Mt Bogong and, deciding to try to get some OLC distance points, headed towards Lake Dartmouth climbing to 10,500ft on the way with the cloud tops at around 7,000ft.

When we reckoned that we were just about down to glideslope to Mt Beauty we turned around and went

back to the Mt Bogong wave. Becoming braver, we decided to see whether we could get to Mt Feathertop. We managed this staying above 8,000ft most of the way without stopping much to top up in the stronger parts of the wave lift. With our aim of getting OLC points, we decided to go back out towards Dartmouth, again managing this without difficulty.

### SCENIC VIEWS

Turning again we ran back towards Feathertop and, with sufficient height to glide back to Mt Beauty, pushed on towards Mt Hotham again maintaining height above 8,000ft and getting wonderful scenic views of the snow covered ranges and the ski fields at Falls Creek and Mt Hotham. With daylight starting to fade and with a domestic doghouse looming for me, we did a last run up towards Running Creek and a final glide into Mt Beauty landing after two and three quarter hours airborne.

We rarely get south east winds in winter at Mt Beauty. This time it was because a stationary or very slow moving high pressure system was located south of Australia, an unusual event in winter. Normally high pressure systems are located much further north in winter giving us north westerly to south westerly stream weather most of the time. Next time we get steady south easterly winds, most likely in summer, we will know what to look for and where to find any wave lift.

## JOEYGLIDE 2011 WELCOMES YOUNG PILOTS TO KINGAROY

Kingaroy, Queensland is hosting Internode JoeyGlide 2011 from 10 to 17 December, with contest director Adam Woolley and safety officer Lisa Turner. They describe the local area, eligibility and how to get involved.

Lisa and Adam have advised that Kingaroy has a large airfield capable of hosting a very large competition with a cross strip and plenty of area to land during finishing time. All participants will have space to tie their gliders down, marshal and have their own piece of grass to land on. On final glide the last 5km or so from each direction has limited options but as long as pilots are high enough, they will be able to finish and land safely from any direction.

"The paddocks around Kingaroy are large enough for a safe landing, though perhaps not as large as in southern states," said Lisa. "A dirt or ploughed paddock is usually best. The glider will pull up very quickly in a dirt paddock, often in one or two wing spans, so touch down gently and be ready for a quick deceleration. Make sure you have a recent outlanding under your belt before you arrive to ensure you are current. We can also try to arrange for a check for you at Kingaroy during the practice period."

The gliders flown at JoeyGlide are Sports Class limited to 15m wingspan. This is a water ballasted competition but

pilots flying gliders without water ballast will have an appropriate handicap applied. So far, there are 26 entries across the event, four of which are girls. "We would love to see more entries from all juniors but I would especially love to see some more girls coming along," Lisa said. "JoeyGlide and the Kingaroy Soaring Club is an inclusive environment supportive of women in gliding. I encourage girls of all experience levels to come along to Joeyglide, to lend a hand, have a flight and see what it is all about. You can get some cross country coaching in a two seater, or come with your own glider. There will also be quite a few gliding families at JoeyGlide."

Competitors must be 25 years or less at the beginning of the championships, although 26 to 30 year olds may attend the championships as mentors. Coaching is available for solo junior pilots wishing to transfer to racing. Don't let the word 'nationals' put you off - this event is aimed at having a great time with other junior pilots. Watch for updates [www.joeyglide.com.au](http://www.joeyglide.com.au) and the Facebook group 'JoeyGlide 2011'.

### CROSS-COUNTRY COURSE GOLD FOR SOARING PILOTS

A 'Gold for Soaring Pilots' course is scheduled 21 to 26 November 2011 at Benalla.

The course will start with briefing on the afternoon of Sunday, 20 November. The objective of the course is to give pilots with little or no cross-country experience the confidence and skill to fly a Gold and Diamond goal badge, 300 km. The outcome of the course will be weather dependent. Course coaches will be Graham Galick, Tim Shirley and Alby James.

The flying day will start with the GCV weather briefing at 0900, followed by a specific briefing depending on the forecast. Flying will usually take place in the afternoon after an early lunch. Expect launching from 1200 hours onwards. De-briefing will be given in the evening.

Sailplanes allocated to the course are the Junior, K21, LS 4, LS7 and Duo discus. Pilots who have their own aircraft or access to a non GCV aircraft are welcome to attend. Other aircraft, coaches and pilots from the VMFG and Beaufort clubs have expressed an

interest in joining us.

GCV sailplanes and any equipment will be hired at club rates. There will be a small charge to cover administration costs. Any lead and follow exercise led by a coach or instructor the launch will be charged to the pilot. In an attempt to keep costs low, the plan is to self cater. Three tugs should be available.

Pilots should be qualified as follows -  
-Out-landing currency or intention to be so qualified. A course has been scheduled 12-13 November at Benalla.  
-Endorsed to fly Junior/LS4/LS7 - preferably 2 or more.  
-Have a tow bar fitted to your car  
-Be in current flying practice at the commencement of the course.  
Please advise expressions of interest preferably by email to [birdmanoz@bigpond.com](mailto:birdmanoz@bigpond.com) as soon as possible giving:  
-Name, address and contact numbers.  
-Number of hours flown in both gliders and powered aircraft  
-Endorsements. -Tow bar fitted.

The aeropark is available for camping and GCV hut accommodation. Call: Rhonda on 03 57 621058



### 50 YEARS - DAVID JONES

On Saturday 13th August 1961, a young 14-year-old Waikerie lad joined the Waikerie Gliding Club. Today, he is still an active member of WGC and has many delightful memories of gliding through those years.

On Saturday 13 August 2011 - 50 years to the day, David, with wife Lynley and daughter Alannah on hand, flew with Instructor and colleague Bill Mudge, at Waikerie in the Duo-Discus - to the Beatles tune "will you still need me, will you still feed me, when I'm 64".

Lyn and Haidyn Dunn visited from Victoria for the occasion. Congratulations to David on a great milestone.

### NARROMINE GLIDING CLUB

The Narromine Gliding Club has been busy throughout the winter months putting plans in place for the coming season. The Narromine Cup will be hosted here from 19 to 25 November. Just in time for some practise for the New South Wales state championships to be held in Temora from the 26th. Register your participation on line at [www.narromineglidingclub.com](http://www.narromineglidingclub.com).

Registration forms and other details for the 50th Australian National Gliding championships are also online at the club site and entries are already being received. The Nationals will be held from 30 January 2012.

Club members have been busy helping the Narromine Aviation Museum volunteers with the rebuilding of the Corben Super Ace. This aircraft was built in Narromine in the 1930s and was found in a very poor condition some two years ago. When looking for people with the skills for older wood and fabric work, the club encouraged John Rowe to come back to Narromine to refabric and paint the Corben with the assistance of a few locals from the Men's Shed. The builder of this aircraft, Jack Coomber, was also the builder of the club's first glider, the Venture.

The club owns and operates a Twin Astir, Duo Discus, LS4, Discus B and Pawnee 260. Visitors are welcome. Contacts for the Narromine Gliding Club on [www.narromineglidingclub.com](http://www.narromineglidingclub.com)



## QUEEN'S BIRTHDAY IN THE GRAMPIANS



For many years the Grampians Soaring Club has hosted a number of camps each year at the foot of the Mt William range, 30km west of our normal base at Ararat. Originally the flying was from a cocky's paddock just outside the hamlet of Pomonel but when this land was filled with olive trees in the early 1990s the flying moved to another strip about halfway between the towns of Moyston and Pomonel.

This strip lies 10km North East of Mt William itself. Over the Queen's Birthday long weekend in June each year we hold a camp, variously referred to as a wave camp, followed by the 'waveless wave

camp' and more recently the Grampians Winter Soaring Festival. A variety of people regularly join us to fly, share each other's friendship and swap a few yarns over the fire at night. June in the Grampians is not always the most hospitable place in terms of the weather and those who regularly attend always come with plenty of layers of clothes, not your classic gliding gear.

The area offers various flying conditions. Westerly through north westerly wind can produce spectacular wave flying. South easterly through to north easterlies see the ridges along the

Mt William range produce good ridge lift. When the sun comes out, the flatlands around the airstrip provide a safe soaring environment.

This year, south easterly winds were predicted for the three days of the long weekend. Pilots from five clubs – Grampians Soaring Club, Geelong Gliding Club, Gliding Club of Victoria, Bordertown Keith Gliding Club and the Beaufort Gliding Club – and their 14 gliders arrived with some expectation of ridge soaring possibilities. While the ridge lift was certainly evident, cycling low cloud and showers limited the access over the three days. Some extended flights occurred over the three days including contact with some form of wave, which was unusual given the wind direction. Most pilots wisely chose to break off their climbs due to increasing cloud cover below.

Accommodation and evening meals were available back at the Ararat airfield each night. A highlight of the evening gatherings was the large bonfire where we shared a few drinks and swapped flying stories. We'll be back again next year, and everyone is welcome.

## QLD STATE SOARING COMP

Warwick is hosting the Queensland State Soaring competition from 24 September to 1 October 2011 – the first competition of the new season - and it promises to be a great one!

Haven't registered to compete yet? Early-bird registration closes on 20 August, so get to <http://statecomps11.warwickgliding.org.au/> soon. We'd love to see you there!

To go with this opportunity to fly in the beautiful Southern Darling Downs, we also have fantastic competition shirts designed by Al Sim from Go Soaring. Check out the image attached to find your preferred size, then place your order by e-mail to [lesmilne@bigpond.net.au](mailto:lesmilne@bigpond.net.au) or by ringing me on 0407 986 142. Remember to let me know Mens/Ladies, Size and Quantity required.

Orders close on 26 August, so get your order in now! Cost is a mere \$40, payable to BSB: 016-540 Acct no. 5524-02366 Acct name Lesley Milne. Please put your surname in the invoice field so I know who you are. Orders must be paid for in advance – orders placed but not paid for by 26.8.11 will not be forwarded for production. Shirts will be available for collection from me from the first day of competition, Sunday 25 September, at Warwick.

first week. Fortunately, the airfield is large and well-drained, so it dried out quickly after the rain and provided good options for alternative operations. This year, we hope that the weather will be kinder, not only at Benalla but around the country as well.

Benalla has some great advantages – the airfield infrastructure and clubhouse, four tugs already on the airfield and several more nearby, task area taking in both flat and hilly country and a welcoming town with many accommodation and eating 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, bar and other facilities.

Thanks to these facilities, the club is able to cater for up to 70 competitors, and looks forward to welcoming as many as possible to Benalla next January. For details and the entry form, please visit [www.deltaone.id.au/Benalla2012](http://www.deltaone.id.au/Benalla2012).

TIM SHIRLEY, CONTEST DIRECTOR

## TRIBUTE TO ALF ROSCHE

18 JANUARY 1967 - 14 JULY 2011

This is an edited version of Owen Jones' Tribute to Alf Roche who died tragically in July.

It seems to many of us that Alf has always been a member of the Beverley Soaring Society, but in fact he first ventured thorough the gate at Beverley only late in December 2007.

In December 2009 he became an AEI and started enthusiastically introducing others to his beloved sport of gliding.

In February 2010 he was endorsed to fly in the front seat and back seat of our Flagship our DG 1000S. These were the more important two of the 9 levels of ratings that our then CFI decided were necessary to fly that glider.

In July 2010 Alf returned to his third Wave camp and finally struck Gold (or actually he struck a Diamond) On 2 August he gleefully radioed back "Ladies and Gentlemen we have WAVE." Alf climbed up into the rarefied atmosphere at 24, 206 feet and achieved his cherished Diamond Badge.

In January this year Alf could only creep away from work for just three days to fly in the 51st WAGA State Gliding Championships at his home club of Beverley, where he did well, finishing in the middle of the field in his first ever State Comps. He also achieved a Personal Best speed of 94 kph in an un-ballasted Hornet.

In April this year Alf attended the Instructors Course and achieved a Level 1 instructor rating at his first attempt and set out on a path of teaching others to

enjoy the sport that he loved so much.

Earlier this month he headed off on his four visit to his favourite site the Stirling Ranges.

### THERE IS MUCH MORE TO ALF THAN HIS FLYING ACHIEVEMENTS.

Soon after Alf went solo and before he had even flown a cross country task Alf dashed across Australia, purchased and brought back the second love of his life (Judy being the first) a Glasflugel Hornet. Now most pilots doing this would just bring the glider back, pull it out of the trailer, make sure it had two wings, kick the tyre, jump in and take off. Not our Alf! Over the next eight long months he removed and refurbished every single part of the glider.

Again when Alf's trailer rolled over in the Storm of Storms at Beverley in January this year, most of the other pilots just patched up their hangars and trailers and got back to the more important things is life, But not Alf. To him this was an opportunity to completely rebuild the trailer from the ground up.

Yet another technical challenge was Alf setting a Condor Simluator task every Monday evening for the past three years. Alf would set a task and his mates from all around the world would



belt around the cyber-sky on the task that Alf had set.

Alf will be remembered forever in the Beverley archives as the winner of the Condor Cup in 2009, as the winner of the Ray Tilley Trophy for the Most Improved Pilot also in 2009, and his most cherished award, The Souness Shield for the Greatest Height Gain which he won in 2010 with a height gain of 18,418 feet.

And it is just so very hard for most of us here today, to come to the realization that on Alf's last pass in front of Bluff Knoll, something that he has done hundreds of time before, something went terribly wrong, and as a result our fellow pilot, active Club member, instructor, technical consultant, video cameraman, and very great friend, will NOT be with us at the next Wave Camp.

OWEN R JONES

PRESIDENT BEVERLEY SOARING SOCIETY

## BIRTHDAY FLIGHT AT BUNYAN

Ian Clark recently put some of his 50th birthday money aside to go on a glider joyflight from Bunyan near his home.

"That afternoon there was a weather phenomenon called a standing wave," he said. "We were fortunate enough to be in a strong wave which lifted us 1,600 feet above our release point, from below the clouds to well above them.

"We released at 6,500 feet and rode the wave to 8,100 feet. We wandered about down to Cooma and back to Bunyan. The Snowy Mountains were hidden by a blizzard, but I did get a view of Lake Eucumbene, and the junction of the Murrumbidgee and Numeralla Rivers. It was amazing being chased by the shadow of our glider in a round rainbow. It was also fun looking at the snow traffic crawling along the highway like a string of grubs. It is very quiet up there with no

engine growling away and surprisingly warm under the clear Perspex canopy. We were up for 44 minutes.

"I'll have to save some more dollars and have another ride when I see the

clouds line up. They call Bunyan the weather factory – it's a great place to glide. By the way, not every glider pilot gets to ride the wave. I am one of the lucky few!"





# WHAT'S IN THE WATER AT LAKE KEEPIT?

WORDS: TIM CARR  
PHOTOS: JOHN & GERALDINE CLARK



ABOVE: The view shows Lake Keepit at 100 per cent capacity, seen inbound over the local Sports & Recreation site to 14 KEEPIT on the far side of the lake.

Many glider pilots asked President Tim Carr what Lake Keepit Soaring Club has been doing to make it so successful. The club has certainly enjoyed some success – in the last three years membership has almost doubled and it is now profitable. Tim shares a few ideas and suggestions that may assist other clubs.

Some aspects of Keepit are different to other Australian clubs. We operate seven days a week, have our own accommodation, employ full time staff and are remote from a capital city. However, like most gliding clubs in Australia, over many years Keepit had seen a steady decline in membership and aircraft utilisation resulting in a lacklustre financial performance. Three years ago our membership had declined to about 75 members, of which only about half were active. We considered limiting activities to weekend operations, becoming a multi-use site, or simply sticking to our current business model and trying to reinvigorate the club.

## TURNING POINT

The turning point came with our decision to stick to our current model and try to build up our activity. First, we had to identify what was good about Keepit. We agreed that our key selling points were our friendly club atmosphere, seven day a week operation, an airfield dedicated to gliding use and an excellent and varied flying terrain.

We set the objective of becoming 'the best gliding club

in Australia'. This motto now guides all that we do, recalling that we also compete as a sport with all other activities on offer, not just other gliding clubs. Toward this goal, we also set a long term vision for the club – to become the gliding club to belong to in NSW, the ideal gliding location for visiting overseas pilots, the top training site and the best place to compete in Australia. From this vision we developed a list of initiatives to help reinvigorate the club.

We held a two-day off-site Summit for our Office Bearers so as to remove them from the general operational issues that dominate monthly committee meetings. The Summit provided a chance to come to grips with the important strategic issues impacting the club. It was so successful it is now an annual event.

## CLUB INFRASTRUCTURE

We have invested heavily in our infrastructure. In the past three years we have acquired a Duo Discus XT and built three new large hangars, with a fourth due to start shortly. We have pasture improved about one third of our

main runway, acquired a new tractor, a new winch, introduced a second tug, installed a concrete refuelling hardstand and are about to seal our entrance road and car park.

In the pipeline is a refurbishment of the clubhouse and catering facilities to accommodate up to 50 diners undercover during events. We are also to install shade structures at both ends of the main runway and upgrade the flight centre with a deck on the front.

To get our infrastructure plans underway we initially sought member donations. When that avenue was exhausted we raised debentures against club assets. We have also gained support from NSW Government grant programs and as membership and activity has improved we are increasingly able to finance improvements from operational cash flow.

## FINANCIAL MANAGEMENT

We recognised that there was a tension between Keepit as a club, dedicated to fellowship and fun, and as a business requiring financial discipline and practice. The line between the two can become blurred, but for a club to survive these days it has to be managed as a sustainable business with sound financial stability, systems and a good Treasurer. Fortunately, Keepit's Treasurer is an experienced businessman who monitors the club's revenue and outgoings.

While the financial management of the Club was working well, our understanding of the sources of our revenue was unclear.

Following a detailed financial review, we identified that our main revenue came from mid week training and club members and visitors utilising club aircraft. We also worked out that, given our high fixed operating costs, we would need to increase membership fees and charges tenfold to survive on private aircraft owning members alone. While such members may not contribute greatly to earnings, our instructors, tuggies, office bearers and maintenance teams within that group provide valuable input to the club. So it is a balancing act between attracting new cash generating members and retaining seasoned members who will contribute to cost effective operations.

## CLUB SPIRIT & PROMOTIONS

One of the major factors in our improvement has been the quality of our mid week managers, who have taken care to make every member and visitor feel welcome. Some of our members now like the place so much it is hard to get them to go home! This positive approach clearly helps to ensure people return, time and time again.

Keepit has continued to invest in club promotion. We have tried different approaches, with some standout successes. Our website [www.keepitsoaring.com](http://www.keepitsoaring.com) plays a key role and is highly informative and widely appreciated. Our newsletter 'Keep Soaring', available through

## DATA SHEET

Over the last three years, we have doubled our revenue, significantly increased the utilisation of the club's facilities, raised membership to our long term sustainable goal of 120, and achieved positive financial results. The ability to start investing in the future of the club has enabled a huge improvement in our facilities. Here are some statistics on our operations for the year to June 2011:

- Number of flights – 3,488 up 12% on the previous year
- Number of flights in club gliders – 2,522 up 36% on the previous year
- Number of tug launches – 3,222
- Number of trial flights – 170
- Number of training flights – 1,423 an 82% increase on prior year.
- Hours flown on club gliders – 1,663 hours

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

Tel (02) 6769 7514

Lake Keepit Soaring Club

234 Keepit Dam Road , Lake Keepit NSW 2340

our website, has been a great success with each new bi-monthly edition downloaded more than 6,000 times.

Presentations to juniors at local high schools and the University of New England, presentations directly to UK clubs, involvement with the local tourism offices and combined PR days with the Keepit sailing, fishing and van park have all been successful. We have also encouraged visits from similarly interested groups such as the Warringah Radio Control Society, Rotary, motor cycle clubs and car clubs, and regularly host fly-ins from powered aero clubs.

We also decided to initiate automatic renewal of membership instead of chasing up for renewal. Those who

BELOW: Todd Clark pilots LKSC's LS7.

continued over page







ABOVE: Little Petunia scores 10 out of 10 with the locals

do not resign within a month's grace period are automatically granted membership for another year. Experience shows that very few elect not to renew and those who do have typically moved interstate. Even those who have not flown for a while remain members as long as no further paperwork is required. Our membership has grown from 70 to 122 in three years partly as a consequence of this change.

## SOCIAL & TRAINING ACTIVITIES

The big challenge for Keepit has been to increase utilisation of the club equipment. A glider covers none of its costs while sitting in its hangar. The Committee has worked hard to increase the use of our equipment and facilities. Initiatives include regular events like the monthly four day cross country weekends, the annual Keepit Regatta, the promoting of competitions and training camps and support for the AAFC to hold their activities at Keepit. Strongly promoting mid week training at Keepit contributes significantly to the utilisation of our training fleet.

Keepit also has a program of social events to encourage members and partners to remain engaged with the club. These include an Annual Award Night and our Tuggies Ball, held during our annual Annual Flight Review weekend, which despite its name is open to all members.

BELOW: Pilots line up for the annual Keepit Regatta, held in February each year.



We run a number of club camps during the year. Examples include the Keepit Safari which tours the western regions of the state - and inevitably brings flooding rains to all areas it touches! - and a camp with the Taylors at Kentucky to get our pilots up onto the famed plateau for some spectacular flying over the high country. All our upcoming events are listed on the calendar on our website [www.keepitsoaring.com](http://www.keepitsoaring.com)

## PILOTS OF THE FUTURE

For the Club to remain viable and for our sport to have a future we need to bring through at least two new pilots for every one we

lose to old age. We believe midweek operations are critical because new pilots often find that they can't progress when limited to just two or three flights per weekend. More rapid progress can significantly reduce the drop-out rate. At Keepit, trainees typically fit in 25 flights

## NEW MEMBER EXPERIENCES

GARY RANSBY - WHY I LIKE TO FLY AT LAKE KEEPIT

I first flew at Keepit in the Regatta two years ago. The eight straight days of flying was exhilarating! The welcome and friendship was first rate. Adrenalin flowed and excitement was high. My wife was very curious about my renewed interest and comfort with gliding because I had been considering giving it all away, but I came again to the next regatta in 2011 and even managed to persuade Louise to come with me.

Again, great flying, great comp, splendid welcome, companionship superb. I have changed my club and become a member of Lake Keepit, complete with hangar space. The welcome that we have encountered from club members has encouraged Louise to become involved with gliding again and she will be my somewhat unorthodox ground crew again in September and October this year. She is also threatening to purchase a cottage in Tamworth for our retirement in the next few years.

Keepit is a very well managed and efficiently run operation. A seven days a week, 52 weeks a year site means that now we can come for periods of a week at a time and enjoy hassle free flying in almost always good conditions. The airfield has a long wide runway, great handling area, good grass, water and other amenities. The operations office, clubhouse and accommodation are all good quality.

I learnt to fly in the '60s in the NZ Southern Alps and still miss the mountain flying. Keepit offers a variety of flat land and mountain flying which has a real mix of easy and hard tasks. Patches of some very interesting tiger country along with the wonderful scenery, lake, bush, plains and mountains give it just about everything a gliding enthusiast could wish for.

over a 5 day mid week program and get up to solo standard quickly. Mid week cross country training for post solo pilots in the club Duo Discus adds to our success, and our monthly four-day weekends are designed to reinforce mid week operations. Trainees can get together with more experienced pilots and benefit from their knowledge.

The Keepit Regatta provides a bridge to competition flying in an ego free environment with a focus on fun and the sharing of skills and knowledge of the seasoned pros. The Regatta is held during the last week of February each year and is limited to 30 aircraft to ensure a safe, supportive environment without the complications of formal competitions. New pilots are not only the future of the sport, but they will be the ones buying our second hand glider in a year or two's time. The more members there are, the easier it will be to sell our ship at the right price when the time comes.

## NEW MEMBER EXPERIENCES

TERRY PETHERBRIDGE - MY GLIDING ADVENTURES

My adventure with gliding had been underway for about a year before I went to Lake Keepit. Like so many others I had sought out the local gliding club attached to the major city where I live and did the AEF flight, joined the club and the real journey began. While progress was satisfying, I realised that to consolidate what I was learning would take some continuous training, not just the infrequent round of spare Saturdays. Encouragement from fellow club members was plentiful.

I settled on Lake Keepit as the place to go, having checked out the website and several of my fellow club members were also regular visitors there. So in September 2010, I arrived on a Sunday evening not knowing quite what to expect but keen to fly for five consecutive days. The accommodation was basic but more than adequate and even got the tick of approval from my fiancé later in the week.

There were several flights each day with only a couple of students but the atmosphere was relaxed and camaraderie and teamwork were plentiful. Initially overcoming some of my personal challenges, my confidence and ability slowly grew through the week. My instructor often challenged me when I least expected it but we also managed to laugh a lot.

What struck me so much about the Lake Keepit club was the welcoming friendliness of everyone I met. From highly skilled pilots of many years experience to novices like me and particularly Ian, the mid week manager, there was a friendly welcome and an encouraging chat.

That attitude doesn't happen by accident and clearly the committee and members are keen to welcome everyone to share their passion in Lake Keepit's country atmosphere. I was so impressed I joined the club that week because this is a place I want to return to often. It's that kind of club.



ABOVE: John Clark in his DG-808 soars at cloudbase on a good Keepit day.

## MEMBERSHIP GROWTH

Gliding suffers from a high turnover problem, and loses one in every two new members in the first year. To better understand this problem we recently surveyed members who left the club over the past four years. Of the 36 people we spoke to, 16 said family or career issues had caused them to stop flying, nine found the distance to the club too far or had moved away and nine stopped for reasons such as age or health. In only two cases were reasons given that the Club could have addressed.

We concluded that this outcome reinforces our vision of Keepit as the place to learn to glide in Australia. The more students we train, the more members we will gain, even if we lose one in two during the first year.

You are welcome to join us at Keepit, whether you are just passing by, attending a four day weekend, participating in the Keepit Regatta, flying in a comp or to progress your training. [www.keepitsoaring.com](http://www.keepitsoaring.com)

TIM CARR, PRESIDENT

LAKE KEEPIT SOARING CLUB

BELOW: Participants gather at the 2011 Keepit Regatta.







The coaching program at JoeyGlide is a great way to built up your confidence for flying cross country, and as it usually takes place at the beginning of the soaring season you can then go on and use this experience throughout the rest of the summer

My first flight of the week at JoeyGlide 2010 was with Paul Mander in a Duo Discus. The task was a 2:30 hour AAT out to Taplan East and Maggea, 120/295km. We made a general plan about what areas would give the best conditions. This mainly involved staying away from the Murray and the irrigation areas around Loxton, meaning that we'd be aiming for the bottom of the first sector.

#### DECISIVE CORRECTIONS

It was a beautiful day - one of the best of the comp - with cu at around 6,500ft, plenty of streeting and a good chance of a fast flight.

Before starting, Paul pointed out a few things I was doing wrong - like thermaling too steeply, working with the controls too much, and not using enough control movement to initiate turns. So he used the climb up to cloud base as an opportunity to show me how much easier and more efficient it is to hold a turn and make decisive centring corrections, than it is to continually make small corrections that are hard to keep track of. Once at cloud base we briefly flew into wind to check for wave, and finding none, went to top up our height again near the start point. Then we were off, and I was racing on my first ever competition task.

On the first leg we were running downwind finding lift absolutely everywhere - it was fast! Along the way, Paul introduced the idea of creating a deliberate error when trying to find a thermal, so you then have a better chance of turning in the correct direction. The climbs didn't seem to be as solid on the second leg, but I tried to keep up the same kind of thermal selection. Actually, I think I driving Paul a bit nuts by not turning in some thermals.

#### HOLDING HEIGHT

An hour passed and it was time to think about when to make the turn for home. Paul gave me a brief explanation of a method where you base the speed home as 180km/h, or 3km per minute, and aim for a return 5 minutes over. He also mentioned that in certain circumstances, an experienced pilot might start final glide early, gaining the necessary height along the way.

We ended up 500m from the far edge of the final circle when it was time to turn, and a little lower on glide than Paul would have liked, 4,000ft and 35 km away. There was a beautiful line of cu all the way back to Waikerie. We held our height fairly well for 15km, and then just stuck the nose down to arrive two minutes overtime. Average speed for the flight wasn't bad either, at 93km/h.

#### FLIGHT IN THE ASH

My second flight was with Bernard Eckey, who had turned up in his ASH the previous evening. We launched before the competitors had left the tie down area, and Bernard got off tow straight into what was no doubt our best climb that day. There was thin cu at about 4,500ft, which burnt off early on in the flight. We hung around Waikerie and cloudbase for a while, waiting for the Nimbus 4D that we were going to fly with to catch up.

We headed off to Renmark to begin with, flying along the scrubline north of the Murray. On the way there, the Nimbus fell behind - which Bernard attributed to it not being a Schleicher glider - while I tried to get a feel for the ASH - it really can glide! This was a wonderful chance for me to experience flying an open class glider, and I'm sure I won't forget it.

The next leg down to Meribah was entirely blue. I had a couple of shots at thermaling, and quickly worked out that I'd need to pretty much stand on the rudder pedal and push the stick right over to get the ASH to turn. Along the way I fell into my usual bad habit - not sticking to track. I kept dancing here and there, trying to find energy lines, though it didn't always work.

#### GOOD COMPROMISE

Bernard suggested a good compromise there. Stick right on track in the upper height bands, then maybe wander around a bit as you start dropping down into the lower levels. Tracking away from Meribah - which I had started to round a bit early - Bernard also explained how to properly judge when you're over the turn point by using other landmarks, like roads and lakes, to get a better idea of how far you are from the turn. I had the chance to put that into practice over Nildottie, and later the Woolpunda Water Tower.

On Day 2 of the comp, I suggested that the coaching aircraft could try team flying. I flew the day with Derek Spencer in a K21, from the front seat for the first and last time of the week. We met up with Michael Conway and Paul Mander in the Duo, and the other K21 with Jarryd Ligertwood and Cath Conway in a thermal just SE of Waikerie. Our task for the day was to fly to the Wheat Bunker at Loxton and back, 100km.

We all left at 5,500ft, with Michael disappearing off ahead to mark a thermal for the K21s. Derek and I got there about 400ft below Michael then proceeded to convincingly outclimb him, leaving at the same height. It was a great help being able to fly in company, because we could get a better idea of what the air was doing from the other two gliders - and it helped to start off a bit of friendly rivalry, which I'm sure will continue on at Kingaroy this year.

#### FANTASTIC FLIP

On the way back to Waikerie, Derek and I had a slightly different mission to the others - get, and keep, enough height to fly part of our final glide inverted. We slowed down a bit, as we were flying into the jaws of a thick band of cirrus, and just slowly wandered home, taking fairly ordinary climbs.

20km out and at 6,500ft, we did our HASLL check, and Derek rolled the 21 inverted. It was probably only for thirty seconds or so, but it was fantastic. He then flipped it over once more, and for longer this time. Magic! I then brought the K21 home fast over the last 10km, burning off our excess height and falling into pattern for a low level finish.

Day 4 looked like a reasonably strong day, with the coaching aircraft flying a fixed task of Maggea - Loxton Wheat Bunker 120km. I flew the day in the other K21 with George Brown. We all joined up briefly in a climb to the east of the airstrip before the Duo quietly slipped off to make a start.

#### EXTRA COMPETITIVE

George started to encourage a bit more competitiveness after our first thermal on track. We found the Duo circling in 2kts, got sucked into climbing in it as well for a few turns, then headed onto track for a few seconds and



rocketed up as we flew into 4kts. The suggestion from the front was to push just a little harder and try to stick with the Duo. I thought that was a fairly risky idea, as I was already cruising at about 70kts.

We put the speed up to around 75 or 80kts and decided to not take anything much less than 5kts. It felt like we were on fire for the first two legs, averaging 100kph on the downwind leg with a 20kph tailwind, and we had the Duo in sight the whole time. Turning for home and into wind, we decided to go all out and pushed on from only 400ft below the thermaling Duo, but 3,000ft AGL. As it turned out that didn't work too well, and we ended up in a seemingly endless paddock waiting for the tug. From that flight I got a very practical lesson on the impacts of thermal selection and a bit more of an idea about where the line is in regard to flying fast vs not outlanding.

#### HELPING OUT

Having had a good go at flying, I spent the last few days of the comp helping out on retrieves, launching gliders, adding performance boosters to a competitor's aircraft with the other coachees - we taped on a flashing tail light - and took plenty of photos of all the action. On one of the retrieves we spent about two hours driving around a maze of paddocks looking for the glider, which only turned out to be on a neighbouring property.

The final night arrived far too soon. Adam Webb began his presentation of the 'annual paper plate trophies'. Some of the winners were 'The Nicest Cirrus' going to Nathan Johnson with VKC, 'The Secret Squirrel' won by Matthew Scutter, 'Mr and Mr JoeyGlide' awarded to Luke Pavy and himself - plus hair gel, and 'Coolest Coachee' earned by Michael Conway. I was presented with the 'Panda's Pet Award', Panda being Paul Mander.

Thanks to everyone who helped organise the week. It certainly helped give me a good start to the season. Afterwards I completed the requirements for my Silver C and flew 350km in the club's Junior! So, who's coming this year?

Joeyglide 2011 from 10 to 17 December, Kingaroy QLD

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

GA



# THE BGA SAFE WINCH LAUNCH INITIATIVE

Hugh Browning reports a decrease in the number of fatal or serious injury accidents during the first five years of the BGA safe winch launch initiative and highlights elements for staying safe



All accident reports held by the BGA were reviewed during 2004 in order to identify clusters of the most serious accidents. It became clear that accidents associated with incomplete winch launches accounted for 30 per cent of all fatal and serious injury gliding accidents.

A project to reduce the frequency of winch accidents was begun. The importance of releasing immediately if the wing was dropping during the ground run was well known, and for some years the instructor's manual had been stressing the necessity to adopt a recovery attitude and restore the

approach speed after a failure in mid-launch. However, the conditions for an accelerated stall and flick roll to inverted flight during rotation had not been established, and the combinations of climb angle, airspeed, height, reaction time, push over g, and recovery dive angle that would lead to a stall or hitting the ground nose first after a launch failure near the ground had not been determined.

After having quantified the rotation rate that would avoid an accelerated stall and flick roll during rotation, and having shown that the same launch

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HUGH BROWNING

profile would permit recovery after power loss near the ground, a booklet was published in October 2005 indicating how the hazards at each stage of a winch launch can be avoided by flying a particular climb profile and being ready to take the correct action when faced with adverse circumstances.

This 2005 communication has been followed by three subsequent editions of the booklet and a range of other communications, including video simulations of winch launch accidents on the BGA website. There has been considerable international interest. Requests for project material have been met from 11 countries. The modelling results were published in the OSTIV journal Technical Soaring in 2006.

The BGA has provided advice on winch driving to achieve appropriate cable speeds and accelerations. Some clubs have upgraded their winches to ensure cable speed is always adequate for safe launching in light winds.

Winch accidents in the five years from 1 October, 2005, to 30 September, 2010, are summarised in the table (left) and compared with those in earlier five-year periods.

## IN THE FIVE YEARS FROM 2006-2010:

\* There were four fatal or serious injury accidents, in comparison with 16 in the previous five years, a five-year average from 1976-2005 of 15.8, and a

five-year weighted average of 11.7, which takes account of the reduced volume of winch launching compared with earlier years.

\* The number of substantial damage accidents declined by 30 per cent.

\* The reduction in the most serious accidents is attributable to fewer stall/spin accidents; there was one fatal/serious injury accident involving a stall or spin by a solo pilot, but nearly eight would have been expected at the previous rate.

\* The frequency of accidents to experienced pilots from a wing-drop followed by a groundloop or cartwheel was unchanged. Two of the fatal/serious injury accidents were of this kind.

\* Instructing accidents continued at 30 per cent of the total. Five of the 22 substantial damage accidents followed power loss in mid-launch and an abbreviated circuit.

These results are encouraging, but it will be very important:

\* To retain the vigilance necessary to avoid stall/spin accidents.

\* To convince experienced pilots to release if they cannot keep the wings level.

\* For instructors to take over early if P2 is not coping correctly with a simulated or real launch failure.

The most critical elements for staying safe are:

\* If you have difficulty in keeping the wings level before take-off, release before the wing touches the ground.

\* After take-off, maintain a shallow climb until adequate speed is seen with continued acceleration. Then allow the glider to rotate at a controlled pace. If power is lost near the ground, immediately lower the nose to the appropriate recovery attitude.

\* After power loss in mid-launch, adopt the recovery attitude, wait until the glider regains a safe approach speed, and land ahead if it is safe to do so.

Recent communications to pilots and instructors congratulate them on having achieved safer winch launches, but point out further effort is needed to achieve even fewer accidents.

Copies of a summary of the advice for safe winch launching have recently been distributed to clubs with a request that these leaflets be on permanent display to facilitate reaching all current and future pilots.

## ACKNOWLEDGEMENTS:

Valuable contributions to the BGA safe winch launch project have been provided by Trevor Hills (mathematics and computing), Pete Masson (video

simulation), Andy Holmes (cable speed issue and winch operations), Mike Wilde (design), and Keith Auchterlonie (publications).

For further information on safe winch launching, see [www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm](http://www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm)

TO: THE EDITOR,  
GLIDING AUSTRALIA  
DEAR SIR,

In 2004 the British Gliding Association reviewed from their extensive database all winch launch accidents going back to 1976, and identified the causes and how they could be prevented. The results were included in a booklet 'Safe Winch Launching' which was circulated and recommended to clubs. A survey, shown below, was conducted of accidents for the period 2005/10 and compared with the previous 5 year period as well as data going back to 1976. The results showed a reduction in the accident rate of 75% which is very impressive as over one million launches were conducted in each 5 year period, making it statistically valid.

How do the recommendations in 'Safe Winch Launching' compare with Australian standards? First, the GFA 'Winch Launch Manual' published in 1998 is an extremely comprehensive and well written document and has served the gliding movement well. I have nothing but praise for those who wrote it and have over the years, mainly on an amateur basis, devoted their time and energy to the cause of good training and safety in Australia.

There are two aspects of winch launch safety where 'Safe Winch Launching' and the GFA manual differ. The BGA advice is that if the minimum launch speed of 1.3VS cannot be maintained, then the pilot aborts the launch, adopts the recovery attitude, restores the safe approach speed and lands ahead if it is safe to do so. As I understand it the latest recommended GFA procedure is that as the speed deteriorates the nose of the glider is lowered to indicate to the winch driver that the speed is inadequate. If the speed increases the pilot resumes the climb, but if the speed does not increase, the pilot aborts the launch. It is also permissible to rock the wings as a signal to the winch driver to increase speed provided the glider is at a safe height and the speed is still above 1.3 VS. In the past pilots both in Australia and overseas have spun in either when rocking the wings or immediately afterwards. As far as I am aware the present situation is that no

other gliding country still allows the wing rock signal. German friends say a radio is used if needed. The second difference is that the BGA train that a hand must be on the release at the commencement of a winch launch, whereas in Australia we permit it to be near the release. The BGA rationale is that an immediate release is sometimes needed to avoid an accident. The GFA advice to "locate identify operate" takes more time. The BGA records do not show one instance of an accident resulting from a premature release but many, including fatalities, when the pilot has been too slow to release. Perhaps a review of the GFA Winch Launching Manual might consider these aspects.

Pilots may access 'Safe Winch Launching' using an internet search. The BGA web page also has computer generated video accident clips and an interactive quiz.

HARRY MEDLICOTT

## THE GFA OPERATIONS PANEL

The GFA Operations Panel commends Harry for bringing the BGA's 'Safe Winch Launching' brochure to attention and has no hesitation in endorsing its content. By way of clarification however, the BGA recommends a minimum safe speed of 1.5Vs in contrast to the GFA recommendation of 1.3Vs. With regard to the two points of difference to which Harry draws the reader's attention, the assertion that giving a 'wing waggle' has contributed to winch launch accidents in the past is not supported by analysis and should not be taken as fact. As for whether or not to hold the release, at present this is up to the pilot. The GFA system teaches that the pilot's left hand belongs near the release. If a pilot wants to take hold of the release during the launch, there is no 'rule' preventing this. It should be noted, however, that there are some gliders that require the manipulation of other subsidiary controls during a launch that means the left hand is not even close to the release. The key issue for pilots is to make sure they know and fully understand the function and location of all the controls and systems so that they can automatically identify the control without having to look (refer Operational Safety Bulletin No. 01/06). Harry recently raised these issues directly with the Operations Panel and, in the interests of improving safety and practices, our procedures are currently being reviewed.

## WINCH ACCIDENTS 1976-2010

	FATAL INJURY	SERIOUS INJURY	FATAL/SERIOUS INJURY	FATAL/SERIOUS INJURY RATE PER 100,000 LAUNCHES	SUBSTANTIAL DAMAGE
2006-2010	2	2	4	0.41	22
2001-2005	7	9	16		34
1996-2000	2	9	11		42
1991-1995	8	10	18		47
1986-1990	4	13	17		47
1981-1985	5	11	16		40
1976-1980	5	12	17		55
TOTAL 1976-2005	31	64	95	1.20	265
ACTUAL FIVE-YEAR AVERAGE 1976-2005	5.2	10.6	15.8		44
WEIGHTED FIVE-YEAR AVERAGE 1976-2005	3.8	7.9	11.7		33



# GRAND PRIX AT THE WASSERKUPPE

WORDS: DAVID JANSEN



ABOVE: David's ASW 27 found safe haven in a wheat field on practise day.

David Jansen represented Australia in the Grand Prix at the Wasserkuppe in Germany. The wet European summer kept competitors on the ground more often than not, but they managed to get airborne beyond the three flying days required for a competition. David won the first contest day.

I arrived in Germany on 18 July at 0600. The next day I met the staff at the Wasserkuppe school and was soon directed to the hangar containing the ASW 27 'PS' that I would be flying in the Grand Prix. The competition database of turnpoints had been loaded into the LX7000 and both loggers were updated with the correct pilot name, ready to load the airspace file later.

## COOL & WINDY

The Safety and Local Procedures briefing on the 20th was to be followed by two official training days including scrutineering and registration. The first competition day was scheduled for the 23rd. Typical European summer weather prevailed – cool and windy with rain and no flying forecast for the 20th, though some competitors were already there and flying.

It had rained all night and it continued to rain in the morning. I was staying in a small,



friendly Pension not far from the Schleicher factory, about 10 minutes from the Wasserkuppe. The morning briefing was somewhat casual since not all the pilots had arrived yet, so the formal event was scheduled for the next morning.

I passed by the Schleicher factory and collected some Velcro to secure the Spot tracker to the canopy rail and then spent the morning trying to figure out how to upload the competition airspace to the LX7000. A certain procedure allows the upload of the European airspace and another allows modification of the airspace files, but there are no clear instructions for getting it all into the LX7000. As far as I could tell, the current European files were loaded, so that had to suffice for the time being.

## MEET THE CREW

I left the airfield at around 1400, as there was no chance to fly, and drove back to Frankfurt to drop off the hire car and meet up with my crew, Karl Wittig. We arrived back at the Wasserkuppe for dinner and the welcome party, held in a small tent near the briefing hangar.

It was a very casual affair, indicative of how the contest was run. In one corner was the ever animated Uli Schwenk, and in the other corner were the rather shy Polish representatives, one of whom had come second in the Worlds at Szeged. In the middle were the French, pretending to enjoy themselves but as serious as ever about the results.

I was a little disappointed because the whole show had the atmosphere of a weekend regatta rather than a world level event, the result of the withdrawal of the major sponsor due to

difference of opinion with the FAI/IGC. Nevertheless, it was an eclectic mix, as is always the case in gliding, but I was under no illusion regarding the calibre of the company I was keeping.

## 21ST JULY

The sun actually shone on the 21st with blue sky everywhere - but not until 1830, the first we'd seen of the sun all day. The day had started with cloud on the ground and intermittent rain all day.

The rain let up for about an hour so we took the glider up the sodden field, across the main road and eventually into a hangar for weighing.

## LX7000 ISSUES

The next day was cancelled as well, however launching was available for free flying and I definitely needed to get airborne to try the LX7000 and see how it worked and sort out a few issues. The speed to fly/climb switch was not working, the start line did not appear to be displayed and I couldn't get it to start the task, although I could select the next waypoint manually.

It was very frustrating in very difficult conditions and with a reasonably high traffic load so, when the sky began to dissolve from overcast to blue with a strong NW wind, I headed off downwind in pursuit of the cumulus. I got low once or twice and then landed in a wheat field, but in the end it was an uneventful retrieve.

After another two rain days, on 25 July we finally briefed and gridded and launched at 1550. Because it was impossible to stay airborne in the vicinity of the Wasserkuppe, the start point had been selected over lower ground with the start height limit reduced from 1400m to 1200m. We were towed to 1500m above cloud base and released in the area where convection was expected to start. Giorgio Galetto was directly in front of me on release and as we went into the front of the clouds we encountered shear wave. It wasn't strong but at least we were staying up, which I hadn't expected to be able to do.

## A BIT OF LUCK

We were joined by the rest of the fleet and soon afterwards, normal convection enabled us to stay up for the start at 1640. I don't think I had ever set off on task at this time before.

I finished 1:41 later and no one was more surprised than me to not see any other competitors on the ground as I crossed the finish line. What made the difference was deciding not to follow the crowd on the last leg. After a long glide into the last turn with only one good looking cumulus in the vicinity, I had dropped behind. As the cu dissolved I watched the leaders in front of me start dropping water and continue to get lower even after reaching the area where there should have been lift. I had to either follow them and get involved in a multi glider ½ kt thermal or take a different route and hope to connect further north.

I lost sight of the crowd at that point and decided that they had probably connected as a gaggle while I soloed on lower and lower and some 30° off track. I eventually started to get some weak lift around 600ft AGL and then just paddock-hopped downwind until I connected with something strong enough to get me to the



Picture: Tilo Holighaus

finish height of 1,000m. I later learned that some of the other pilots had arrived below the ridge height at the Wasserkuppe and had to turn back in order to climb for the finish. Perhaps I was just a bit luckier than the rest.

## SHORT TASKS

On the following day, the 26th, a line of high cloud threatened to shut the day down completely and it was a scramble to get everyone into the air before the weather changed. It turned out the task was underset as the sky opened up into a beautiful day that would possibly have allowed us to fly 500km. We ended up flying the B task of only 124km and everyone was home by 1400.

I was 4th on scratch, but incurred a 23-second penalty due to altimeter error that dropped me to 8th on the day and now second overall. Other issues such as no moving map are also making the start more interesting. However, it seemed certain we would get the required three days for a valid competition between now and Saturday.

The day on the 27th started like any other with about 11°, raining with a forecast for clearing in the early afternoon. With no inversion on the forecast, it could only go straight to thunderstorms so the task was set at just 125km.



Picture: Lothar Schwark

ABOVE: Pilots keep their eyes on the sky in case of a promising change in the weather over the Wasserkuppe and Popenhausen.

BELOW: The competitors line up for a group photograph.

continued over page



Picture: Eröffnung



RIGHT: Competition winner Giorgio Galetto comes in for a landing in teh Ventus 2AX.



Picture: Kathrin Wötzel

With a cloud base over 6,500ft and 8kt climbs, the choice was either to run with the pack or have a go at it alone. I diverted on the first leg to no advantage and then left the last climb just a bit too early. Still, with the top 15 finishes all within 2.5 minutes of each other, it was always going to be a matter of who managed the game the best. I didn't earn any points that day but also no deductions for technical errors, at last.

## RELAX AND UNWIND

After that flight, where the slightest adverse choice made the difference between getting some points on the board or not, I had a lot to think about! I decided I needed to relax and unwind so the crew and I found a beautiful restaurant for dinner. I had a larger than normal beer, which was great, but then at the end of the meal I ordered desert and, through a slip in translation, wound up with both a cappuccino ice cream and a cappuccino.

The big sugar and caffeine hit was a big mistake. I had the worst night's sleep since arriving in Germany, jet lagged or not, catching just two hours' sleep between 0200-0400. Briefing at 1030 followed by lunch and launching at 1210



RIGHT: David's ASW 27 stands poised for flight under a cloudy sky.

meant no catch-up shuteye on the grid so I was feeling more than a little jaded as we towed into the air.

The start height was amended in the air from 1500m to 1600m. The metric altimeters have the '0' at the bottom, not the top as it is on imperial altimeters. My brain somehow switched the altimeter to the imperial type. When the big hand was at the bottom I was unconsciously seeing an altitude of 1500m when in fact I was at 2000m. The weak conditions and wind drifted the entire field downwind about 8-10km and I struggled and fretted over getting to the maximum start height when in fact I was already well above it.

## OPTICAL ILLUSION

As gate opening time approached, the gaggle set off to start and I followed shortly thereafter keeping an eye on the whole proceeding. As we approached the start line I was rapidly gaining altitude on them and thought, "What a terrible glide they are getting." About 250m out, I was suddenly aware that

all was not well, for all my comrades were well below me and I realised that I was 300ft too high for the start. My carefully managed arrival rapidly turned into a disorganised shambles as I turned 90° to parallel the line, deploying brakes to wash off the height and keeping the max speed limit of 170kph under control. By the time I had it sorted, I crossed the line 300ft low, 1'25" late doing 140kph.

I was not off to a good start and the crowd simply disappeared. I didn't see them again until I rounded the first turnpoint. The gaggle was only 1,000ft higher so I hadn't done too bad a job so far, but I ended up getting low after the turn and never recovered.

Thunderstorms and rain ensued for the last part of the journey and having already been put out of the points, I just had to wait until I finally had enough height to get back. There were outlandings but the winners were back in good time and untroubled by the deterioration in the weather.

## 29TH JULY

A bit of a scrappy day with the launch continually delayed and the task modified a number of times until we finally got under way with a 1530 take off on a 128km task. Launch height was to cloudbase which was 1300m or 400m above the elevation of the Wasserkuppe.

I was having difficulties with my equipment again and at times was almost completely disoriented before the start and

it was difficult to get a straight line going on track as well. I followed the pack out and almost immediately fell behind the leaders who just seemed to do it better and stay higher.

By the second turn I think I was in the second gaggle from the front sharing thermals with Peter Hartmann who came 5th today. I led out and had to land about 25km out. Only half the field got home today, when I reached a max height after start of around 1300m (4,000ft) with total average climb of 1.8kts and 10-15kts of headwind on the way home.

Giorgio Galetto was first into the air and first to relight, but it didn't do him any harm as he won the day and the competition. The event ended as it had begun with cloud on the ground, strong winds and rain forecast for the remainder of the day. It was great fun, even with the outlandings. If I could do it all again I would try and ensure more time in Europe before the event and more time with the equipment.



Picture: Lothar Schwark

ABOVE: The winners take to the podium, 1st place Giorgio Galetto (centre), 2nd place Sebastian Nagel (left) and Peter Hartmann 3rd place.

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2	25	SEBASTIAN NÄGEL	ASW 27	77	GER
3	22	PETER HARTMANN	VENTUS 2CXA	PC	AUT
4	20	ULI SCHWENK	ASW 27	M6	GER
5	19	IVAN NOVAK	VENTUS 2A	AX	CZE
6	16	DIDIER HAUSS	VENTUS 2CXA	DID	FRA
7	13	CARLOS ROCCA	VENTUS 2AX	GT	CHI
8	12	DAVID JANSEN	ASW 27	PS	AUS





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## OCTOBER 2011

PHOTOGRAPH: MORGAN SANDERCOCK.  
MORGAN SANDERCOCK DISCUS 2 B WARKWORTH NSW

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
<b>1</b> QLD State Comp 24 Sep- 1 Oct Warrick	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>2</b>
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b> GFA EXECUTIVE MEETING 8 -9 OCTOBER	<b>9</b>
<b>10</b>	<b>11</b> WINTER GLIDING WORKSHOP HUMAN FACTORS AFFECTING YOUR GLIDING Paul Spooner - St Francis Church Pastoral Centre, Little Lonsdale - Elizabeth Streets Melbourne	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b> Speed Week Lake Keepit 16 -22 October
<b>17</b>	<b>18</b>	<b>19</b> Coaching Program G Dale, Kingaroy QLD 19- 24 October	<b>20</b>	<b>21</b> Centenary Celebration Orville Wright's glider flight on October 24, 1911 . Jockey's Ridge State Park and Wright Brothers National Memorial, North Carolina, USA. See the website at <a href="http://www.Soaring100.com">www.Soaring100.com</a>	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b> WINTER GLIDING WORKSHOP HUMAN FACTORS AFFECTING YOUR GLIDING David Wilson- St Francis Church Pastoral Centre, Little Lonsdale - Elizabeth Streets Melbourne	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b> MELBOURNE CUP VINTAGE RALLY Bacchus Marsh Airfield 29th October to 1st November  Coaching Program G Dale, Lake KEEpit	<b>30</b> RAYWOOD COACHING WEEK 29 OCTOBER - 1 NOVEMBER <b>31 Monday</b> MELBOURNE CUP VINTAGE RALLY BACCHUS MARSH AIRFIELD 29 OCTOBER - 1





NOVEMBER 2011

PHOTOGRAPH: PETER NEWCOMB.  
ADAM GILL IN HIS NIMBUS 3T OVER PIPERS FIELD, BATHURST SOARING CLUB NSW

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
31 October	1	2	3	4 Coaching Program G Dale, Waikerie 4 -7 Nov	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19 NARROMINE CUP WEEK 19 - 26 NOVEMBER	20
21 GOLD FOR SOARING PILOTS 21 - 25 NOVEMBER BENALLA	22	23	24	25	26 NSW STATE CHAMPIONSHIPS - TEMORA 26 NOV - 3 DEC	27
28	29	30	1 December	2	3	4



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# 2012 UVALDE FLAPPED WORLD CHAMPIONSHIPS PREWORLDS

WORDS: ANITA TAYLOR

Picture: Lesley Scott



The team attending the 2011 Pre Worlds shared their thoughts on the event and location.

ABOVE: John Buchanan and Gerrit Kurstjens flew a Duo Discus this year. They are Australia's selected pilots to fly in Open Class in the World Championships 2012.

Team Captain Terry Cubley was among last of the Australians to arrive at the airfield, where the team was already well established. It had been very hot, over 40° C every day, resulting in great flying in the practice period. "As always when hiring gliders unseen and half way around the world, there were issues for everyone to get instruments and seals to work, and complete paperwork. But by the time we started the official practice day on the Friday, everyone was organised and we all had great flights," he said.

## TEAM CAPTAIN

"This is my first time as Team Captain but as all the pilots are very experienced and we know each other well, the job is fairly easy. Crew numbers are a little light on, which stretches the resources, so much so that I find myself out at the field at 7.30am every morning to help

rig a couple of gliders and to help sort out any issues. It really is the best time of day here, before the sun gets too aggressive. We have a good working system. All gliders are marshalled before briefing and straight afterwards we hold a pilots' meeting to quickly review the previous day and discuss options for the new task."

This leaves an hour or more for final planning and lunch in the air-conditioned admin building before heading out to the runway at 12pm before first launch, usually at 12.30pm. The airfield is a little restricted, with only one main runway plus a parallel taxiway. Both are used for launching with tugs landing between. "This makes it quite tricky to speak to all pilots before they go, since some are always on the other side so we work it out as we go," he said. "Landings are also a little fraught. Most gliders land on the taxiway and roll to the tie down but many don't clear the taxiway, which makes it awkward for those landing behind."

Terry explained, "The problem appears to be concerns over the very large prickles and stickers scattered over the field - everything is big in Texas! - and their potential to deflate your main wheel. We have already had two gliders with flat tyres on the launch area, one of which was subsequently damaged during repair. The pilots are really enjoying the flying, good speeds and weather that really suits their experience. Day 1 saw Bruce win the 18 metre and David win the 15 metre with the others all close behind."

## FLYING OPPORTUNITIES

Peter and Lisa Trotter, 15m Class, commented, "Texas is like Australia in many ways. The flying weather and terrain are similar and the Texans make us feel at home. The outlanding possibilities, particularly to the north and west are limited to airfields only, though there are many of them and the drought conditions mean that outlanding

is unlikely. Driving 2,500 km to pick up gliders and working for days in the 40° C heat to prepare the gliders has taken its toll. The Australian team is experienced and the team dynamic is excellent so this is great preparation for the World Comps next year."

Tom Claffey in 15m Class says he has been hearing about Uvalde throughout his entire competition career. "At my first NSW comps, Brad Edwards and Norm Bloch had just come home and scored in the top three spots along with Bruce Taylor. I'm finally here and the weather is a bit more drought stricken than standard Texas WX and more like good, light cu Narromine days - 8 to 9kts to 10,000ft. It is a huge change from my last international comp in Szegeed where we shivered in the rain and averaged 1.1kts for some tasks.

Just prior to the event, he remarked, "So far in the practice period I have flown every day up to 488km at speeds of 145, 145, 140, 135, 135 and 138kph. The weather is pretty consistent. During the practice period we were towed by a turbine Birddog and had some great launches. This year, I am only here for some fun. Kerrie and I were to fly a friend's Duo Discus, but a few weeks ago he had an encounter with a fence on an outlanding and the glider was damaged. At the last minute we were able to find a Ventus 2B to fly in 15M. I flew it from Wichita to Uvalde - the best way to arrive at a comp site. The strength of the Aussie team and the type of flying here will suit us. I expect good results both years - perhaps on the 21st Anniversary of Brad's win we will see other Aussies on the podium."

Competitive gliding is one of the most important aspects of life for Bruce Taylor, 18m Class. "It is one of the things I live for, so to be able to represent Australia at an overseas gliding competition is to have achieved one of my highest goals," he said before competition started. "Flying at this level and mixing with other like-minded pilots gives me tremendous satisfaction. Uvalde is a huge opportunity for us, and I will be working hard to ensure that I am in a position to get the best possible result."

## PILOTS AND CREW

Peter and Lisa Trotter were the Selected Pilots for 15m. This year they had a friend, Mike, crewing for them from Houston Texas. David Jansen was selected for 18m, but was flying in 15m Class this year. He had Pat, from LA crewing for him. Tom Claffey flew in 15m Class, with his wife Kerry as crew. Selected Pilots for Open Class were John Buchanan and Gerrit Kurstjens. This year they were flying in a Duo together, having a lot of fun, and giving



those big open class ships a run for their money. Pam Kurstjens and Kyla Buchanan were crewing for them.

Bruce Taylor was selected for 18m and had his wife Anita crewing for him. Brad Edwards, 1991 15m World Champion in Uvalde was flying with the Team this year and sharing his valuable experience. Brad and Bruce also shared an experienced USA crewman, Paul Weedon. John, David and Gerrit flew in the 1991 Worlds as well, where Anita also crewed for the team. [wgc2012uvalde.com](http://wgc2012uvalde.com) GA

TOP & ABOVE: Peter Trotter flew a Ventus 2a.

BELOW: Anita Taylor was crewing for Bruce; Tom Claffey was on his first trip to Uvalde, flying a Ventus 2B.



Team Captain Terry Cubley with Brad Edwards.

## AUSTRALIAN PILOT PLACINGS

#	15 METRE	
3	PETER TROTTER	VENTUS 2A
8	TOM CLAFFEY	VENTUS 2B
11	DAVID JANSEN	ASW-27
13	LISA TROTTER	ASW-27
	18 METRE	
1	BRUCE TAYLOR	ASG-29-18
5	BRAD EDWARDS	JS-1







## DUTCH NATIONAL VINTAGE RALLY



WORDS AND PICTURES: DAVID GOLDSMITH

The Dutch National Rally, held in June, is the equivalent of our own Vintage Gliders Australia Annual Rally, held in recent years at Bordertown. The event is amazingly good fun, and a wide variety of gliders were present this year.

The hospitality shown at the rally was exceptional. As at Bordertown, briefings are a real social event. President of the Vereniging Historische Zweefvliegtuigen, Jan Forster, is a fun-loving guy who delights in producing unusual props and presentations to the delight of all.

For the 2011 Rally, held 2 to 5 June, the venue was the AC Salland airfield located in a typically picturesque Dutch setting near the city of Zwolle, about two hours northeast of Amsterdam. Owned by the gliding club, the wide, grass field has a thin bitumen road down the centre for the cable tow-out truck. Six cables can be towed out simultaneously with the swinging arm of the tow truck in locked out position. Winches available were one each of a 2, 4 and 6 drum, with stranded wire or synthetic rope on the drums. About 100 launches a day were carried out, and we observed only one cable break, on the wire.

### RIGGING PARTY

The large clubroom was just big enough for the many participants, but the club hangar and workshop next door could cater for only a small portion of the visiting gliders. Therefore, many gliders had to be derigged each evening, but the next day's rigging party was a pleasant activity in the mild weather conditions.

Accommodation included the usual variety, from motorhomes and caravans to camping in trailers. Jenne and I stayed in a comfortable Bed and Breakfast about 15 minutes' drive from the airfield. Breakfast, lunch and dinner were provided at the club.

Gliders present this year displayed a wide variety of shapes and colours, with the Ka6s and Ka6Es the most numerous. Some pilots saw the good weather forecasts and brought their classic Ka6s to fly cross-country, rather than their vintage gliders. From a total of 28 gliders, the

Mucha, SlingsbyT38 Grasshopper primary, T30 Prefect, T8 Kirby Tutor, T21b Sedbergh, T31b Tandem Tutor, T34 Sky, Motor Tutor, Kranich II, Bocian, Ka4, Ka6, Ka6E, K7, ASK13, Phoenix, Cobra 15 and Doppelraab were all represented.

### FLYING WOOD

The rally begins with the ceremonial display of the warning sign 'Flying Wood!' for all to see. At the 10am briefing, after the weather forecast is delivered, tasks for 15 metre and open class are announced. The open class task, usually a run around various local castles and landmarks, is for those sporting an open cockpit. Photo verification is used.

Jenne and I arrived early on 3 June to find some familiar faces from previous times and the rally in full swing. Over the Dutch tradition of plenty of coffee, we renewed friendships and were introduced to anyone nearby. The acceptance and welcome for visiting glider pilots seems universal. Eric Munk, who had travelled Australia and spent two years at Tocumwal, commented to many on the wonderful welcome he had received at Australian Gliding Clubs, once even stopping his interstate bus to get off when he noticed gliders launching at a nearby gliding club.

The airfield filled with colourful gliders as the clear skies and warm weather tempted pilots to fly. With launching underway, my camera was working overtime when I noticed Jenne climbing into the front seat of a Bocian. That was quick! After cruising for over two hours with Hans Dijkstra and admiring some spectacular and historical landmarks, she was smiling from ear to ear. A delicious dinner, many stories and a few drinks rounded off a very pleasant day.

### SLINGSBY PREFECT

The next day the fine weather returned and we each flew the Slingsby Prefect, Jenne flying half an hour. It flew very nicely and, without a canopy or windscreen and only a light breeze, the whole panorama could be seen. I was also delighted to have an opportunity to fly the historic Slingsby Sky, which has an 18m wingspan and is often mentioned in Philip Wills' books. A late thermal soon had me at 1,080 metres, admiring the beautiful countryside. Returning to assist the scheduled de-rig, another nice thermal was just too tempting to pass up.

Unfortunately, the last day of the rally was cancelled as the rain came down. Packing up the remaining gliders and



TOP: A Slingsby T31B comes in for an evening landing.

ABOVE: The Slingsby Prefect takes off in a crosswind.

LEFT: A 6 drum Hydrostart winch was available for launches.

BELOW LEFT: Open cockpit flying in the Slingsby T21B two seater is a social activity.

BELOW RIGHT: An array of vintage gliders line up to launch.

ABOVE: Dave and Jenne Goldsmith prepare for a flight in Holland.

BELOW: Dave gets briefing before flying the Slingsby Sky.

BELOW RIGHT: A Kirby Cadet Mk 2 Tutor named 'The Pink Panther' receives a mascot.





# HORNET GLIDER TUG AT BEAUFORT GLIDING CLUB

WORDS: JACK HART

Early in 2010, our club began a serious study of tow aircraft options. We do not have our own launching facility and depend on cross hire from other clubs. The charge out rates have become a significant obstacle to many of our existing members and to our prospects for attracting new members.



We had been considering the options and emerging developments for some time and concluded that none of the current alternatives were tenable for us at this time. The process of making a decision on a tow plane suitable for our needs included all the usual performance and affordability considerations. Some more unusual criteria we thought would have a

significant influence were a water cooled engine, a two-seater configuration and a reduction in the cost of owning and operating a tow plane, in order to provide more affordable glider launches. Current charge out rates now stand at \$4.20/min for our members.

## HORNET TWO SEATER

After comparing various aircraft types and making life cycle cost evaluations, our club decided to build a kit aircraft called the Hornet, designed by Ole Hartmann, principal of Australian Aircraft Kits based in Taree, NSW. The basic Hornet STOL is a two seater designed for use on outback stations and mustering. It is an all metal aircraft of similar size to the Piper Super Cub.

I first met Ole in December 2009 and discussed the possibility of using the Hornet as a glider tow plane. His positive response impressed me and I began work on a proposal to put to the club. We obtained a Tost Cable Reel Guillotine (CRG) system, and asked Ole to alter the Hornet STOL design to fit this in. Almost 10 months later, we paid for the Hornet and in November 2010 collected our kit.

Among the changes Ole has implemented in the Glider Tug version are wings with no slats, deemed

unnecessary for towing operations, and a fuselage strengthened by thicker skins and longerons. He gave it a rugged trailing link undercarriage with large tyres and large brakes and, instead of the flaperons on the Hornet STOL, flaps and ailerons of a later design similar to those on a Super Cub. He also modified the fuselage to fit our Tost CRG towing system.

## SUBURU POWERED

The selected engine is a 2.3L liquid cooled Subaru engine adapted for aircraft use by RAM Performance in the US. It is rated at 160HP, although on the last dyno run before shipping, it delivered 173HP. We selected the fire wall forward kit, which includes all the engine accessories and engine mount. The engine has a helical gear reduction drive unit by AutoFlight in NZ. Fuel consumption at max power is around 28 litres per hour using premium unleaded.

At the time of writing this article, we have just placed an order for the propeller. The Hornet tug proposal is based on a ground adjustable propeller. We only recently found the GA Prop from the Ukraine, a 3-blade, ground adjustable, composite propeller with a diameter of 1.9m, which is being used

successfully on a Pik 23 tow plane in Finland.

## STRONG AND LIGHT

The aim is have an aircraft with a weight close to that of a Super Cub but a much better climbing capacity along with much lower fuel consumption. The Hornet should climb happily at 55-65 knots and then descend quickly with the throttle set at idle. The Tost CRG towing system is also expected to aid turnaround times and lower approaches because the pilot will not have to worry about the trailing rope. The liquid cooled engine will reduce pilot workload by managing shock cooling issues, and the FLARM system and strobe lights will be other safety features in our Hornet.

The airframe and wings are all metal 6061T6 with a chrome moly steel tube frame from the engine firewall to just aft of the cockpit. All flight controls are metal also, using pushrods except for the rudder which has cables. Fuel capacity is 120 litres, stored in two 60 litre fuel tanks. This is optional and you can request more or less fuel. The landing gear is a trailing link design using Fox shock struts off an All Terrain Vehicle. Large 8.50 x 6 main wheels and a large Alaskan Bush Tail wheel of 1in diameter should prepare the Hornet to handle any terrain a Pawnee can.

## THE BUILD TEAM

As of July 2011 and nearly 630 man hours, we are well progressed into our build project with all major components completed except for the fuselage, now about 75 per cent complete, and engine cowling, yet to be started. The engine arrived in mid-June and in good condition. Those who are interested can follow our progress on our blog site:

[http://www.beaufortgc.org.au/hblog/2010\\_bgc\\_blog.htm](http://www.beaufortgc.org.au/hblog/2010_bgc_blog.htm)

We have a core group of four



members to carry out the build, which has been going very well to date. Other members also drop by when they are able or when the need for many hands arises. The build team consists of Gordon Pope, Peter Buskens and Mike Williams, with me as build project manager. Other members with specialist skills are Chris Trewern on paint and Mal Crampton handling the electrical side, who will assist at the appropriate time. The designer Ole Hartmann is coming down to Melbourne to help us with the final assembly and rigging of our Hornet in August.

## CLUB FUNDED

The Hornet build project has been largely funded by interest free loans to the club by our members. Funding support has been exceptional, with participation by over 50% of the members and a reasonably even distribution of loans. We are a little short on funding but have a couple of options. Donations will be gracefully accepted.

At \$4.20 per minute charge out rate we expect to cover all operating costs as well as pay off the debt over a seven year period. These figures are based on a conservative annual usage rate derived from historical levels of activity. If we fly more than this figure, less time will be required to pay off the debt.

## SOCIAL & ECONOMIC BENEFIT

The Hornet will also introduce a social flying aspect to the Beaufort Club, where suitably qualified members can enjoy mutual flying as the Horsham Club does now with their Jabiru tow plane.

Our Hornet is being constructed under the supervision of the Sport Aircraft Association of Australia and will be VH Experimental registered. The pilots flying the Hornet will have a normal pilot's license issued by CASA. It also means as the builder of the aircraft we will have approval to do our own 100 hourly inspections. This gives us control over the maintenance instead of relying on LAME. Running a new aircraft should help us avoid some of the maintenance and repair problems some clubs have with 40 to 50-year-old tugs.

If the Hornet functions as expected, it will reduce the cost of gliding for our members but if not, we can sell it and recoup our costs. Because a market exists for this type of aircraft, we feel that it poses less of a risk to the club than being saddled with an old crop duster. We will know soon, as we are aiming for the first flight in November this year.

GA





# A ROPEY STORY

Cooperative efforts and clever ideas among gliding club members can help and inspire pilots everywhere. An ingenious innovation at a club in Morawa WA helped overcome their members’ launch problems and has now been accepted by the local Soaring Society.



ABOVE & RIGHT: Michael Derry and Richard Sasse devised a double pulley system based on a reversed block and tackle system. It only required two, ordinary vehicles with no need for an anchor point or travelling at high speeds.

Our club, the Morawa Gliding Club, started as an aerotow operation in 1979. It was our heyday but, as an isolated club 160kms from the nearest population centre, numbers eventually dropped off. We resorted first to auto launch and later to winch, which we are still using.

## BRAINCHILD

The winch was the brainchild of my son, Richard who, with lots of ingenuity and a bit of guidance and encouragement from me, had watched a winch in operation and put together a workable machine from two obsolete motor trucks and other odds and ends from our farm scrap heap. Apart from the odd design fault due to inexperience and limited resources, it has worked quite well for 30 years.

Nevertheless, we have had our share of wire problems and cable breaks, which hasn’t been such a bad thing. A real emergency is a much better teacher than a simulated one. So now we are prepared for the wire to break on launch and if it doesn’t, that’s great - we can go soaring! We do manage to go soaring on most occasions.

When our club has gone on safaris we’ve used auto launch. The method has its limitations and on several instances we have landed in places where the maximum possible height of launch has been 600 feet. As well as not being in accordance with the ops regulations, it is quite difficult to get away from that height, so we have been working on a possible alternative.

We’ve ruled out aerotow as too expensive, and winch as far too

WORDS: RICHARD SASSE

cumbersome. Reverse pulley, wire or rope, is an option. But both direct and reverse pulley auto demand a vehicle speed of 80 to 90 kph, which is not always possible on bush strips, so we scouted around for further alternatives.

## BLOCK AND TACKLE

One of our members Michael Derry came up with the idea of multiple pulleys, that is, a normal block and tackle system, albeit back to front, using rope. I’ve had quite a lot of block and tackle experience on the farm for 60 years, mainly servicing windmills, so the idea appealed to me.

With a good solid anchor point, enough power and lots of pulleys with a 3 to 1 advantage, our power source only needs to travel 1/3 of the distance, or 500m on a 1500m strip, and we’d get the same height as a winch launch.

So we dragged out our winch as an anchor, my pathetic little Rodeo ute as a power source, and gave it a go. It worked - or seemed to work - until the rope broke! We also found out that it had burnt out the clutch on my vehicle and dragged the winch 15m with its wheels locked.

So we tried again. We chocked the winch with railway sleepers and used a Nissan Patrol. This time, apart from the fact that the rope broke again, we estimated it might be feasible. Incidentally, for all these tests and the ensuing dozen or so, I was the test pilot.

I am the lightest of the mob, debatably the most experienced, the most expendable and quite content with



a 30° angle of climb rather than the better 45° angle. Besides, there was always a chance of a pleasant flight at the end. On one occasion I got away from 600 feet and enjoyed two hours in the air while my unfortunate earth bound friends spent a couple of hours in blistering heat, sorting out broken, tangled rope and out-of-line pulleys.

## STAR PICKETS

One thing was certain. We weren’t going to be able to take the winch on safari just as an anchor, so we thought we’d try star pickets doubled-up and driven into solid earth and stayed well back. It should work if the main, doubled-up star picket was sloped backwards enough, as most of the pressure would be at ground level.

For this experiment, we’d convinced the owner of a 100kw front wheel Assist farm tractor to let us use the vehicle as our power source. The tractor’s driver was a little diffident and the first couple of attempts were so slow that they only resulted in forcing me to frantically hold our long suffering Astir CS straight for about 200 to 300m between lots of

badly spaced strip marker cones. However, on the third attempt he got the idea and shot me into the air at a great rate of knots. No amount of signalling on my part to slow him down had any effect.

But before I could pull the bung, the anchor point let go and caused an abort once again. I landed smoothly in front of our clubhouse, much to the

delight and admiration of half a dozen female student doctors who had just arrived down from Geraldton for AEFs! Meanwhile, back at the business end, the various onlookers were just emerging from their funk holes, having fled in terror from a hail of flying star pickets.

## DOUBLE APPROACH

Anyway, we couldn’t take that tractor on safari and the driver certainly wouldn’t want to go, so it was back to the drawing board. Then Michael came up with a brilliant idea – why not use two medium powered vehicles, with no need for an anchor point. Two 50 KW power sources equals one 100 KW. So the plan was to position the glider down one end as before and two vehicles somewhere near the other end, travelling in opposite directions. We worked out that for a 1500m strip, the vehicles needed to start about 200m from the far end. One would have two pulleys, capable of following the path of the glider travelling the 200 metres to the far end of the strip. The other would have one pulley and the cable fixed, travelling 300 metres back towards the starting point. With a 3 to 1 ratio, 500 metres travelled by vehicle equals 1500 metres of cable, and should give a launch height about the same as a winch launch.

When the first vehicle travelling at 10kph reaches the end of the strip, the driver stops and tells the other vehicle travelling at 20kph to slow down briefly to release the glider, then keep going back to the launch point. So with the necessary trace, swivel and weak link and tost rings at each end of the cable and the ability to pull right through the two pulleys of the stopped vehicle, it should be possible to pull the rope right

back to the starting point.

The weight of the rope should ensure that it pulls through the pulley of that vehicle. At the launch point just take any remaining rope from the pulley and hook the rings to the next glider. Then go back to the tow point, thread the rope back through the various pulleys, give the thumbs up, and repeat the process.

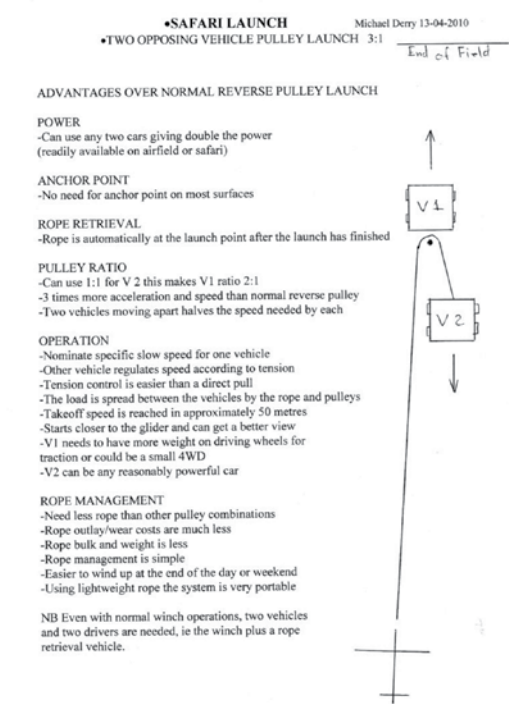
## SOARING SAFARI

Our experience at Morawa indicated that the system was feasible and Michael sold the idea to the Beverley Soaring Society. I was not able to attend their trial but apparently it showed enough promise for them to consider following it up, even as an adjunct to their favoured aerotow.

Michael had sourced some stronger rope for our later, more successful trials. Because Beverley used a slightly higher angle of climb than our preferred 30° angle and their ASK21 is heavier than our Astir CS, they opted for a still stronger rope. I wish them luck! Michael has also designed a quick and efficient system for the initial layout of the rope and rewinding it at the termination of the proceedings.

So, confident that we have the necessary equipment to make another safari trip, we now need to whip up enough enthusiasm and support to organise one. Congratulations to Michael on his ideas and persistence in carrying them through and, in particular, for bullying me into going along and being part of them.

GA







ABOVE: A screen shot from Condor shows the glider approaching the ridge square on.

I have been using Condor proactively to accelerate my overall competency and as a skill base for competition gliding. Though it should never be used as a primary training mechanism, one of the advantages of flying Condor is that it allows you to try things well in advance of actual training and developing enough skill to fly safely and survive in the real world.

The topic of shifting reference has been mentioned a few times in our weekly Condor sessions. After several 'accidents' related to this problem in mountainous conditions, I was prompted to give it further analysis as I felt I should have been able to avoid those incidents.

### CONSTANT REFERENCE

Gliders pilots are trained to fly using the earth's horizon as a primary flight reference. The human brain is able to adapt quickly to this familiar reference and our hands soon start to confirm the controls automatically. This ability

serves us well, since there are always plenty of other things to think about when gliding.

Having this constant reference for attitude is very important to safe flying. Anyone who has attempted controlled flight in cloud without reference to an artificial horizon of some sort will attest to the short time it takes to lose control. However, what can be more insidious than losing the horizon reference altogether are situations in which the reference shifts with respect to the pilot's perspective. There are two common situations in gliding in which this can occur. The first and most dangerous occurs in mountain and slope flying, and can be easily simulated in Condor. The second, flying up the face of clouds in shear or thermal wave, may be less threatening but can also be dangerous especially when flying with other aircraft nearby.

Let's look more carefully at the first scenario. The screenshots from Condor shown here should help describe and demonstrate the nature of the problem. In linear slope flying where flights are made back and forth along the ridge and turns are made away from the hill, the danger is less acute but the effect is still apparent. However, taking thermal climbs up the side of the mountain is considerably more dangerous. Even a single 360° turn can be deadly without care and experience.



BELOW: As you approach the ridge, the horizon reference moves upwards.

### CONDOR SETUP

In any good simulation, a level of suspension of belief is always involved. Several setup rules in Condor make the experience more lifelike, enjoyable and effective. Below is a list of what I consider the minimum equipment required for immersive flying.

#### PLANE PACK

Don't be stingy - get the Plane Pack. The ASG29 and the Ventus 2CX are the way to go. It's too much fun blasting around at 120kts. Why bother with anything slower?

#### SCREEN

At least 21". Yes, size does matter, with 1900 x 1200 resolution or better.

#### CPU

Condor uses the CPU to generate the cloud graphics and other plane positions. Clouds in particular tend to suck up lot of CPU cycles. The higher the Distance setting in the Condor SETUP panel, the more CPU horsepower is required. This affects graphics performance far more than anything else.

#### GPU

The GPU does the scenery workload. I find Trees density affects GPU horsepower the most. Who needs trees anyway? They just get in the way on final glide. Set Tree density to very low. I haven't found the other settings affect performance much at all. I have them all set at the maximum but if you have a low-performance machine, try them at lower settings.

I use Full screen setting In the Graphics Setup Panel. This I have found gives the smoothest graphics. Do not run any other programs that use popup windows, if you do and they pop, then Condor will crash. I also tick the Vertical Sync in the Graphics Setup panel. This locks the screen to 60Hz and makes for very clean screen with no artefacts.

In the Options panel in Setup, make sure the View Smoothing is set to a little beyond mid way to the right. The screen should be liquid smooth without jitter or artefacts of any sort. If it's not then something is wrong.

**NVIDIA WARNING:** If you have an NVIDIA card, then the latest drivers are often useless. I have found that the 195. XX Series is by far the best. The earlier driver sets are pretty easy to find on the NVIDIA website. There does not seem to be an issue with ATI cards.

### AVERAGE HORIZON

The first Condor screen shot shows a pilot approaching the hill head on. A cloud above a ridge line in sun indicates the possibility of a thermal. The prevailing wind is light and square on the ridge. From a distance, the pilot's vision will reference the majority of visible horizon and it will be easy to maintain proper attitude. As the pilot gets closer to the ridge, especially if the aircraft is well below the ridge line, the average horizon reference starts to move upward. This rising effect is non-linear and the pilot's brain will register the aircraft as entering into a nose down attitude.

Without thought and, especially, without immediately recognising the situation, the pilot will then automatically pull back on the stick in an attempt to bring the nose back to a 'normal' straight and level flight. Anyone who has

### JOYSTICK

Look on eBay for a Microsoft Force Feedback2. They are only available second hand but are well built and worth every cent. Accept no substitutes.

In the Input Panel, Untick 'stick trim where available'.

In the Input Panel, Untick 'Reverse trimmer Axis'.

I am lazy. I have Auto Rudder ticked. Using the rudder control on the joystick overrides it anyway.

If you have a Microsoft Force Feedback 2, then tick 'Force Feedback'.

Untick 'Mouse Look'.

Untick 'Left button for Mouse Look'.

### PEDALS

I can't be bothered. I did buy a set and then never used them. Some people love them. I use the Z axis (twist) on the joystick. This does not seem to affect anything when I jump in the Mozzie. I don't try and twist the joystick off as some have suggested!

### TRACKIR

This is mandatory. After about two hours you will swear blind you are turning your head 90° to look out the side of the cockpit and your eyes are looking in that direction. This single accessory adds the most to the realism of the environment. I use TrackIR 4 Pro with CLIP.

Order one now! [www.naturalpoint.com](http://www.naturalpoint.com)

### CONTROL PAD

There are quite a few controls that are normally mapped to the computer keyboard. I use a cheap USB Numeric Keypad, at less than \$5. It's quite easy to map the Condor PDA controls to the numeric pad. It's in the Input Panel under Assign Controls. This is much easier than packing around a huge keyboard. I put a small square of white electrical tape on the top of each key and wrote on them to show the Condor PDA function I had assigned.

### EXTERNAL PDA

Using an external PDA is required when flying AAT. An external PDA can also be used for other tasks, but I really don't find it of that much value although others do. This is personal preference. I use an USB to Serial convertor to attach my OUDIE, which is cheap at \$9 including shipping from Hong Kong. Other users have managed to get Bluetooth to work. In the Options Panel in Setup, tick 'enable NMEA' and select the appropriate Com Port.

flown IFR will know how much concentration and conditioning is required when learning to overcome the mind's perception of what is happening. The real danger is that the pilot's attention is also drawn to the large hill looming ahead, and away from critical factors like airspeed and attitude. Airspeed can quickly bleed off unnoticed as the nose is pulled up.

### IMPACT OF FEAR

Fear also has an impact. Most people are aware that fear tends to constrict our scope of awareness. What can be surprising to pilots new to Condor is the amount of fear that a simulation can generate. Sweaty palms and drenched underarms are quite common when flying and racing in simulated mountainous conditions. The combined effect of these factors affect a pilot in obvious ways and it does take

continued over page





ABOVE: As you reach the apex of the turn the horizon appears to fall away.



RIGHT: As you enter the turn the horizon appears to rise.

quite a while before good scanning habits are established and annoying, unplanned events eliminated.

The shifting horizon problem is exacerbated further when the turn away from the hill is initiated. At first the horizon will continue to rise and then flatten until the apex of the turn is reached, at which time the average horizon starts rapidly to fall. The pilot perceives that the aircraft is now climbing as the horizon falls away and automatically pushes the stick forward to compensate. The aircraft will quickly build up speed, causing additional problems with accelerated g-force and steepening of the turn, all of which usually comes as a complete surprise to the pilot. In many cases, the pilot assumes that an odd external force is causing these changes in aircraft speed, slowing down when coming toward the hill and speeding up when facing away, not recognizing that his own 'flawed internal gyroscope' is the main contributor to the problem.

### AUTOMATIC REACTIONS

Even experienced mountain pilots can be caught out. These situations require conscious effort to counter deeply ingrained automatic reactions. Fatigue, distractions, over-confidence and familiarity can all mitigate any secondary, learned behaviour. I think we can all recall or relate to instinctive reactions that re-emerge when we are under stress.

For any sceptical readers, I suggest you find a good working Condor system and immerse yourself in some mountain thermal flying. You might be surprised at how difficult it is to maintain a steady reading on the ASI when thermalling close to hills, where good thermals often appear in Condor. This may be even more surprising if you have already found that maintaining a steady ASI reading over the flatlands is quite straight forward.

Of course, there are other factors involved in ridge thermalling, such as being blown towards the slope and having to extend outwards from the hill to ensure that the circle does not get too cramped. Dealing with changing wind strength and direction as proximity to the slope decreases also presents a challenge. This is a difficult place to fly and there is a lot to cope with in these conditions. Flying with an experienced pilot at first is highly recommended. As with landing and flying in crowded gaggles, there is little room for error, which a little simulation flying also soon demonstrates.

### GETTING STARTED

After you have your setup working to your liking, the next step is to get into the online competitions accessible via the Condor Soaring website. Just jump in the deep end and go for it.

Most comps are run with fairly strong thermals, so full water tends to be the go. As far as plane selection goes, assuming you have the Plane Pack, then 18m are by far the most fun. Perhaps unlike the real world, there is no discernable difference in most conditions between the ASG29 and the Ventus 2Cx. If you are flying fast slope and it's a 15m comp then generally I find that the ASW27 is more favourable.

When you are starting out, do use the thermal helpers. They save a lot of time in learning how to thermal well by bypassing the 'finding bit' in the early stages. As in the real world, speed control is critical when thermalling. Make sure to make small adjustments. You might need to extend out with wind. Because you don't have the seat of the pants feel, you will need to play close attention to the vario. It tends to be more closely coupled than in real life so it's a pretty good 'real time' rather than a delayed indicator. You can experiment with where to extend the circle. It's very much a matter of practice makes perfect. As always, races are lost and won in the average rate of climb. If you set up your own tasks, then set turbulence to low or off.

We fly most Tuesday nights at 8pm, Aussie Task. Give me a call on Skype, Richard.J.Frawley, if you want to chat or drop me an email in advance, [rjfrawley@gmail.com](mailto:rjfrawley@gmail.com). We have a Teamspeak server as well, accessible on subscription.

GA

## MAINTENANCE OF TOST RELEASES

GFA issued a revised version of Airworthiness Directive 277 on 1 April 2011. This new version is based on a Technical Note issued by the manufacturer, and now requires the main spring to be replaced every 2,000 launches.

The previous version of AD 277 only required an annual servicing of the release, plus a test of the over-centre locking mechanism every 2,000 launches. The new version has some implications that all owners and Form 2 inspectors need to be aware of.

### CHECKING YOUR LOGBOOK

Gliders that have not yet completed 2,000 launches and that are still fitted with their original TOST release should not be affected by the new version of AD 277. However, owners will need to ensure that the glider's Maintenance Release is annotated to show the requirement for the main spring to be replaced at 2,000 launches.

If your glider has done more than 2,000 launches then you will need to go back through your logbook and find out whether the main spring in the release has been replaced sometime in the past. If it has, then simply add 2,000 to the number of launches that had been performed at the date that the main spring was replaced, and place an entry in the Maintenance Release to show that the main spring needs to be replaced before that new number is exceeded.

If you cannot find any entry in your logbook showing that the main spring has been replaced, and the glider has exceeded 2,000 launches, then you must consider that the main spring is now out of life, and it will need to be replaced. You will need to enter the requirement to replace the TOST main spring as a Minor Defect in the Maintenance Release.

GFA has now approved an extension on the compliance date for AD 277. The main springs on affected TOST releases can continue in use until the next Form 2 inspection. However, you may wish to evaluate the risk associated with a fatigue failure of the main spring and replace it earlier if you consider the risk to be too high.

### WINCH OR AEROTOW

Most gliders are fitted with both a nose release and a belly release. In most cases, both releases are still connected. Thus, when you operate the nose release, you will also operate the belly release. Since the 2,000 launch fatigue life on the main spring applies regardless whether or not the tow rope is attached to that particular release, the main spring will need to be replaced on both the nose and belly release. Even if you don't normally use the belly release, the main spring will need to be replaced if it is activated when you pull the yellow release handle. If your club does not normally do winch launching, an easy way around this is to simply declare the belly release to be



unserviceable in the Maintenance Release and decide not to use it. If you do, you will need to place a placard in the cockpit stating 'Winch Launching not Permitted'.

The same applies if your club mainly does winch launching, and seldom does aerotows. You may simply declare the nose release to be unserviceable. If you do, you will need to place an entry in the Maintenance Release and a placard in the cockpit stating 'Aerotows not Permitted'.

Obviously, owners of gliders that participate in both aerotow and winch launching will need to ensure that the main springs in both the nose and the belly releases are within their life of 2,000 launches, and replace them if necessary.

### LIFED COMPONENTS

Owners should also replace the existing version of AD 277 in their maintenance files with a copy of the new version, Issue 7, which can be downloaded from the GFA website. In addition, there is a section at the back of the logbook that allows for details of any 'lived' components to be listed. Since the TOST main spring is now a fatigue lived component, all owners now need to write the TOST main springs into this section. Checking the logbook for lived components is one of the checks called out in the 'Guidelines for Annual Inspections', the little green booklet that is included in every Form 2 kit.

CASA has issued an AD that requires TOST releases fitted to tug aircraft to be serviced annually. These releases will also need to have their main springs replaced after 2,000 cycles of the main spring. Because it can be difficult to work out when the release in a tow-aircraft has completed 2,000 cycles, GFA is currently considering the introduction of a calendar based system for replacing the main spring in these releases.

One other important lesson to learn from this situation is that Form 2 inspectors should always check the Issue status of all ADs and ANs listed in the Schedule of ADs and ANs that are sent out in each Form 2 kit. It is possible that the status of the ADs and ANs will have been updated between the time GFA send you the Form 2 kit and when you actually commence the Form 2 inspection.

GA



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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.



When Narromine Gliding Club was founded on 2 July 1950 in the Country Party room, the membership was limited to just 25 flying members and the membership fee was set at £2. The new club's Vice President Jack Coomber had already built two aircraft, the Comper Swift flown by Arthur Butler from England to Australia, and the Corben Super Ace.

Jack found it difficult to buy a glider in post war Australia. There were only a handful of clubs and all were reluctant to part with their fleet. He decided instead to purchase a full set of plans for a side by side two seater glider designed by Hawkridge Aircraft, Dunstable UK.

## BUILDING THE VENTURE

The Venture was built in the space under the showground grandstand in Dubbo. The club members froze in the winter and sweated through the three long years of building the aircraft. One of the biggest problems encountered was the omission, in the plans from England, of the sections on pulleys and control wires. Thanks to Jack Coomber's prior experience and help from some of the smarter members the problem was solved. One of the original builders Colin Shibble remarked, "It's strange how we whinged as we built the Venture but now puff our chests out like heroes when we talk of the 'building era'."

On 3 October the club held an air pageant in which Fred Hoinville participated in his Tiger Moth DH. Fred was an early pioneer of gliding in New South Wales and was a barnstorming

stunt flyer. On this day he was there to assist the club in the launch of the Venture. The test flight was carried out and a Certificate of Airworthiness was granted by R Crick of The Gliding Federation of Australia.

Over the next several years the Venture was kept busy churning out A, B and C pilots. The majority of launching was by auto tow with a 1936 Ford V8 Sedan. Some aero towing by the Auster and Tiger Moth did some aero towing but with the constraints the Department of Civil Aviation had put in place and the cost associated, most pilots preferred auto towing. The club hosted several gliding schools and purchased the Grunau Baby. Many members quickly achieved their C badges. Jack Coomber was No 70, Colin Baker No 74 and Albert Shibble No 75. Today just one member of the founding members, Joe Shibble is still a member of what is now the Narromine Gliding Club.

## FIRST AUSTRALIAN CHAMPIONS

While the club still operated from Dubbo airport, the NSW championships were held at Narromine. The first

Australian National champion Keith Collier won that event in 1952 with a flight from Narromine to Jerilderie. Since 1949, the gliders had been coming to Narromine in the summers from across Australia and in particular from Sydney. In 1963 the club entered a team of local pilots in the Australian National Championships. The status of championships in that period was such that the opening ceremony featured The Director of the Department of Transport Mr D G Anderson, The NSW Regional Director of the Department of Transport Mr A W Doubleday, The President of The Gliding Federation of Australia Mr W Iggulden, Timbregongie Shire Council Cr E Richardson, Narromine Shire Clerk M R Reynolds, the Mayor of Narromine Dr K R McLachlan along with the club President Mr A Shibble. Mervyn Waghorn of the Sydney Soaring Club won the championships in a Slingsby Skylark 2.

During these years the club has seen and undertaken many changes. The biggest was the move from Dubbo to Narromine in 1973. The club moved into the building previously occupied by Qantas as Narromine was the alternate airport for Mascot until that time. In these golden years of gliding in Australia the National Championships were held each year immediately following Christmas. Victoria, NSW and South Australia together hosted this event. Narromine was the selected site for NSW and the gliding enthusiasts throughout the state gathered there to organise and host the championships every third year.

## AVIATION COMMUNITY

In the late 1990s, those using Narromine airport moved to preserve the history of the airfield and to undertake construction of the new clubhouse, replacing the main terminal building and incorporating the Gliding Club, Aero Club and a new museum celebrating flying from Narromine since 1919. A group from each club, council and local business set up to raise the funds and Bruce Cottee from the Aero Club oversaw the construction of the building by volunteer club members. The new building, which has been handed to the people of the town, is a testament to the enthusiasm of the aviation community in Narromine.

The club has had a few name changes from the Dubbo Gliding Club and Orana Soaring Club to the Narromine Gliding Club. Throughout those 61 years the club has played host to many regional, state and national championships. Many hundreds of international pilots have flown throughout the central west of New South Wales with flights of up to 1250kms. Fourteen 1000km badges have been claimed from this site. The Australian Qualifying Grand Prix attracted world champions and the best of the Australian competition pilots. The club has hosted Championships for Juniors and Women in Gliding weeks. Many junior pilots who learned to fly with the club have gone on to be airline pilots, RAAF pilots and gliding champions. All credit should be given to those early instructors who passed on the excellent basic flying training to the local 'boys on the fence' at Narromine airport.

## NARROMINE CUP

Today the Narromine Gliding Club is still a small regional gliding club with 59 members. The club comes alive each summer when visitors from around Australia and the world come to experience the open plains and great gliding condition that this site can produce. The airfield, a large ex RAAF and Qantas airport, supplies excellent operational conditions and unlimited airspace. The club owns and operates the Twin Grob for basic training and the Duo Discus for cross country and

coaching. The LS4 and Discus B are excellent early cross county aircraft and are busy each summer with pilots chasing their badges. Many of our members are private owners and the numerous airport hangars house a collection of modern sailplanes along with the varied collection of flying machines. The modern and well appointed club house sits on the edge of the tarmac and tie down area and the airport has a large tourist park, aeroclub bar and museum all within the entry area.

In the mid 1990s the number of pilots attending National championships had dropped considerably and the Narromine club looked to introduce an event that would welcome all pilots from the first cross county novice to the world class champion. The plan to create an event that combined both social and active cross country gliding resulted in the Narromine Cup. This week of gliding in the last full week of November each year has introduced the club to many new gliding pilots from throughout Australia and the world. Chris Stephens as the face of the Narromine Cup has led the small local group of members to ensure this event is fun and safe.

In the summer of 2011/12 Narromine will host the Narromine Cup and the 50th



Australian National Multi Class Championships. The local members are busy gearing up for the task ahead. This is a huge job for the few enthusiast local members so we are happy to have the offered assistance from our members who live throughout the state and those members from other clubs who have offered to assist.

The Narromine cup will be held for the 14th year this summer. Narromine has easy access to the world with Dubbo just 20 minutes away by road. A town of 35,000, Dubbo is the hub of the west and has all the services expected of a large regional centre. The Narromine Gliding club welcomes all visitors, so check out our website for contacts.

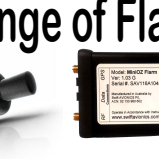
[www.narromineglidingclub.com.au](http://www.narromineglidingclub.com.au)

## HUNTER VALLEY GLIDING CLUB

While the 2010/11 soaring season was dampened by the weather, the HVGC managed to record a total of 87 cross country flights on the OLC, an average flight distance of approximately 200km for a total of 17,425 kilometres for the season. These represent just the flights out of Warkworth and exclude flights from other sites. Here in the Hunter Valley we are focusing more on cross country flying and building our local database of landing sites to provide a safe and interesting venue for serious cross country flying.

Our 2010/11 season opened with our

Cross Country FlyFest in October. Many club members and pilots from various clubs in NSW attended and enjoyed the event. This year, we are pleased to announce the 2011 Cross Country FlyFest commencing Saturday 1 October and running through to Sunday 8 October. Join us for a week of interesting flying in the beautiful Hunter Valley. For further information please contact Mick Webster 0418 269 145 or [mickwebster1@bigpond.com](mailto:mickwebster1@bigpond.com). [www.hvgc.com.au](http://www.hvgc.com.au)



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# WARWICK WINTER FUN

WORDS : PHIL SOUTHGATE AND LES MILNE



Warwick Gliding Club will be hosting the Queensland State Soaring competition from 24 September to 1 October 2011. We wanted a way to motivate members to hone their skills over the winter season and have started a new competition. The Warwick Winter Cup, with the motto 'Have Fun, Fly Often, Fly from Warwick'.

The comp is simple, fun and one everyone can enjoy and win regardless of skill level from the newest ab initio member to the club's 'top guns'.

## GETTING MOTIVATED

If you feel that your club pilots' motivation to fly is waning, possibly resulting in low income generation for the club and concern about individual pilots' currency, then you may want to organize something similar to the Warwick Winter Cup (WWC).

A simple scoring formula was developed that promotes flying frequently - every member whose name appears on the daily log-sheet gets 5 points for that day. It doesn't matter if they are doing circuits, annual checks or flying passengers - every day they fly, they earn 5 points. Bonus points are available to pilots who log their flights with the On-line Competition, thereby promoting our club to the world.

The OLC bonus points were introduced to encourage members to learn how to use the technology, starting when they are students and encouraging other longer term members to participate. The more flight logs added to the OLC from Warwick Club members who fly from Warwick on any given day, the more bonus points they all can get. For example - four people log flights via the OLC with the handicapped OLC winner from Warwick Club getting awarded 5 points plus 4 bonus points, second place via OLC would get 5 points plus 3 bonus points and so on. Simple, easy and OLC does the handicapping and scoring.

## FLIGHT ANALYSIS

Although it's a simple process, before the start of the Warwick Winter Cup, less than 10 members of the club were logging their flights regularly. Many more have since

joined in and are now familiar with OLC and the fun comparing logged flights. The unexpected consequence of this has been the ability of the club's coach to analyse more pilots' flights and provide advice on all flights whether cross country or just 'boating about' in the local area.

The winner of the WWC is simply the member with the most points at the end of winter. A distance trophy is also up for grabs that goes to the member who logs the longest handicapped distance on the OLC during winter. Currently we have several flights logged over 250kms. The current leader of the distance comp has logged 310kms - achieved over Warwick in winter! It will be even better come spring time, so you can imagine how good Warwick will be during the Queensland State Soaring competition.

## COMPETITIVE EDGE

Until we started the WWC we did not realize just how many competitive people we had in our club. After the first week of the winter comp in which our newest student member was leading the points due to regular flights on all flyable days, the e-mails started zinging. It seemed everyone wanted to see their name at the top of the list. By the end of the second weekend most available private and club gliders had taken part, and everyone was in with a chance to win.

Like all competitions, WWC was not free of controversy and brought inevitable protests, all adding to the mid week fun and email banter. On one occasion a club member had planned to fly over the beautiful Scenic Rim/Border ranges 40kms to the east of Warwick and down to the Boonah Gliding club, a total distance of about 70kms. This way, he could fly his aircraft closer to Brisbane to do his annual maintenance at home.

When his first flight ended in a local circuit shortly after launch, he decided to take a second very long, high tow toward the range to ensure he would have no problems gliding to his destination. He also took the opportunity to log his flight on the OLC and score some well earned WWC bonus points. Meanwhile, several other members improved their cross country skills with flights in mild winter thermal conditions and logged their flights accordingly on OLC.

## PROTEST COMMITTEE

Howls of protest ensued on just who scored the most bonus points and who should win the day for OLC distance. Inevitably, after several more Warwick Winter Cup 'official' protests had been logged over the emotionally charged event, a Comp Director formed the Warwick Winter Cup Rules and Protest sub-committee, or the WWCRAAP, dealt harshly with the protesters by reminding them, "The spirit of the WWC was to encourage flying in the traditionally limited soaring activity period over winter. Pilots would be awarded points based on participation as the main driver with the added bonus of competing, uploading to the OLC and telling the world about our club. The flow on benefits of increased flying of course would be higher number of pilots keeping current, skill levels maintained and in some cases improved, during generally challenging conditions. Of course this would also lead to higher revenues for the club."

The Committee pointed out that policing release heights, release points and launch times would be outside the scope of the WWC. "Therefore having higher and longer tows during the WWC competition period are to be encouraged and certainly not frowned on ... the WWCRAAP looks forward to seeing much longer and higher tows from you in the near future and using the WWC rules to your advantage. Remember: Fly gliders over Winter, fly from Warwick and fly often! And if someone wants to spend lots of extra dollars getting that one extra bonus point - bring it on!"

## QUEENSLAND STATE COMPS

After some particularly nasty allegations of team flying, the Protest committee wrote, "Team Flying is allowed and encouraged, with the intent it should create a Peloton of gliders barrelling around a task. Absolutely fantastic to watch and therefore great for spectators."

As it turned out, the pilot who had the long, high tow did not win the day but he did give the contest a good shake-up and a lot of laughs. The real winner, of course, has been our club - plenty of launches have followed including one very long one, all of which all puts much welcomed money in the club coffers. We look forward to announcing the WWC winner sometime after last light on 31 August 2011.

WE ALSO LOOK FORWARD WELCOMING YOU ALL TO THE QUEENSLAND STATE SOARING COMPETITION 24 SEPTEMBER-1 OCTOBER 2011.  
[www.warwickgliding.org.au](http://www.warwickgliding.org.au)  
<http://statecomps11.warwickgliding.org.au>

## BENDIGO GLIDING CLUB

This soaring season at Bendigo Gliding Club was fairly subdued. Odd weather patterns combined with flood waters creating difficult conditions. We've had yabbies in the hangar, not to mention plagues of locusts as well as mice and rats. Nevertheless our merry band of cross country flyers did have a number of good flights from the Raywood airstrip.

Several gliders made their first appearance at the club this season including Phil's Kestrel, Craig's Pik-20 and a yet to be rigged Caproni. We also have a new bright yellow winch providing launches.

On the personnel front, after many years serving the club as publicity officer, committee member and president Jack Lavery was presented with a life membership, but on a sadder note we lost one of our members, Ken Williams, after a long bout of heart problems.

Coming events for the club are the Bonfire night, Saturday 25 June, and the AGM on Sunday 24 July.

Tel (03) 5436 1518 [www.bendigogliding.org.au](http://www.bendigogliding.org.au)



## SOUTHERN RIVERINA GLIDING CLUB

With the winter slowly coming to an end, the Club has held its AGM. Flying operations are on hold at the present time as the engine of our tug, VH-ROZ, was removed for overhaul. However the re-conditioned engine is now safely back in Tocumwal and we expect to be airborne in the next couple of weeks.

Although the last season was not especially good for soaring, the Club had a very good year. CFI Ingo Renner reported to the AGM that the total flying hours of our two seater gliders came to 333 and 71 hours for the singles. Private use by club member-owned gliders was estimated at approximately 300.

The Club is planning to have another cross country weekend, probably in November, with the hope of better weather and some good flying.

The Committee is also anxious to contact members of the original Southern Riverina Gliding Club. Circumstances may have changed but the current club continues to expand with an enthusiastic band of volunteers.

The Club flies out of Tocumwal, which is approximately 250kms north of Melbourne on the Murray River. If you would like to fly with us, contact Ingo or Judy Renner on 03 5874 3052 or Mike Burns on 0438 742 914. The club's website is [www.srgc.com.au](http://www.srgc.com.au) and our email address is [renner@netspace.com.au](mailto:renner@netspace.com.au).



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# THE DEVELOPMENT OF COACHING IN VICTORIA

WORDS: DAVID WILSON,  
HEAD COACH FOR VICTORIA



In the 1960s when I started gliding, no dedicated coaching system existed. I was fortunate to belong to a club in which the instructors were very good coaches. Some of them had represented Australia in World competitions, and others were active cross country pilots, including national level competitors. At that time, the instructor's handbook syllabus went all the way from ab-initio up to competition training

Other clubs at that time also had coaching instructors but over the years, many club instructors began to focus on only training pilots up to solo standard. It was this change which led to the development of the coaching group, concentrating on post solo training. The trend started in the 1990s when Maurie Bradney took a leading role.

Through the next ten years, the gliding movement considered reasons for the decline in numbers of glider pilots, and one factor identified was the high drop out rate of pilots after they reached solo standard. Only a few seemed to get the message that the real fun in gliding starts when you are capable of going off on cross country flights of more than 10 or so kilometres from your home base.

The movement has been putting effort into addressing this issue across Australia. In Victoria, clubs are benefitting from an active coaching program, providing opportunities for pilots to learn how to have fun by going further and faster.

## HORSHAM WEEK COMPETITION

The Horsham Week competition started in Victoria over 47 years ago, conceived by the Horsham Club members as an opportunity for friendly competition flying in some of the safest country in Australia, where nearly every paddock is a one mile square airfield-standard surface. The club wanted pilots with little competition flying

experience to feel welcome and among friends and mentors, so that the fear of outlandings would not stop people from having fun.

After the first year, when the competition was held at Easter in poor weather conditions, the competition dates were firmly set for the first full week of February. This period is near the end of the Victorian soaring season, and was chosen because most of the harvesting has been completed by then. Not only are the paddocks free of crops and ready for outlandings, but also the numerous farmers among the competition organisers can devote time to running the competition.

The Horsham Week Competition is now run by a committee of the pilots who take part. It has retained all of the concepts set out by the Horsham Club when the competition started. I would recommend anyone wanting to find out about how competitions run and how much fun they are to consider going to Horsham week. There are always numerous coaches there happy to act as mentors.

## BENDIGO MELBOURNE CUP LONG WEEKEND

Melbourne Cup, the first Tuesday in November, is a public holiday in Victoria. Those who can secure the Monday as a holiday as well might consider attending a

four-day friendly regatta that the Bendigo Club has hosted at Raywood since the early 1990s. November is right at the start of the gliding season in Victoria, and may provide fantastic soaring conditions.

The club provides weather forecasts and launching facilities, sets tasks and runs lectures in the morning for cross country training. In years when the weather has cooperated, the long weekend was extended for the full week and tasks over 500K have been completed. The November Melbourne Cup regatta is the first flying event in the Victorian coaching calendar and an excellent opportunity for pilots to shake the cobwebs out of their gliders and get some practice in before the competition season starts.

## BENALLA COURSES

The Gliding Club of Victoria, the largest single club in Victoria, has always had a major focus on cross country flying, with the opportunities to the north providing safe landing areas nearly as good as at Horsham and virtually unlimited distance. They also have access to the magnificent scenery of the Victorian Alps. The club runs a seven day a week operation during the summer months, so that launches are available mid week. The club's long-running winter/spring courses are now incorporated into the Victorian coaching program.

## CLUB CAMPS

Many of the clubs in Victoria take their gliders away to another site for one or more summer camps, where the focus is on cross country flying rather than the routine of ab-initio training and local soaring at the club field. The remote sites may be chosen because of improved weather, better airspace, facilities for families to camp or stay on a holiday away from home, or perhaps just as a chance to explore a different area.

These camps provide opportunities for coaching at club level and a good base for the development of the Victorian Coaching program. The clubs also recognised that more effort focused on the very early cross country pilots was likely to bring big dividends in retained membership.

The camps and events described above have been established for many years. A number of newer activities have been introduced during the last ten years.

## WINTER LECTURE SERIES

An overwhelming majority of gliding club members lives in Melbourne or fairly close-by. This includes many pilots who fly at Benalla, Bacchus Marsh and Ararat. One of the first new initiatives was to arrange a winter lecture program at a central location, kindly being provided by the community of St Francis Church in the centre of Melbourne. This year, we are calling it Winter Workshops instead of Winter Lectures, recognising that many pilots learn things by doing them, and participation is encouraged. Over the last few years, our lectures have covered a wide variety of topics ranging from flight theory like the structure of thermals, how to interpret weather information and the like, through to practical knowledge like how to get out of cockpit in the event of a mid air collision - The Great Escape project.

This year we have a workshop every second Tuesday until 25 October.

## THE HORSHAM VSA COACHING WEEK

Every year at the Horsham week competition, the locals would say, "You should have been here last week!" So we decided to run a coaching week in the days prior to the Horsham week competition designed for very inexperienced pilots who had perhaps just been cleared by their club to fly cross country. We organise to have a number of two seaters available so that pilots get the chance to fly with a coach around cross country tasks, and single seaters are also welcome. The week provides an opportunity for pilots to familiarise themselves with Horsham before the competition.

We run lectures in the mornings and fly in the afternoons. If the weather does not cooperate - last year we had unbelievable rains in the area - we can continue lectures all day. After flying we hold a debriefing around a meal, either at the local pub or at a barbeque.

The Horsham, VMFG and Geelong gliding clubs provide two seaters and tugs to support this event. Bernard Eckey also flies his ASH 25 over from Balaclava nearly every year to give people the opportunity to experience two seater flying in a really top performance glider, not to mention his contribution to the coaching lectures. The Horsham coaching week has now been running for five years, and several of the pilots who attended the first few courses and continued to return are now experienced cross country pilots.

## CATERING FOR THE JUNIORS

About 10 years ago, the GFA recognised the need to do something special for juniors and started JoeyGlide. This is a combination of coaching in two seaters for juniors not yet capable of flying solo in competitions, with a competition run for pilots under the age of 27. This competition leads to the selection of one or two Juniors to represent Australia at the World Junior comp.

Last year, I was approached by a junior who was considerably younger than most of the pilots who go to

continued over page





Joeyglide. She was still of school age, and had found it impossible to go to JoeyGlide because it was always run while school was still in session. She told me that she knew of at least ten 'junior juniors' in a similar position, and asked if we could organise a coaching event which ran during the school holidays so that they could attend.

This approach led to a new event on the coaching calendar last year, Coaching for the Junior Juniors. Last year it was run at Raywood in conjunction with the Geelong Christmas camp, starting on Boxing Day and continuing until 2 January. Coaching in two seaters was provided, as well as some lead and follow coaching.

We will be running a Junior Juniors event again this year on the same dates. Location is yet to be finalised, but it will either be run at Benalla, combined with the Women in Gliding week described below, or in conjunction with the Geelong Club's Christmas camp at a location still to be selected.

## GO FOR GOLD

Pilots with a little more experience are encouraged to attend the Go for Gold course at Benalla run by Graham Garlick during the last week in November. The three requirements for a gold badge are a gain of height of 3000m, a duration of five hours, and a distance flight of 300km. If you are trying for these, Benalla at the end of November is a good place to be, and Graham will give you good weather briefings and plenty of advice on how to achieve these goals.

## WOMEN IN GLIDING

Only 6% of the membership of GFA are women. The proportion of females starting gliding is higher than this, but the drop out rate is higher. The VSA has a research project in

progress to find out what factors lead to this result.

The GFA has for some years now run a special event once a year, organised by the women who are in the sport at which they can get together and fly. Last year the event was at Benalla over the Christmas holidays, and Benalla will also be the venue for December 2011.



David Wilson

## COACHING THE COACHES

Most of our coaches have absorbed their knowledge about gliding through years of experience, particularly by taking part in competitions. They also bring to the coaching role a wide variety of other life experience dependent on their jobs. Developing a program to increase the skills of our coaches is therefore not easy, given their very diverse backgrounds and existing skills.

The head coaches in all states have been working to collect and make available material that sets out what information to provide. There has been some standardisation on ways to present this information, resulting in two excellent posters which can be displayed in your gliding club.

Last year we ran a session in Victoria to help coaches present their information in different ways to cater for the different learning styles of the persons they were coaching. This year, we will expand on that theme with a two day seminar at Bacchus Marsh in November. One key practical skill we will cover is how to teach thermalling. The focus will be on how coaches present information and encourage the learners. Weather permitting, we hope to include practical flying practice for coaches. Instructors are welcome to attend this seminar.

## MOUNTAIN FLYING

Visitors from Europe sometimes laugh when Australians talk about mountain flying. Our highest mountain is a mere foothill to them. Nevertheless, there are wild areas in the Australian Alps that present quite a challenge to glider pilots, involving skills in finding lift and staying within reach of suitable landing fields. Completing a flight over Mt Kosciusko is very satisfying and the mountain scenery is fantastic.

Subject to sufficient demand, it is intended to run a week long course in mountain flying in January 2012. This will be at either Mt Beauty or Benalla, and will be for experienced cross country pilots only.

GA

# AUSTRALIA-WIDE COACHING EVENTS 2011/12

Dates	Event	Venue	Target participants	Contact information
Sept	Lectures with James Cooper	Leederville, WA	Cross-country pilots	Swain Johnson <a href="mailto:Swain.Johnson@bentley.com">Swain.Johnson@bentley.com</a>
TBA	Coaching week	WA clubs	Cross-country pilots	Swain Johnson <a href="mailto:Swain.Johnson@bentley.com">Swain.Johnson@bentley.com</a>
19 - 21 Oct	Coaching for Competition Pilots with G Dale	Kingaroy, Qld	Competition pilots	Greg Schmidt <a href="mailto:gregschmidt88@gmail.com">gregschmidt88@gmail.com</a>
22 - 24 Oct	Coaching for cross-country pilots with G Dale	Kingaroy, Qld	Cross-country pilots	Greg Schmidt <a href="mailto:gregschmidt88@gmail.com">gregschmidt88@gmail.com</a>
16 - 22 Oct	Speed Week	Lake Keepit, NSW	Cross-country pilots	Paul Mander <a href="mailto:paul@mander.net.au">paul@mander.net.au</a>
26 - 28 Oct	Coach the Coaches with G Dale	Lake Keepit, NSW	Coaches	Ross McLean <a href="mailto:ross.mclean@jetconnect.com.au">ross.mclean@jetconnect.com.au</a>
29 Oct - 1 Nov	Coaching for cross-country pilots with G Dale	Lake Keepit, NSW	Cross-country pilots	Ross McLean <a href="mailto:ross.mclean@jetconnect.com.au">ross.mclean@jetconnect.com.au</a>
29 Oct - 5 Nov	Spring Coaching	Raywood	Cross-country pilots	Colin Campbell <a href="mailto:VHGBX@dodo.com.au">VHGBX@dodo.com.au</a>
4 - 7 Nov	Coaching for cross-country pilots with G Dale	Waikerie, SA	Cross-country pilots	Cathy Conway <a href="mailto:conway@agile.com.au">conway@agile.com.au</a>
19 - 26 Nov	NSW Narromine Cup Coaching	Narromine, NSW	Cross-country pilots	Ross McLean <a href="mailto:ross.mclean@jetconnect.com.au">ross.mclean@jetconnect.com.au</a>
21 - 25 Nov	Go For Gold	Benalla, Vic	Early cross-country pilots	Graham Garlick <a href="mailto:birdmanoz@bigpond.com">birdmanoz@bigpond.com</a>
10 - 17 Dec	Junior Nationals Coaching	Kingaroy, Qld	Pilots aged under 24	Greg Schmidt <a href="mailto:gregschmidt88@gmail.com">gregschmidt88@gmail.com</a>
27 Dec - 1 Jan	SA Coaching Week	Waikerie, SA	Cross-country pilots	Cathy Conway <a href="mailto:conway@agile.com.au">conway@agile.com.au</a>
26 Dec - 1 Jan	Coaching for Joeys	Victoria - site TBA	School aged pilots	Rolf Buelter <a href="mailto:rbuelter@hotmail.com">rbuelter@hotmail.com</a>
26 - 31 Dec	Women's Week	Benalla, Vic	Women pilots all levels and SNAGS	Louise O'Grady <a href="mailto:louise@asw19.com">louise@asw19.com</a>
Jan	Cross Country Coaching State Comps - 2 Seaters	Narrogin, WA	Cross-country pilots	John Kenny <a href="mailto:ianmkenny@iinet.net.au">ianmkenny@iinet.net.au</a>
Jan	Mountain Flying Course	Mt Beauty, Vic	Experienced cross-country pilots	Ian Grant <a href="mailto:ian.grant.gliding@gmail.com">ian.grant.gliding@gmail.com</a>
28 Jan - 3 Feb	VSA Coaching Week	Horsham, Vic	Early cross-country pilots	Tim Shirley <a href="mailto:tshirley@internode.on.net">tshirley@internode.on.net</a>
4 - 11 Feb	Mentoring 2-seater Horsham Week	Horsham, Vic	Aspiring competition pilots	Ian Grant <a href="mailto:ian.grant.gliding@gmail.com">ian.grant.gliding@gmail.com</a>
Mar	Squad Week	TBA	Australian Squad	Greg Schmidt <a href="mailto:gregschmidt88@gmail.com">gregschmidt88@gmail.com</a>

Some states are also running a lecture series, usually during the winter or off-season months. Contact the Head Coach for your region to find out more details.

Head Coaches

WA - Swain Johnson [swain.johnson@bentley.com](mailto:swain.johnson@bentley.com)

SA - Cathy Conway [conway@agile.com.au](mailto:conway@agile.com.au)

VIC - David Wilson [dwjra@ozemail.com.au](mailto:dwjra@ozemail.com.au),

Graham Garlick [birdmanoz@bigpond.com](mailto:birdmanoz@bigpond.com)

NSW - Ross McLean [ross.mclean@jetconnect.com.au](mailto:ross.mclean@jetconnect.com.au)

QLD - Greg Schmidt [gregschmidt88@gmail.com](mailto:gregschmidt88@gmail.com)

National Coaching Director - Peter Trotter  
[peter.trotter6@bigpond.com](mailto:peter.trotter6@bigpond.com)



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Please send classified advertisements with payment to: The Gliding Federation of Australia - Classifieds  
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Somerton VIC 3062.  
Tel: 03 9303 7805 Fax: 03 9303 7960  
Email: [secretary@sec.gfa.org.au](mailto:secretary@sec.gfa.org.au)

Once payment has been received, your ad will be placed on the GFA website for a period of 1 month and published in the next edition of Gliding Australia. For the current advertising charges, please go to [www.gfa.org.au](http://www.gfa.org.au) and click Classifieds.

### GLIDERS FOR SALE

**LS6a GMT** approx 3,200 hours. Ilec SN10. Swiss Flarm. Cobra trailer, wing covers. Ex world champion \$65,000. Ph: **Jay 0418 676 696**

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**Pilatus B-4** aerobatic glider. Top condition, with trailer. Based Caboolture Qld. \$15,000. Phone: **0417649475** Ask for photos

**Super Tug project. Cessna 150** fuse, modified to fit new engine frame (no wings available in this sale); Egenfeller water-cooled motor, radiators etc (Subaru 6 cylinder motor) (0 hours); gearbox; specially constructed engine frame; other parts for the project; aeronautical engineers report for the project. A great project for someone with some time and knowledge.

Clearance sale at less than 1/5 the cost-\$10,000 ono. Also Warp Speed 3 blade prop (0 hrs)- price by negotiation. Phone **Rob 0427314788**

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water ballast bags. Komet clamshell trailer, brand new gas struts, new LED back lights, new radial tyres, rego till Jan 12. \$68,000. **Ed Marel. 0419 231 299 or ed@marel.net.au**

**Nimbus 2 VH-GCU** in excellent condition, extensively refurbished and returned to flying in 2007, limited flying since. Many enhancements new tinted Canopy, Nose hook, tail wheel, tilt up instrument panel and dual batteries. B100 and Colibri logger included. Tow out gear and new trailer with hydraulic jack on ramp. \$37,000 ono **John Orton 0429357439 johnorto@gmail.com.**

**Std Libelle 201B VH-GBM** A very clean aircraft fitted with Flarm-Nav and a new ICOM A210 radio in a new instrument panel. It comes with an excellent dual wheeled trailer, tow out gear, parachute, batteries, charger and 12 months of Form2. Nothing to spend. Just fly and enjoy. \$16,000. Contact Richard Robinson 0412 765 063 or email [richard@hidc.com.au](mailto:richard@hidc.com.au) for a full fact sheet

**Discus 2b** in top condition, 2 pack PU paint finish, winglets and straight tips, MH oxygen, limit switches added on U/C and airbrake, large screen Altair nav running XCSoar, Flarm, Vega and B40 varios, voice warning software, Garmin GPS and Cambridge 20 logger backup, Dittel FSG70 radio with boom mic, National parachute, 3 new 9Ah batteries, Cobra Al trailer with hydraulic jack, 15min unrig. The Discus 2 is the top standard class glider in International comps and lovely to fly. 1550hrs. Ready to go for the next soaring season. Asking price now reduced to sell. **0429 429 539 or 02 6656 1979**

**ASH25 VH-GHI (1W)** About 1500 hours. There is no damage history. Trailer cobra with metal top and single axel. Tow out gear, manual bug wipers Cobra wing stands, full set of jaxeda all-weather covers, comp instrument panels (zandar sdi), glider refinished about 2 or 3 years ago in PU, 26m wing tip extensions with .5m tall winglets, Factory solar panels, Mountain high oxy system in both seats, 25 cubic foot oxy bottle, 1 parachute All water ballast fittings, Price 135,000 Australian dollars Glider is basted at Bathurst NSW Australia Contact

Aaron email [a320200@hotmail.com](mailto:a320200@hotmail.com) +61 412867672

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**Ventus2xc VH-ULZ** 800hr excellent condition regarded by fellow competition pilot as best performing Ventus in Aust. Comes with everything Metal top cobra trailer, Altir & Vega computer, Cambridge 302 & 303, Becker radio, winter vario and basic inst, factory U/C warning alarm, LED Flap position indicator, all tow out gear etc. \$135,000 ph **Lars 0428 492 783 lars@activecampers.com.au** will consider lower price if available for some flying this season.

### INSTRUMENTS & EQUIPMENT

**SLIMBACK Parachute-** in as new condition. Ph **0418599860** for details

### GLIDING EVENTS

**NSW State Championships - Temora**  
26 November - 3 December  
Contact: Tom Gilbert  
[tnjgilbert@internode.on.net](mailto:tnjgilbert@internode.on.net)

**VSA State 2012 Championships - Ararat**  
3 - 10 December  
[www.gliding.asn.au/](http://www.gliding.asn.au/)

**Women In Gliding** week at Benalla  
27th to 31st Dec Final night, 31st December, WIG presentation evening and New Years Eve party. Contact Rhonda at the GCV office to book your place. GCV Benalla Victoria 3672 Tel: **03 5762 1058** [gliding@benalla.net.au](mailto:gliding@benalla.net.au) [www.glidingclub.org.au](http://www.glidingclub.org.au)

**South Australian 2012 State Comps**  
17 - 23 December 2011.  
Adelaide Soaring Club at Gawler.  
Tel: **08 8522 1877** [adsoar@adsl.on.net](mailto:adsoar@adsl.on.net)  
[www.adelaidesoaring.on.net](http://www.adelaidesoaring.on.net)

**Vintage Gliders Australia Annual Rally 7 - 15 January 2012**  
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## GFA AGM Gliding Seminar & Awards Evening AGM - SEMINAR - DINNER - AWARDS PRESENTATION

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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 Dinner Speaker Matthew Scutter**

Fresh back from Germany, Matthew will share his experiences from the Junior World Championships.

**Day Speakers include:** Jo Chitty - 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

Bookings for seminar and dinner **www.gfa.org.au**



**All GFA members welcome**

*Support your GFA and help secure the future of these events.*

*Registrations can be taken on the day.*

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