

GLIDING

AUSTRALIA

Issue 60 June - August 2022

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COACHING



NARROMINE NATIONALS - DARLING DOWNS EASTER REGATTA -
ALAN PATCHING - SAILPLANE GRAND PRIX



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GLIDING AUSTRALIA MAGAZINE

No. 60 JUNE - AUGUST 2022

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PHOTO BY GRANT ANDERSON

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www.glidingaustralia.org to buy items, find documents and other information, and renew your membership.

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FROM THE EO

The GFA Board met in Melbourne on 21 - 22 May, the first face-to-face meeting since November 2019.

Working through Zoom has been very successful, and has enabled many short meetings and workshops, but when it comes to handling complex topics, face to face is more effective. We plan to utilise both techniques in the future.

Sixteen of our 17 Board members attended. After contracting Covid the week before, one member had to join via Zoom.

GFA INTEGRITY POLICIES

The Board has updated many of our policies and procedures, in particular regarding Integrity policies, such as Member Protection, and Complaints, Discipline and Appeals. These policies apply to all GFA members, and if your club does not have suitable policies in place, you are encouraged to apply the GFA policy to any areas of concern, as they explain how it can be used at Club, Regional and National level, and what support you can receive.

To see these Policies, click on the link above or enter via the web page (<https://glidingaustralia.org/>) and under Member Services, to click on Documents and then click the Green Search Documents button. You will see a menu on the left side of the page and can find most things that you need. Further down you will find the 'Forms' menu.

STRATEGIC PLAN

The Board reviewed the Strategic Plan and made progress with prioritising actions to implement the improvements. Look out for further information in the near future.

INSTRUCTOR TRAINING

GFA has a large number of older instructors and the Board is trying to ensure that we are preparing to replace many of these before they decide to withdraw their services over the next 5 to 10 years. We have 596 instructors across the country, including 160 Air Experience (AEI) Instructors, and 252 of these are older than 65 years. Six instructor courses have been held in the past 13 months, covering Qld, NSW, Vic and SA, with 19 trainee instructors.

How is your club placed for sufficient instructors to conduct regular training? How long do these instructors wish to continue? And what is your club's succession plan? A good discussion for club committees.

Integrated Training Plan - the new GPC program and resources

The new training resources are available on the GFA web page, including Trainer Guides and Pilot Guides. The project team is currently briefing Level 3 instructors and Chief Flying Instructors, and shortly they will provide training to all Instructors and Coaches, so that all will be aware of the changed approach to training and the changes to the syllabus content.

New pilots will need to purchase a GPC logbook which will be the primary record of training progress and ultimately competence.

IT IMPROVEMENTS

Sharon Brunton has been working hard to improve your experiences with the GFA membership system (JustGo) and feedback from members has been positive about the changes. The office is now receiving fewer calls for help from members.

JustGo works on the premise of self service, so any activity that is needed you can do yourself, by logging in to JustGo and starting from your personal profile. Core activities include paying your membership fee, submitting a new Medical form, or claiming/recording your credentials.

If you do need assistance with any of these activities, phone the GFA office between 8:30am and 3:00pm Monday to Thursday, on 03 9359 1613. If you log in to JustGo prior to the call, the staff can lead you through the process.

CLUB DEVELOPMENT

Amanda Vanderwal is providing support for GFA clubs, and gave a report on progress with a number of activities. She is assisting many clubs now with Grant Applications (supplying funding to clubs), Strategic Planning, Club Health checks, etc. Check out the info on the web page - clubs are invited to get in touch with Amanda to see how she can help you.

GFA CONSTITUTION - PROPOSED CHANGES

With Member approval, the GFA articles of association will be renamed



**TERRY CUBLEY AM
EXECUTIVE OFFICER**
eo@glidingaustralia.org

the GFA Constitution, and the Board has been preparing for some significant changes in how our management is structured. The proposed changes are aimed to ensure improved Governance for the organisation and clarity for members.

The primary proposed change will be to split the Board and the Executive, so that strategy and policy will be managed by the Board, with implementation by the Executive. This was first proposed back in the year 2000 when the current constitution was adopted. This time, splitting the Board and Executive is meant to ensure that they each have a better chance to achieve their goal.

A significant action will be to introduce the Position of Chief Executive Officer who will be the Accountable Manager under CASA Part 149. Other major changes will be changing the way that Board members and other officers are appointed.

The Board is finalising the draft constitution and will launch a consultative program in the next two months when Members and Regions will have an opportunity to consider the proposed changes. Changes like this obviously require support from members, so we encourage you to review the information when it is provided and let us know what you think. Ultimately you will be asked to vote on the proposed changes at the AGM, which will be held later this year.

HOW MANY GLIDER PILOTS ARE THERE IN THE WORLD?

HOW MANY GLIDER PILOTS DO YOU HAVE?

This question is the topic of an email we have sent numerous times over the past few months.

The International Gliding Commission (IGC) has reformed a group now called the Gliding Development Group (GDG) to support gliding around the world. In order to measure if the group is being effective we needed to collect data from countries where gliding occurs. Our data is below.

BELOW: Key
Green - Increase
Yellow - Decrease but less than 18%
Red - Decrease more than 18%

	2005	2015	2021	% change since 2005
Argentina	223	295	1245	458%
Australia	2444	2400	2571	5%
Austria	3481	3149	3850	11%
Belgium	1760	1736	1561	-11%
Brazil	no data	no data	690	
Bulgaria	no data	no data	25	
Canada	1101	no data	842	-24%
Chile	no data	230	267	
China	48	no data	75	56%
Colombia	30	14	30	0%
Croatia	150	no data	86	-43%
Czech Republic	3121	4200	3012	-3%
Denmark	1738	1505	1500	-14%
Finland	2329	1911	1493	-36%
France	12375	7824	12083	-2%
Germany	32229	28641	26916	-16%
Greece	85	97		
Hungary	1063	740	1100	3%
Iceland	55	65	51	-7%
India	no data	no data	100	
Indonesia	no data	46	130	
Ireland	112	60	55	-51%
Israel	175	230	200	14%
Italy	1742	1380	1200	-31%
Japan	630	3197	3000	376%
Lithuania	527	392	149	-72%
Luxemburg	38	31	45	18%
Netherlands	3857	3000	2689	-30%
New Zealand	861	763	664	-23%
Norway	1437	1047	638	-56%
Poland	2362	no data	3616	53%
Portugal	58	no data	50	-14%
Russia	333	315	450	35%
Serbia	120	50	no data	
Slovakia	624	no data	594	-5%
Slovenia	624	89	no data	
South Africa	590	485	421	-29%
Spain	526	no data	495	-6%
Sweden	2600	1500	1394	-46%
Switzerland	3018	2328	1975	-35%
Turkey	no data	21	141	571%
United Kingdom	8079	6000	6900	-15%
USA	20899	no data	9400	-55%

THANKS TO FELLOW GROUP MEMBERS

Valeria Caselato - Brazil
Eduardo Toselli - Argentina
Peter Eriksen - IGC President
Sushil Bajpai - India

MISSION STATEMENT OF GLIDING DEVELOPMENT GROUP

- Support existing gliding organisations
- Assist gliding development in emerging countries
- Support the development of gliding in any country where IGC sees a potential
- Provide advice, support and expertise
- Share the outcomes of successful initiatives

- Develop strategies to enhance the growth of gliding globally

TASKS FOR THE FIRST 12 MONTHS

- Data collection
- Advocacy
- Focus on South America
- Collect and share examples of successful strategies to grow membership
- Work towards achieving recognition by ICAO as subject matter experts

DATA COLLECTION

- We collected data from 48 countries and compared it to data collected in 2005 from 34 countries.
- For completeness, we also report on data from 2015, but readers should note that much of this data was marked as 'Estimated'.

- The average percent change across 34 countries was a decline of 18%.

- We will collect data again in 2024 to see how our strategies are working.

A link to the full report delivered to the IGC Plenary in March can be found at this link

tinyurl.com/GDG2022

MANDY TEMPLE CHAIR IGC GLIDING DEVELOPMENT GROUP

BELOW: We also collected data on percentages of female participation

Argentina	6.3
Australia	14.5
Austria	5.0
Belgium	8.5
Brazil	1.7
Bulgaria	1.0
Canada	5.0
Croatia	2.4
Czech Republic	22.0
Denmark	7.0
Finland	3.0
France	17.4
Germany	11.6
Hungary	8.0
Iceland	3.9
India	3.0
Indonesia	34.0
Ireland	1.5
Israel	3.0
Italy	5.0
Japan	3.0
Lithuania	5.0
Luxemburg	4.0
Netherlands	9.6
New Zealand	9.0
Norway	5.7
Poland	8.9
Portugal	0.0
Russia	10.0
South Africa	5.0
Spain	5.0
Sweden	5.0
Switzerland	5.0
Turkey	11.0
United Kingdom	6.0
USA	6.0

FAI GLIDING BADGES

1 DECEMBER 2021 - 28 FEBRUARY 2022



BERYL HARTLEY
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A CERTIFICATE

ROSS SELLER
ROMAN DOMARETSKI
STEFAN KREMER
PAUL FISHER
BRETT POOLE
KENNETH DAWBER
PETER DEHAAN
GEOFFREY BENNET

BATHURST SC
MURRAY BRIDGE GC
BATHURST SC
BEVERLEY BATHURST SC
BOONAH GC
RAMPIANS SC
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BATHURST SC

JAMES HARRIES

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GFA CALENDAR

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

GRAMPIANS SOARING CLUB WAVE WEEK

10 - 19 June 2022

Ararat Airfield

Grampians Soaring Club is extending our ever popular Wave soaring camp to a 10 day event, starting the Queens Birthday long weekend and continuing through to the following Sunday. To book your spot or to find out more information, send an email to brendonlovell25@gmail.com

NARROMINE CUP

20 - 26 November 2022

Narromine Gliding Club

The Narromine Cup will be running this year. Contact Beryl Hartley on email arnie.hartley@gmail.com for further details

AUSTRALIAN NATIONALS PRE WORLD GLIDING CHAMPIONSHIPS

27 November - 10 December 2022

Narromine

Narromine Gliding Club is hosting the 2022 Standard, 15 Meter and Club Class National Gliding Championships at



Competition Day on Monday 28 November 2022.

Contact Beryl Hartley on email arnie.hartley@gmail.com for further details.

SAILPLANE GRAND PRIX AUSTRALIA - GAWLER

2 - 8 January 2023

Entries to SGP Australia

which will be held at Gawler 2 - 8 January 2023 are now invited.

australia23.sgp.aero

NSW STATE CHAMPIONSHIPS

4 - 12 February 2023

Temora Gliding Club

Contact Tim Causer
0418433665

HORSHAM WEEK

4 - 11 February 2023

The 57th Horsham Week Gliding Competition will be held at the Horsham aerodrome horshamweek.org.au.

WORLD GLIDING CHAMPIONSHIPS NARROMINE

November - December 2023

Narromine Gliding Club is honoured to be selected by the IGC and we look forward to hosting an amazing gliding competition.

If you would like to be a part of the organisation and running of this World Championship Competition please go to the Contact Us page and tell us about yourself and how you can help.

Narromine Airfield. This competition attracts 100% selection points for the Australian Team to compete at the World Gliding Championships Narromine 2-16 December 2023.

As it is the Pre-Worlds event for the 2023 World Gliding Championships it will also attract many international competition pilots.

Entries are now open, click on this link narromineglidingclub.com.au/AusGlide/AusGlide2022 to go to the Comp website and register.

The competition will comprise three classes. An Unballasted Club class and Ballasted Standard & 15m Classes, same format as WGC Narromine. It will be run in accordance with the GFA National Competition Rules and will employ the GFA National Handicaps for Ballasted and Unballasted gliders as appropriate. The highest placed pilots in each class will be eligible for selection for the Australian National Team at the WGC Narromine 2023. Practice Day is **Sunday 27 November 2022** with the first

NSW Coaching Week

5th to 11th February 2023

NARROMINE

Available for all pilots chasing badges and seeking to further their Xctry skills and speeds

Experienced coaches will be on-hand to provide lectures and coaching

Coaching will be available in lead and follow format and also in 2-seaters



For further information please contact:

Armin Kruger – Soaring Development Manager NSW

0477 945 387 | kruisa@ozemail.com.au

DDSC EASTER REGATTA

BY SARAH THOMPSON



Since the demise of the Gliding Queensland Easter Regatta, Darling Downs Soaring Club has been hosting an Easter Regatta at McCaffrey Field, inviting all the Queensland Clubs and anyone else who is interested.

With 2020's regatta cancelled due to Covid, and the 2021 regatta delivering on enthusiasm but not the weather with only one competition day, the excitement for this year was high. It was a nerve-racking few weeks leading into the comp with two 'once in a 100 years' rain events the month. It looked as though just getting into the air would be a challenge, let alone running a comp that avoided the mud.

However, the weather gods co-operated in the end and we did get into the air, mostly avoiding the mud.

The goal of this regatta is to encourage post-solo and pre-GPC pilots to participate as an introduction

to cross-country soaring and competition. Of course, experienced XC and competition pilots are also encouraged to participate. The club's 2-seater gliders, a DG1001Club Neo and a Duo Discus, were reserved for coaching flights for low hours pilots to fly with an experienced XC Instructor or Coach.

PILOT HANDICAP

To add to the fun and encouragement, we use a Pilot Handicap system that we have developed and continue to tweak. We take the Gliding Australia unballasted handicaps and adjust for pilot ability on a sliding scale. After each day's flights are scored, each pilot's handicap is adjusted either up or down depending on placing. The Libelle, for instance, had to fly more distance than the Arcus but, depending on the pilot, the handicaps can be quite varied.



Tasks of around two hours are set with task distance adjusted for each glider/pilot combination based on the handicap. Similar to Formula 1.0 – oops, SkyRace GP – a 10km start gate is used. When the gate opens, the race is on! Tasks are flown dry and in three classes, Club, Sports and two-seat coaching gliders.

Small daily prizes are awarded, as well as Embarrassment Awards for Gross Incompetence and Demonstrated Ineptitude. Pilots are encouraged to nominate their peers for these awards, and this always leads to a few laughs. Briefings were kept brief to allow the coaches to spend some time with their coaches prior to launch.

This year we had 27 Gliders and 39 individual pilots representing four of the SE Queensland Clubs. Kingaroy also kindly lent their Auto Tug CTA. For a change the weather was kind, and we flew seven out of eight days. Some people only flew for a few days, but others flew the whole comp, as final scores are based on the pilot's best three days.

Due to the amount of rain over the previous weeks, much of the terrain was awash. This made tasking difficult and outlanding into some paddocks would have required a difficult retrieve. Fortunately, the weather enabled us to avoid much of the really flooded paddocks. There were a few paddock outlandings, but all into dryish (less wet) conditions, plus a couple of aero-tow retrieves.

CAMERADERIE

Entrants included five World Gliding Competitors who each flew one or more days coaching in the two-seaters as well as some days in their own gliders. The camaraderie between pilots of all levels was outstanding and everyone made it a truly fun event. Most pilots stayed at the club, either in the Bunk House, or their own tent or caravan. Breakfast, lunch and dinner were catered by club members each day and the bar did a roaring trade each night. The Competition Director role was shared each day between Bob Flood and Mike Codling, allowing them to also participate in the competition.

The regatta saw over 10 first time competition pilots of varying skill levels, all bringing enthusiasm

and in awe of fun, competitive flying. There were many 'firsts' through the regatta, from first competition to first outlanding, first retrieve, first day win and more.

The highly sought-after Outlanding Trophy was hotly contested as contestants went neck and neck with number of outlandings.

DARLING DOWNS SC EASTER REGATTA 2022

9 - 17 APRIL 2022

CLUB CLASS

1 David Griffin	DDSC	Arcus T	100	2,126	
2 David Nash		DDSC	Discus	100	2,058
3 Lachlan Pond	Sunshine Coast		Std. Jantar		100
					1,824

SPORTS CLASS

1 Mike Sabin	Boonah	Nimbus 3D		3,286	
2 Lisa Trotter	Kingaroy	LS 8		2,272	
3 Peter Trotter	Kingaroy	LS 8		2,058	

2 SEATER CLASS

1 GRL DDSC	DDSC	Duo Discus XL	2,274	
2 GNL DDSC	DDSC	DG 1000/20m	1,203	
3 Trevor Burke	Sunshine Coast		ASK 21 Mi	794

Full results at soaringspot.com bit.ly/3EEPc3b



VALE ALAN PATCHING AM

6 JUNE 1924 – 12 MARCH 2022

BY RUTH PATCHING

ABOVE: Alan about to fly the restored Primary at a Vintage Glider Rally.

Alan Patching was involved in all aspects of gliding for almost 80 years and is renowned worldwide for the outstanding contributions he made to the sport for so many years. The significance of his contributions have been recognised by the many awards he received. The Lilienthal Medal in 2006 (the highest International Award in Gliding) and Member of the Order of Australia, AM, in 1994 for services to gliding are just two of many.

Alan was a much-loved family man. He is survived by two daughters, Margaret and Rosemary, and daughter-in-law Ruth, widow of his son Ian. He was pre-deceased by his wife Lorna and sons Geoffrey and Ian. He has six grandchildren and five great-grandchildren. Lorna, Geoff and Ian were all very involved in various aspects of gliding, and Ruth and his grandson Tighe continue that family tradition.

Christened Claude Alan, but preferring to be known as Alan, he grew up on the family farm at Queenscliff, the eldest of four boys. During his childhood, flying was not the everyday, common thing it is today and it fascinated Alan. He built model aircraft in his spare time – the closest a boy in his circumstances could get to being airborne.

He studied mechanical and electrical engineering at Gordon Institute and, when he graduated in 1942, was sent by Manpower to build planes for the war effort at Commonwealth Aircraft Corporation (CAC). Alan was very disappointed, as he had hoped to join the RAAF to become a pilot, but apparently there was a surfeit of officer pilots at that time. Through such serendipity began Alan's involvement in gliding.

THE BIRTH OF VMFG

At CAC, Alan worked with a number of other frustrated, would-be pilots. In their spare time, a small group of them

built a Primary glider, using wings found at the factory as the starting point. One colleague, his life-long friend Geoff Richardson, had already built a glider called the Golden Eagle, and another friend had a winch. After discussions, a gliding club was formed, the Victorian Motorless Flight Group (VMFG), in 1944. At this stage, besides building, repairing and flying gliders, Alan built three VHF radios for the club to improve communication between the winch operator and the pilot. This is just a small example of Alan's wide-ranging skills, interest in safety and life-long contribution to his club and gliding in general.

VMFG continues to this day, now known as Melbourne Gliding Club (MGC). Alan was no ordinary member, contributing in numerous ways. He was Instructor and Tug Pilot for many years, President from 1968 to 1969 and 1972 to 1973, and Chair of Operations Panel from 1978 to 1988. Besides these official positions, he was always generous with his time and expertise. In the early days, until the club acquired facilities, Alan's home was frequently used for glider repairs and meetings. Nostalgic memories are strong of the camaraderie of those times, not least because of the excellent snacks and meals served by Lorna to the multitudes.

In recognition of his long and commendable contributions, Alan was made a Life Member.

THE BIRTH OF GFA

By 1949, with many disparate gliding operations all around Australia, the Department of Civil Aviation (DCA) decided gliding needed to be controlled. This was the impetus for the Gliding Federation of Australia to be formed, to have a voice of authority to speak with DCA, and Alan was present at its inception. DCA approved Geoff Richardson's existing system for aircraft building,



LEFT: 2013 VGA Rally Bordertown - on the left, Alan and Ian standing with the Golden Eagle.

BELOW: Alan tested the Zephyrus at ARL in 2014 - still flying.

maintenance, repair and inspection as interim National Standards for implementation Australia-wide.

Additionally, a nationwide pilot training program had to be devised. As no systematic program existed, the National Gliding School was formed. Alan participated for all its 16 years, initially as a staff member and then as Director. It convened at Gawler, SA, for two weeks in January every year to develop and continuously refine the Instructors' Handbook, Airworthiness, Repair and Maintenance Manuals and the GFA Manual of Standard Procedures for operating a gliding club. The DCA, and its successors, has approved gliding to operate this way ever since. After 16 years, each State took over the training role.

PROFESSION AND PASSION INTERTWINE

Alan's work and flying passion were intricately connected. Alan worked at Aeronautical Research Laboratories (ARL), from 1945 until his retirement in 1984, contributing to a number of projects of international significance. As a professional aeronautical engineer, Alan specialised in researching aircraft fatigue and he passed on this expertise through investigations into the safety of gliders and pioneering work on fatigue in modern gliders.

Because of his early life on the farm and his education, Alan was one of those remarkable people who was technically gifted and also well-grounded and practical. He could, and would, explain complex engineering phenomena in everyday terms to anyone, all mixed with lots of his irrepressible humour at the little ironies this brings up. Alan's deep knowledge was not just book learning, but well integrated into a cohesive and complete understanding and wisdom about the people involved.

From the view of history, perhaps Alan's most important career highlight was his work on the F-111C fighter bomber, with his posting to Fort Worth in the USA for two years from 1970 and membership in the F-111 Scientific Advisory Panel. In 1968, a catastrophic early failure of an



F-111 wing attachment beam had occurred during fatigue testing at General Dynamics in Fort Worth, Texas, and in the following year a USAF F-111 lost a wing in flight due to fatigue cracks growing beyond the critical length.

The result was that all 24 aircraft produced for the RAAF were put into storage in a hangar at the plant for almost five years before the first aircraft were eventually retrofitted, accepted and ferried to Australia. Without

continued over page



ABOVE: Alan and some mates stand around a wooden fuselage under construction. Alan is at the front-right, smiling as usual.

Alan's strong technical understanding and experience of fatigue of high strength metals, and his integrity to speak truth to power, the RAAF may have cancelled the purchase of this remarkable strategic defence asset, which the RAAF operated for the next 37 years.

Alan scientifically and technically advised the RAAF, Department of Defence and government on all of these matters, which were world-leading in the field of aeronautics and, of course, classified at the time. Malcolm Fraser was Defence Minister and wanted to cancel the acquisition project, but Alan and his RAAF colleague, WGCCDR Tony Dietz, also posted to Fort Worth, assured Fraser no unsolvable technical issues remained to justify that cancellation.

Alan was the right expert to be sent on that F-111 posting due to his long history of engineering research on several earlier RAAF types – WWII Mosquito and Boomerang fighters, and the later Vampire jet fighter – and his posting to the Royal Aircraft Establishment (RAE) in Farnborough UK from 1950-52, to gain hands on experience with fatigue testing of both civil and military airframes.

FATIGUE TESTING

Another important project was the fatigue life testing of war surplus Mustang wings, where 222 wings were tested over 12 years to 1962. This program remains the largest number of identical airframe sections ever tested in the world and the basic data for many fatigue life estimation theories even today. Although research scientists Alf Payne, JY Mann and Bill Johnston drove the theoretical and statistical analysis, Alan was the practical engineer in charge of the hydraulic rig and the airframe specimens.

Apart from fatigue testing and advising on the fatigue life management of military and civil airframes, Alan was one of two members from Structures Division of the ARL Accident Investigation Panel for many years. Their role was to travel promptly to the site of a crashed aircraft, conduct observations and analysis before evidence dissipated, then recover important pieces back to the

laboratory at ARL Fishermans Bend for more detailed inspection and analysis.

For several years until the finance administrators objected, he had an unlimited government voucher for international and domestic travel to any destination. The panel was instrumental in improving safety for Australian aviation and ushered in the adoption of airframe fatigue as a new field of aeronautical science following the crashes of a Stinson in 1945 and a Viscount in 1968.

From about 1953 onwards, the Australian-developed Jindivik target drone, as well as the remotely- piloted Meteor and Canberra aircraft, were used in the development of anti-aircraft missiles. Alan and the other member from Structures Division were called upon to locate and investigate the wreckage of downed targets on the vast Woomera Test Range.

This role, on behalf of the UK/AUS joint project to develop long-range weapons, became more complicated by the requirements to not only determine the causes of the aircraft crash, but also to assess the vulnerability of the targets and the lethality of the missiles. The Jindiviks were not always brought down by missiles. At one stage, several were lost due to rear fuselage and tailplane flutter, as established by the investigation team.

Personally, Alan regarded the investigation of an accident to a RAAF Sabre near Williamtown, NSW, as the technical highlight of his career. In this case, the pilot had ejected, but did not survive due to a range of factors that allowed his helmet to strike the canopy frame during ejection. The investigation resulted in changes to ejection sequencing to prevent recurrence of this type of tragedy.

Other areas of overlap between Alan's gliding and professional careers were the static and fatigue testing of many glider airframes at ARL, including the Olympia, Zephyrus and Golden Eagle. His research led to the early recognition of the potential for fatigue failure in Blanik gliders.

He was founder and Program Manager of the Janus glider fatigue test at Royal Melbourne Institute of Technology (RMIT) from 1985-1992. With great contributions by Anne Loh, Robert Dorning, Professor Lincoln Wood and others, Alan kept that test going against enormous difficulties and on the smell of an oily rag as far as funding goes. Ultimately, the test provided the necessary data to double the fatigue life limit on gliders around the world from 6,000 to 12,000 flying hours, where it remains today.

INTERNATIONAL CONNECTIONS AND OSTIV

Importantly, after the posting to RAE in 1950, Alan assiduously maintained and visited annually a network of friends, colleagues and collaborators around the world to collectively advance gliding as much as Defence aeronautical research.

One of the avenues for that networking was serving as the Australian delegate to OSTIV, 1965 – 1996, as an OSTIV Board member 1985 -1999 and as a member of OSTIV Sailplane Development Panel (SDP) 1976 – 1996. Such was his legendary status for his annual trips to OSTIV congresses and defence aeronautical visits, that the ARL newsletter of August 1978 includes four paragraphs about Alan's



ABOVE: The Patching and Schneider families with the Platypus glider.

six-week 'busman's holiday' to France, England, Germany and Thailand, listing 12 visits to aircraft manufacturers, regulators, research institutes and foreign air forces.

His great friendships and the trust built up with RAAF engineers, pilots and glider pilots around the world was extraordinary, but soundly based on competence and humanity. A famous German glider design engineer, Gerhard Waibel, would always address Alan as 'Herr Professor', a friendly acknowledgement of Alan's technical skills.

At OSTIV, Alan was also Chairman of the Crashworthiness Working Group of the SDP, setting up stronger requirements to minimise injuries and fatalities during crashes, using practical methods such as stronger cockpits and memory foam cushioning. That working group was dormant for at least 15 years, but met again on 11 March 2022, the day before Alan died.

Alan's first OSTIV paper was presented to the 1970 Congress held in Alpine, Texas while he was posted not far away in Fort Worth. It was a summary of the procedures he had helped develop for proof loading gliders after they reached 20 years in service to prove they were safe enough to keep flying, albeit with reduced operating limits. These were the very procedures he had instituted with the GFA in his role as Chief Technical Officer, Airworthiness. This, and other contributions, led to the development of the certification standards used for gliders all around the world today, CS-22.

The OSTIV Training and Safety Panel also benefitted from Alan's expertise in gliding operations, training and training of instructors. At the 1976 OSTIV congress in Ryskala, Finland, Alan presented another paper 'Instructional Techniques for Glider Instructors', co-authored with Geoff Strickland and based on his work at the National Gliding School in Australia. In fact, Alan authored and co-authored 14 papers on gliding, with the emphasis on fatigue matters.

Alan's enormous contributions to OSTIV were recognised when he was made a Board Member and, later, an Honorary Member.

THE PILOT

Alan's first flight was on 28 December 1944. His log book notes that it was an instructional flight of 2 ½ minutes, Percy Pratt instructor, in a PRATT 2-seater at Belmont Common, Geelong. Thereafter all his training was in the Primary. He received his A and B Certificates in 1951, C Certificate in 1952, Silver Badge in 1961, Gold Badge and a Diamond for Goal in 1962 (Benalla-Echuca-Tocumwal-Benalla – 188 km) and another Diamond for Distance in 1975 (Bacchus-Dimboola-Bacchus – 509 km). By today's standards these times and distances are not remarkable, but for wooden gliders they are very noteworthy.

Alan was a skilful pilot, flying at all the National Championships from the first one at Tocumwal until his secondment to the USA, often finishing in the top three. He was the reserve pilot for the Argentina World Competition in 1963.

While in Texas Alan took up powered flying (legally), and did little gliding. After returning to Australia Alan found that the techniques for fast flying had moved on and so, instead of competing, he became involved in the running of various competitions, including two World Gliding Competitions: Waikerie in 1974 as Technical Assistant and Benalla in 1987 as Technical Services Director. Throughout the 1980s and 1990s he was variously an organiser, scrutineer, task setter or tug pilot at National Championships.

Alan consulted and collaborated with Edmund and Harry Schneider, designers and builders of many unique Australian gliders such as the Kangaroo, Wallaby and Kookaburra and was part of the small syndicate to enable the production of the Platypus, the final glider that Harry produced. Over his lifetime Alan piloted 140 different glider types and 35 powered aircraft and was a wonderful source of knowledge for others to tap into.

Always aware of safety, Alan elected to stop flying solo in 2008 at the age of 84 but continued to fly dual as often

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ABOVE: Alan received the Lilienthal Medal in 1996.

as his health allowed. His grandson Tighe was pilot-in-charge for a dual flight in 2014, but notes that that was in name only and that his grandfather still 'had it'. Alan had his last glider flight on 13 June 2016 at Bacchus Marsh, the home of his beloved club.

VINTAGE GLIDERS AUSTRALIA

Alan, along with other pilots from Victoria, WA and NSW, attended a rally organised by Kevin Sedgman, Leo Boin, Cleve Gandy and Martin Simons at Blanchetown, South Australia over the weekend of 15 and 16 October 1977. It was the formation of the Vintage Glider Association of Australia (now Vintage Gliders Australia), an important part of the world-wide interest in preservation of the fun and history of old wood and fabric gliders.

Alan attended many of the European annual rallies of the International Vintage Glider Club, where up to 110

vintage gliders and 350 enthusiasts re-invent the past. He and John Ashford took Geoff Richardson's Golden Eagle to the International Vintage Sailplane Meet at Elmira, New York State in 2000, an enormous logistical enterprise. The Golden Eagle, a beautiful gull winged sailplane, had first flown in September 1937. Geoff Richardson willed the Golden Eagle to Alan, who continued to fly it occasionally until he donated it to the Gliding Museum in 2016.

For more information about VGA go to <https://www.vintageglidersaustralia.org.au/>
THE AUSTRALIAN GLIDING MUSEUM

From 1992 Alan was involved in supervising the restoration of a number of wooden airframes to either static or flying condition, giving seminars on the fatigue of structures and timber repairs and providing an advisory role to the GFA in regard to the airworthiness of the fleet of older aircraft.

In 1999, this work led to the founding of the Australian Gliding Museum, spearheaded by Alan and the Barton brothers, Jim and Graham, in order to preserve the many vintage gliders that were being abandoned. The Museum is located at Bacchus Marsh airfield and has rescued 60 gliders and restored 20 of them to display condition. Alan was Foundation President, later Honorary Vice-President and a Life Member. This is the largest gliding museum in Australia and internationally. Importantly, the Museum provides regular training courses for the repair of wood and fabric aircraft – skills that are in scarce supply. Alan

ran many of those training workshops for many years. For more information about the museum go to victoriancollections.net.au/organisations/australian-gliding-museum

AWARDS

Order of Australia AM, Australia Day 1994

Alan's great friend and fellow tug pilot at VMFG, Geoff Newlands, supported by other gliding enthusiasts, nominated Alan for this award, citing his services to gliding for the previous five decades.

Lilienthal Gliding Medal, 2006

The vast breadth and depth of Alan's intellectual leadership of gliding in Australia and around the world is summarised in the citation for the Lilienthal Gliding Medal from the Federation Aeronautique Internationale (FAI), the highest award worldwide for gliding. The award is given for a particularly remarkable performance in gliding, or eminent services to gliding over a long period of time, for someone who is still an active glider pilot.

The award recognises Alan's tireless work over seven decades, from the technical to the

operational, training, administration of gliding clubs and national associations, across to the regulatory delegation that gliding still enjoys in Australia today. Only two other Australians have been awarded this medal: Wally Wallington in 1984, who literally wrote the definitive textbook on gliding meteorology, and Ingo Renner in 1988 after winning four world championships. For the full text of GFA's recommendation of Alan for the Lilienthal Medal, go to fai.org/search?search_phrase=LILIENTHAL+MEDAL

Alan saw the world of gliding evolve from simple wood and fabric gliders, only capable of brief flights, through to sophisticated aircraft with long wingspans and high performance as a result of advanced manufacturing technology, including fibreglass and carbon fibre construction. As his chosen sport, Alan gave it his all, putting his efforts into club matters, and then at the State, National and International levels.

In this, he followed the example of his uncle, Julius (Judy) Patching AO OBE, whose sporting life started as a sprinter and hurdler and ended as an administrator at the Olympic level. Both men had the rare capacity to communicate in a warm and down to earth fashion even while delivering unwelcome news, and Alan is renowned for his good humour and ready smile.

Few people in gliding have contributed or achieved as much as Alan did during his life. His achievements are near uncountable, with an incomplete list of his accomplishments, awards and roles including:

INTERNATIONAL

- Lilienthal Medal recipient 2006, the highest international award in gliding
- OSTIV (International Scientific and Technical Soaring Organisation):
 - Australian Representative 1965-1996
 - Chairman of the Sub Committee For Crash Worthiness
 - Member International Sailplane Development Panel 1976-1996
 - Member of the Board 1985-1999 and later, an Honorary Member
 - World Gliding Championships: Technical Assistant, 1974, Waikerie; Technical Services Director, 1987, Benalla;
 - Program Manager, Janus glider fatigue test at Royal Melbourne Institute of Technology (RMIT) from 1985-1992
- Australian:
 - Member of the Order of Australia, AM, for services to gliding, 1994
 - Life Member of the Gliding Federation of Australia (GFA)
 - W.P. Iggulden Award recipient, 1981 (GFA's highest award)
 - Staff member and then Director of the National Gliding School (for standardisation of gliding across Australia) 1949-1965.
 - Founding member, President and Life Member of Australian Vintage Glider Association



ABOVE: Alan in the Golden Eagle on the occasion of donating it to the Australian Gliding Museum in 2016 with David Goldsmith (right).

- Throughout the 1980s and '90s a scrutineer, organiser, tow pilot or task setter at National Championships
- GFA Technical Liaison Officer 1962-70 and 1973-82
- Instructor at wooden glider repair workshops
- Founding member, President, Honorary Vice-President and Life Member of Australian Gliding Museum
- Honorary Vice-President of the Aviation Historical Society

STATE AND LOCAL

- Founding member, President in 1973, '72, '69 and '68 and Life Member of VMFG (now Melbourne Gliding Club)
- GFA Councillor for Victoria 1985-86, 1978-81 and 1960-63
- President of the Victorian Soaring Association
- Chairman of Western Region Sporting Aviation Group
- Chairman of VMFG Operations Panel 1978-88
- Test Pilot for the Zephyrus
- Instructor and Tug pilot for many years
- Over 140 glider types and over 35 powered aircraft types flown

If you would like to hear Alan speak about his life in an interview by Geoffrey Robinson for the National Archives, go to nla.gov.au/nla.obj-219756190/listen

GA



BELOW: Alan's work in the Accident Investigation Panel.

TRAINING SYSTEM EVOLUTION, STANDARDISATION AND SAFETY

BY DREW MCKINNIE GLIDING AUSTRALIA
SAFETY MANAGER



Time flies! A decade ago, in mid 2012, I was a staff instructor on an Instructor Training Course at Bunyan NSW. It was a busy week, and I found myself flying with a talented young instructor candidate who had learned interstate. He was a very accurate pilot, safe and keen, yet it was evident that the Law of Primacy had instilled some different patter, demonstration points, technique

and emphasis in spin entry and recovery. We worked through those issues, after a few very steep recoveries. Later peer group discussions highlighted some more differences in technique and patter, in several flight sequences. This lack of standardisation among trainee instructors was noteworthy; no wonder many students noted differences moving from club to club, instructor to instructor.

Lack of standardisation in turn leads to another potential problem: training induced errors, compounded by the Law of Primacy – what is learned first, sticks, and is more difficult to unlearn and retrain!

My later experiences as RMO NSW then GFA Operations Chair featured many discussions about how we should improve standardisation, training methods, handover/takeover, demonstrations and patter, and guard against instilling bad habits that might bite later on.

The Operations team looked at strengths and weaknesses in how we trained pilots and instructors. The Glider Pilot Certificate (GPC) syllabus had been in use for some time, with coaching and instructing co-existing but not well



ABOVE: BSC CFI Serge Lauriou playing student with Julie Lentle in the instructor's seat.

integrated. The Instructor's Handbook was dated, not easily used for GPC training, with some embedded training error problems. Remember the input-focussed Check 1 and Check 2 that contributed to some awful landing problems, ballooning and heavy landings. Coaching materials were disparate.

I can vouch for the enormous efforts applied by many great instructors and coaches over several years to restructure the Integrated Training System, to better blend both coaching and

instructing into a single training continuum. Many volunteers spent many days, with tens of thousands of keystrokes, to take the GPC syllabus and capture the wisdom embedded in the old Instructors Handbook, converting it to competency-based units. Parallel work on better training Air Experience Instructors in initial training sequences and training principles and techniques informed this process. I dip my lid to the Operations and Soaring Development teams who have brought the Integrated Training Program so far. Diminished

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The instructors and trainees at the Canberra SC Instructors Training Course.





distinctions between instructing and coaching are also welcomed; we are all trainers, and hopefully better mentors to our trainees.

The ITP is not perfect. It has flaws, yes, and some clubs and instructors may find it initially harder to use. Some clubs are very comfortable with the logbook progress record sheets. Other clubs find them non-intuitive and prefer to focus on recording progress notes, similar to traditional logbooks. I also acknowledge that until we are familiar with using the progress record sheets, and the 1-5 competency scale, they sometimes take more time to complete.

The Pilot Training Guides used by students are very popular with younger trainees. The Trainer's Guides for each GPC unit are carefully structured. I recommend that all trainers really focus on the wisdom in the yellow text boxes: Key Messages – a superb aid to standardisation and safer practices; Notes – Cautions, Common Problems, Gotchas and Remedies. Much work has gone into graphics and diagrams, to simplify lesson planning and briefings. If all our trainers use these (briefly) we can make training much better for our students, with more confidence that essentials are properly and safely taught.

The Training Principles and Techniques Manual (TPT) is a massive improvement on the old Instructors Handbook Part 1. It is updated with much useful material on the process of training, adult learning, laws of training, biases, human factors, communications, threat and error management, thresholds of intervention, etc. Every coach, every instructor, every trainer in all

aspects of gliding operations and maintenance will benefit from reading this and applying these insights.

We have just completed our first face-to-face (F2F) Executive and Board discussions since the accursed Covid changed our lives. I can affirm that the Operations and Soaring Development teams will appreciate constructive suggestions and editorial corrections, improvements to our training documents, simplified means of achieving our training aims. They also agreed the strategic priority of improving training standardisation through the ITP, as an important element of better safety outcomes through better training, knowledge, skills and competence.

Yours truly, I am busy working on some post-GPC training materials, focussed on high altitude soaring safety, human factors and wave soaring. With my Safety Manager hat on, I want to assist Ops and SDP in improving training safety outcomes, keep an eye on our occurrence reporting systems to monitor training accident trends, and work hard to provide better club-level safety guidance.

A few weeks ago, I was staff instructor on another Instructor Training Course. It was fun, demanding and positive, where the trainee instructors all appreciated the logical chunking of training units, the simplicity of key messages and high value of the Training Principles and Techniques. Peer-to-peer learning was very high, and rapid progress was made. All instructors were attuned to the nexus between standardisation of training content, processes and safer flying operations.



In March, April and June, Instructor Training Courses were held at Canberra Gliding Club and Bathurst Soaring Club. Several new instructors are now ready to teach the next generation of glider pilots - of all ages. Congratulations to all the new instructors and thanks to the volunteer Level 3 instructors from Canberra, Bathurst and Lake Keepit who took the time to pass on their skills and knowledge. Thanks also to Beryl Hartley and Sam Peto for organising the courses.

DANIELLA HELBIG BSC

Fun, fair, safe: these were the words Beryl Hartley used when speaking to the participants of the NSW Instructor Course at Bathurst Soaring Club in April 2022, to describe what gliding was supposed to be all about.

They are certainly good words to describe our week-long course with six trainees from Camden, Lake Keepit and BSC. Some of us were after our initial instructor rating, while others sought an upgrade to Level 2.

Between Aaron Stroop, Serge Lauriou and Steve Hedley, we had a fabulous team of Level 3 instructors to guide us through the week. Even though the weather didn't always cooperate, both the flying and the theory sessions were every bit as fun as they were instructive.

Beryl's extraordinary catering – and the spectacle of instructors playing students, while trainee instructors practised patter – attracted quite a few club members who stayed around for safety discussions and the question of how to shape the future of our sport.

It's been a pleasure to make new flying friends, and hopefully the week's good spirits will carry over to the next generation of student pilots, too. Many thanks to all helpers and tuggies, course participants and L3 instructors, and to Beryl.

LEFT: The instructors and trainees at the Bathurst SC Instructors Training Course.

ABOVE: Just one week after completing the Instructors Course, Daniella Helbig took her very first student for an instructional flight at Bathurst Soaring Club.

BELOW: Arnie Hartley flying the tug.



SAILPLANE GRAND PRIX

SGP SERIES 11

The 11th series of Sailplane Grand Prix is now underway after a hiatus caused by the pandemic. Qualifying competitions are being held across Europe this northern summer, Australia will have its own SGP at Gawler 2 - 8 January 2023.

The winners of the qualifying competitions will fly in the finals, which will be held in Pavullo, Italy in September 2023.

Following this exciting racing format is a great way

to spend Australian winter evenings with a variety of coverage, especially from the SGP finals and Gawler.

SWEDEN - POLAND

The first two competitions of the series have taken place with some interesting flying over the lakes of central Sweden and the Tatra Mountains in Poland. You can see the full results on their websites sweden22.sgp.aero and poland22.sgp.aero.

Lithuania is now underway and SGP Italy starts soon at the beautiful mountain site of Varese. There is a top class lineup of pilots flying in Varese so don't miss the action.



SGP AUSTRALIA - GAWLER

2 - 8 JAN 2023

australia23.sgp.aero

See the full SGP Series 11 Schedule at sgp.aero

TOP LEFT: Winner of SGP Poland Łukasz Grabowski who has now qualified for the SGP finals in Italy.

BOTTOM LEFT: Marek Sawczuk took 2nd place.

RIGHT: Stanisław Biela took 4th place in his AS33. BELOW: Tilo Holighaus took 3rd place, flying the Ventus 3.



NARROMINE NATIONALS

PHOTOS BY GRANT ANDERSON

BY BERYL HARTLEY

In keeping with plans for other competitions during the Covid restricted period, Narromine had to be planned at the last minute, as other sites were cancelled. The competition was not listed as a selection event for the World Championships in 2023. Accordingly, the local club had genuine doubts about the event meeting the class size rules.

However, just days prior to the start, it was clear that the required numbers had been achieved and that the standard of entry was exceptionally high. When the time came to confirm positions and tasks

for the willing workers, Jenny Thompson packed up the dogs and arrived to take the role of Contest Director and fill numerous other roles for the two week event.

Kerrie Claffey and Jacob Bloom organised and ran a world class flight line. Mick Webster was the assistant

TOP: Ray Stewart from Kingaroy SC came 2nd in 15m / Open Class in his JS3.

BELOW: David Collins from Waikerie GC took 2nd place in Club Class flying an ASW20F.



TOP: Allan Barnes flew his LS8 in 15m Class. Due to the low number of Standard Class entrants, 15m and Standard Classes were merged. This resulted in some difficult handicapping anomalies. Gliders in this combined class included three LS8s, a Discus 2, Ventus3, Ventus 3, JS3, AS 33 and Matthew Scutter's Diana 2.

The Open Class was made up of all the gliders in 15m class that flew in 15m configuration, plus Brian De Rieu flying a Ventus 3M neo and Matt Atkinson flying a Ventus 2cX/18m who were flying in 18m configuration.

RIGHT: John Buchanan looks very pleased in his AS 33Es

BELOW: Bruce Taylor flew a Discus 2.

to both Jenny and Beryl Hartley for task setting. Bill Bartlett and Paul Tridgell brought the new super tug BearHawk, and Sebastien Maron and Arnie Hartley made up the tow team.

Ian Steventon and Neil Campbell were online to produce quick scoring results. The Angels from Alice Bernita and Grant Anderson came to help and managed almost every task to ensure a smooth operation. To these committed few, heartfelt appreciation was expressed at the presentation evening.

Eight competition days were completed. The late March weather was kind to all, and an interesting mix of tasking and weather produced some excellent results.

In the 15m Class, Matthew Scutter won four days with speeds up to 134kph. John Buchanan won two days with the fastest speed for the event at 140.61kph. Adam Woolley and Toby Geiger were winners on one day each.



Club Class was dominated by Jim Crowhurst with six day wins and speeds up to 120kph, and Jack Hart and David Collins each won a day.

The weather held off on the last day, only raining as aircraft finished and were rushed into hangars and trailers.

The presentation dinner held in the auditorium was a fitting end to a successful two-week Championships event.

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BY MATTHEW SCUTTER - DIANA 2

Full throttle racing. The trough is very close now making for deep cumulus and very strong thermals.

I have never driven the Diana 2 so hard, cruising 120kts between 6 to 8kt climbs. Following the JS3 at these speeds is a lost cause, but I can't complain too much because at these cruise speeds the 15's all went through the LS8s like a knife in hot butter.

Adam Woolley and I raced down the first and second leg before a difference of opinion saw us part ways. With 146 kph on the clock at the top turn I thought planning on a possible 155 kph final glide was prudent but that required maxing out the sector, crossing a big blue hole. I saw Tobi opt to head home directly here, but I was blinded by the insane speeds and went for the maximum. Coming back across the blue hole I needed the last climb to be a clean one, so I deviated 40 degrees to a chunky towering

cumulus and found... absolutely nothing. After a few smaller wisps delivered nothing I resigned myself to a 110 degree deviation to a fire, picking up a climb from 1500ft and slowly stumbling home 15 minutes overtime. Not ideal. Commendations to Tobi for having the foresight to bank what he had.

Average glide 104kts at 60:1.

WAITING FOR WEATHER

On 12 March, I smashed it - short task due to forecast storms which did end up blotting out part of the second sector, requiring almost maximum distance in the other sectors. The key decisions were to go right to the edge of the storm, which let me turn shorter in the last sector, staying with the good cu, and an aggressive gear change down when we turned off the downwind leg that saw a lot get low.

A few rest days are probably on the way in the



ABOVE and RIGHT: Matthew Scutter in his Diana 2 - FES

foreseeable future - time to do some washing.

The 14th was a straightforward day with the first task we have used the PEV markers on for the start. They turned out to be largely unnecessary as the task was sized well to the window available so we all went more or less as the gate opened.

We had less streeting and lines of lift than previous days, which is not good news for the Diana. I think it does better relative to the JS3/AS33 when it's dynamic flight rather than boring holes in the sky, so John just flew away from me. Average glide speed was 106kts but only at 45:1!

Still waiting for some trickier weather to eventuate... it's getting a bit boring with screaming cu every day.

The 15th finally brought weather that requires more skill than pushing the stick full forward. A moderate breeze



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BELOW: Jo Davis in her ASW20





ABOVE and LEFT: Jack Hart from Bendigo finished in 3rd place in Club Class, flying his Mosquito.

and bands of high cloud rolled through the task area. Each band of cirrus required planning to make sure you were high going into it because, except for a bit of cloudsuck, the air was still.

The key decision was to not push your luck at the end of the day and risk coming in undertime, rather than risk being out in the end of day coupled with cirrus still drifting over. As it was, I came in 15 minutes later than planned, but those who stretched it paid dearly.

We had another challenging day on the 16th, but right in my court - big climbs and big storms. Taking it easy and not taking any risks that could upend the comp for me turned out to be a good strategy for the day with very tricky conditions working both sides of the storms. I probably got the last clean climb of the day to get home.

BELOW: Mark Goodley in his ASW20C.



BY ADAM WOOLLEY - VENTUS 3T

I had a good, fun day on 10 March, but it always feels that way when you win the day against seven other Australian team members! It was all won and lost at the start gate in reality. My thinking today was that heavy cu to 7,500ft means I can do my own thing, I don't need other's help or distractions. The day was predicted to get softer around 1630-1700, so it seemed likely that I'd catch the front runners up when the weather got softer. Which is what happened...

That's racing! The 11th was a fantastic day in the saddle all the way until the last leg. I was averaging well over 140 kph for most of the flight, then dropped back to 138 kph on the last leg. I could see the problem unfolding, but couldn't do anything about it, taking a 75km glide from 7,000ft down to 1000ft agl to pick up 2.7kts to final glide. I finished with a miserable 132 kph in the end, dropping to 4th overall.

In general, I had an average of 5.4kt for the day, 67:1 glides at 100kts - as you can imagine, a lot of fun!



ABOVE and RIGHT: Adam Woolley competed in his Ventus 3T.

BELOW: Brian DuRieu brought his Ventus 3M Neo from Temora GC.

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ABOVE and LEFT: Matthew Atkinson flew his Ventus 2cX/18m in Open Class.

On the final leg, I turned for home at the extremity and on time. The problem that I saw ahead, as mentioned, saw me slowing down to maximise my chances. One 5kt climb at mid-convection under a good sky should have brought a far different result, but I was dealt the other hand.

That's racing. Living the glider and the class was so much fun, though I just wish I were 2nd today. But we make the decisions we make and I have to live with it.

Congratulations to Tobias Geiger on putting together the perfect flight



On the 15th, I felt I'd been waiting for a day such as this, a technical day when the V3 had its chance to shine. I was able to fly at 525 kg all day, even in the gloom. The JS3 and AS33 reported that they had to dump down order to stay airborne.

High cirrus played a significant part in today's flight, but fortunately where the sun was shining through, the conditions looked far greater. That did catch me and many others out, though, causing me to go deeper into the 1st sector when I should've turned West earlier for the better conditions.

I kept moving though after a significant deviation. I had Sommer in my mind, watching him deviate once 70 to 90° for 5km to core a climb, just so that he never got stuck.

So, this is what I did. I could see the entire fleet low on flarm direct on track, thick cirrus over them and dying CU. A big deviation away from optimum saw sun with

LEFT: Jo Davis with the Women's Trophy for Best Performance at a Nationals.



beautiful CU but rising terrain. I decided on this option. It didn't deliver the results I wanted, but 2kt climbs saw me tip toeing on.

I crossed the observatory so low that I could see the whites of tourists eyes. Fortunately, at the other side, there was a climb and then plenty of fields.

Today was a huge mental game with such a phenomenal first leg when I clearly outflew everyone, followed by survival. At every moment, I told myself, fly the best flight you can, fly the fastest flight you can, from this moment on.

So this is what I did. Connecting up with the good conditions again, 5 to 7kt climbs, running at 100kts plus again, positive and with determination. Possibly some luck was involved with the 3rd leg in the sun. Every climb was then 5kts plus to base, and we flew home for a solid 2nd for the day.

An awesome V3 day when it clearly shone through.

A TACTICAL DAY

The 16th was another cracking day when the V3 had its edge again. I kept 525kg all day and never once thought about dumping it. I managed to keep finding the climbs

BELOW: David Collins is the proud winner of both the Donald Anderson Award for Best Performance by a Novice (1st or 2nd Nationals) and the Maurie Bradney Award for Best Junior at a Club Class Nationals.



ABOVE: Jim Crowhurst won the class in his ASW20, one of five competing in Club Class.

and kept the cruise speed up nicely - 4.2kt average, 56:1 at 104kts. Insane!

Another tactical day, I was typically leading out all day, but equally I dialed it back a few times so to maximise my chances of getting the overall decisions right. Thanks for a great flight, Matty, Buch and Barnes.

The first leg was all streeting up to a decision point, then it was left to lesser CU or a jump over a small hole to run up a storm line that might work, or might not. Fortunately Allan marked a 7kt climb to base which made the decision easier! Good fun was had, running under the black stuff.

The second leg was easy for half of it, but on the other half I was very indecisive. I played my cards safely and was rewarded in the end. The final leg was home via one big climb marked by Scutter and a 110kt final glide from base occurred. I kept it phat until the end, as there was a shower approaching the airfield. The extra height may have been needed, but in the end, fortunately not.

2nd for the day, just 5 points off 2nd now with two potential days to come.

AUSTRALIAN NATIONAL CHAMPIONSHIPS 2022

7 - 18 MARCH 2022

CLUB CLASS

1 Jim Crowhurst	Kingaroy	ASW20	6,698
2 David Collins	Waikerie	ASW20F	6,084
3 Jack Hart	Bendigo	Mosquito	5,899

15M / STANDARD

1 Matthew Scutter	Kingaroy	Diana 2 - FES	6,844
2 Ray Stewart	Kingaroy	JS3	6,476
3 John Buchanan	Kingaroy	AS33Es	6,459

OPEN / 18M

1 Matthew Scutter	Kingaroy	Diana 2 - FES	6,842
2 Ray Stewart	Kingaroy	JS3	6,484
3 John Buchanan	Kingaroy	AS33Es	6,465

Full results at soaringspot.com
<https://bit.ly/3wkpdMz>

HUNTER VALLEY VINTAGE RALLY

BY JAMES MOFFAT

Over the Easter long weekend, the Hunter Valley Gliding Club has hosted its annual Vintage Rally, and what a weekend it was! A dedicated group of local and visiting vintage pilots and their aircraft descended on the site for pleasant late season soaring, enjoying the camaraderie, telling more than a few tall stories and, of course, sharing in some wonderful meals.

Eight vintage gliders were present for the 2022 rally

including Dave and Jenne Goldsmith with their Ka6E GEA, Peter Raphael with Cherokee GPR, Paul and Andrew Dickson with the Dart 17 IZO, Rob Moffat and Peter Rundle with the Nymph Mk.I GHA, and Peter Rundle with SF27MA ZOT and the gorgeous H28 HAU.

Neil Bennett presented his newly refurbished SF27MA XOE. Arie van Spronsen, Neil Bennett, James Moffat and Rob Moffat once again provided rides in their M200 GTG. Other visiting aircraft included the Paul Tridgell with the Bearhawk towplane and the DG505.

Several prizes were offered this year for pilots who chose to attempt them, including the most types flown over the weekend, the longest flight in a vintage glider for both distance and time, the best WeGlide story on a flight and the Concours d'Elegance, always hotly contested. For particularly adventurous pilots, the challenge was a flight around the History Tour task, a journey around the airfields that the HVGC previously used. Prizes were awarded for speed around the task in both timber and glass gliders, with the added condition that turn point photos be completed as evidence!

Despite the extensive heavy rainfall and flooding over the past six months, the weather was perfect for vintage gliders with cu most days, regular

thermals to 5,000ft and light winds. Friday was the pick of the days with many soaring flights completed in both vintage and fiberglass aircraft. Some 34 flights were completed on the first day with notable efforts including Neil Bennett completing his first flight in SF27MA XOE following its restoration, as well as Andrew Dickson (IZO Dart 17) and David Pickles (PWO PW5) completing the History Tour.

No fewer than 12 flights in vintage gliders exceeded an hour, before the aircraft were returned for another pilot to share in the fun. A further 35 launches were completed on the Saturday and 33 on Easter Sunday. In total, four pilots completed the History Tour and many more enjoyed soaring flights with new aircraft.

Matching the wonderful flying experiences of the weekend were those on the ground. As usual the Hunter Valley Gliding Club members rolled out the red carpet for their guests with delicious meals provided each night ensuring that conversations, banter and tall stories could continue long into the evenings. The highlight for many pilots and visitors was the presentation of vintage gliders and judging of the concours d'elegance on Sunday morning.

Throughout the weekend, good spirited and enthusiastic politicking by the Dickson brothers for their proudly British Dart 17 was met with stiff resistance by Neil Bennett and his SF27 'Dart killer'. The voting was tight but in the end it was the SF27MA XOE that will see its name enshrined on the beautiful trophy created by Peter Raphael.



The organising committee would like to thank everyone who made the rally such a success. Whether this was through bringing a vintage glider, towplane, supporting the operations, cooking meals or simply coming along to participate in a wonderful weekend of flying activity, it

TOP LEFT: The newly restored M200 was a star.

BOTTOM LEFT: Social vintage gliding!

ABOVE: The club kindly allowed the vintage gliders to use their brand new hangars



EASTER VINTAGE REGATTA

AUSTRALIAN GLIDING MUSEUM OPEN DAY, AGM AND BARBEQUE AND VINTAGE GLIDERS AUSTRALIA RALLY

BY DAVE GOLDSMITH



ABOVE: New Museum President Peter Champness flies the Zephyrus



LEFT: James Stevenson gives the thumbs up after flying the Slingsby.

Normally held in November but delayed by Covid, the Vintage Gliders Australia Rally and Australian Gliding Museum Open Day, AGM and Barbeque Lunch was held over the Victorian long weekend 12 to 14 March 2022, with the Museum Open Day on Sunday 13 March.

Saturday's weather was soarable, but rather weak with up to 4,000ft possible. Bob Hickman had the longest flight of just over two hours in his ES60 Boomerang. Six flights were made in the Slingsby T31b, the longest a hangar flight of 23 minutes.

On Sunday the Australian Gliding Museum held its annual Open Day, Annual General Meeting and

Barbeque lunch. This event is normally held in early November over the Melbourne Cup holiday weekend, but was delayed by Covid restrictions. Over 30 members and friends attended. David Goldsmith retired as President after 11 years to take up the Vice-President position, and Peter Champness was elected unopposed as our new President. The following barbeque was enjoyed by all.

The unique Zephyrus made the only vintage flight on Sunday, staying up for over one hour. On Monday the weather was very pleasant, but once again thermals were scarce. The T31b made six flights, the longest being 29 minutes up to 3,500ft.

Gliding and Museum activity is slowly building up again after repeated Covid lockdowns. It will take a while until we achieve pre-Covid levels.

Come and Fly with US!

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

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Australian Government
Civil Aviation Safety Authority

SO YOU'VE HAD A CLOSE CALL?

Why not share your story so that others can learn from it too? If we publish it, we'll give you \$500. Email us at fsa@casa.gov.au

Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. If you have video footage, feel free to submit this with your close call.

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

AROUND THE CLUBS

Congratulations to the many new pilots who achieved first solos and badges around the country. Here are a few of them.



Congratulations to Andrey Makarenko at South Gippsland Gliding Club for his first solo in April.



A massive congratulations to Anoushka on going solo! Such a huge achievement and the start of your flying journey. Anoushka started flying with us late last year and after an active couple of months, she was sent solo by CFI John at Grampians Soaring Club in March.



Greg and Karen Merrilees took to the skies and had awesome glider flights at the Gliding Club of Victoria in April with Tim and Mark. They were really chuffed when they could fly at the same altitude and take photos of each other. Greg and Karen want to return with family and friends, and it will be a pleasure to see them. Well done, team!



Will Johnson flew his first solo at Balaklava Gliding Club in March. Congratulations!



Well done to the team at Bathurst Soaring Club for organising outlanding training at Bathurst Airfield. An especially big thanks to our friendly farmer for letting us use his paddock! The soaring season may be coming to an end soon but plenty of training is available for early solo pilots over the winter to prepare for their first foray into cross country flying next season.



Congratulations to Geoffrey Bennett on his first solo at Bathurst Soaring Club in April.



Congratulations to George Pollack for flying solo again after 21 years, at Kingaroy Soaring Club in May.



Canberra Gliding Club hosted and partially staffed a NSW Gliding Federation Instructor Course from 4 to 6 April. The course produced four new Level 1 instructors and two new Level 2s. Congratulations to all, including our own new Level 1s, John Young and Brendon Taylor.



Big Congratulations to Gus Chang who completed his A Certificate in April at Narromine Gliding Club with Instructor Sam. Well done, Gus!



Congratulations to Gliding Club of Western Australia member Otto Lee, who had his first solo flight at Cunderdin in March. Well done, Otto!



FIRST SOLO IN GLIDING! Well done, Simon, for being solo ready. Your hard work and commitment has paid off and it's just great to see you airborne solo at North Queensland Soaring Centre on 1 May.

PILOT AUTHORISATIONS AND ENDORSEMENTS

Operational Regulation 3.1.3 requires all pilots to maintain a logbook detailing, among other things, a record of pilot authorisations and endorsement granted, their dates of validity, and signatures of the instructors issuing such authorisations.

Section 8.1.7 of the Manual of Standard Procedures, Part 2 requires CFIs to maintain records of pilot endorsements, ratings and flight reviews, and for pilots to provide a copy of their Medical Declaration or Medical Certificate to the GFA within 30 days of the date of the Certificate.

The introduction in 2019 of the GFA's new Membership Management system, now 'JustGo', has enabled integration of pilot authorisations, endorsements and other records through a central database that allows members to make (limited) changes and updates to the information on their profile. In addition, CFIs can now view this information for members of their club, thus removing the requirement for them to maintain separate records. This avoids having more than one set of information that requires constant synchronization and provides access to real time data.

All members should have accessed the database by now, and many have updated their profile to record various pilot authorisations and endorsements that they hold. However, there are still gaps in the records of some members.

MEMBERSHIP PROFILE

Each member has an online profile that contains personal details, emergency contacts, authorisations and endorsements (called Credentials), and Qualifications (such as 'A', 'B' & 'C' Certificates, Glider Pilot Certificate or Glider Towing Certificate). Members can also record each club of which they are a member. It is important that members record their legal names on the system, as GFA Glider Pilot Certificates and Glider Towing Certificates are legal documents. It is also important that members keep this information up to date, and all members should check that their logbook(s) and training records contain signatures for all their Credentials listed in their Membership profile. CFIs, Instructors and Club Maintenance Officers should be able to assist in providing any missing signatures.

CREDENTIAL MANAGEMENT

When a member adds a Credential to their record, they must also upload a document evidencing its authorisation. The Credential will not be activated until an approved person has reviewed the supporting evidence and confirmed the holder's eligibility to hold that Credential. Once a Credential has been activated (approved), it cannot be amended by the member for security reasons.

Some Credentials are held in perpetuity, or until they are cancelled (lapsed), suspended or withdrawn. These Credentials will have an expiry date well into the future. Other Credentials have a defined expiry date and are renewed periodically. Since Credentials cannot be edited, an expired Credential is renewed by adding a new Credential of the same type and uploading the relevant evidentiary document. Common recurring

Credentials are Medicals and Flight Reviews. Expired Credentials will remain on the system as an historical record.

Table 1 following lists the Operational Credentials that can be recorded on a member's profile, together with the required supporting evidence. Those Credentials that are endorsed on the Glider Pilot Certificate and Glider Towing Certificate are also identified.

QUALIFICATIONS

Operational Qualifications include the 'A', 'B' and 'C' Certificates, the Glider Pilot Certificate and the Glider Towing Certificate. Qualifications are achievements that require the member to hold one or more underlying Credentials. For example, to achieve the 'A' Certificate Qualification, the member must hold the following Credentials: Radiotelephone Operators Endorsement (required before first solo), 'A' Certificate Exam and 'A' Certificate Flights. Qualifications will be added by approved persons upon the member attaining the underlying Credentials.

Glider Pilot Certificate (GPC) and Glider Towing Certificate (GTC)

The GPC and GTC both have provision to record various endorsements held by the pilot. The information contained in these Certificates is drawn from data held in the member's record, so it is important that the member's profile is updated. Both the GPC and GTC are only valid while the holder remains a financial member of the GFA. Accordingly, these certificates have an expiry date that is linked to the holder's membership expiry. GPC and GTC holders can download a valid Certificate from their profile at any time their membership remains current.

LAPSED AUTHORISATIONS OR ENDORSEMENTS

- GFA authorisations and endorsements are only valid while the holder remains a financial member of the GFA. Upon ceasing to be a member, all authorisations and endorsements will lapse and will need to be revalidated if the holder re-joins the GFA.
- Authorisations that have a time limitation, such as Level 3 Instructor ratings, automatically lapse at the expiration of the time limit.
- Instructor ratings lapse when the holder becomes ineligible to be listed on the Active Instructor Return as of 31 August each year (refer Section 11.3.1 of the Manual of Standard Procedures, Part 2).

SUSPENDED OR CANCELLED AUTHORISATIONS OR ENDORSEMENTS

Section 10.9 of the Manual of Standard Procedures, Part 2 provides that contravention of applicable CAA, CAR, CASR, CAO, GFA Operational Regulations, GFA Manual of Standard Procedures, or local club rules or procedures shall be dealt with in accordance with the 'GFA Complaints and Discipline Procedure' manual.

Where a member of the GFA is identified as having contravened the Regulations or Rules, disciplinary action may involve, among other things, the suspension or cancellation of authorisations and/or endorsements. Notification of a suspension or cancellation of a member's authorisation or endorsement MUST be advised to the GFA's Executive Manager Operations in writing by the Club's CFI within seven (7) days so that the member's record is updated as appropriate. The EM/O shall inform the CFI of those other Clubs of which the person is also a member of the suspension or cancellation of the authorisation or endorsement.

CHRISTOPHER THORPE
Executive Manager, Operations
emo@glidingaustralia.org



A member cannot exercise the privileges of an authorisation or endorsement that is suspended or has been cancelled.

Reinstatement of a suspended or cancelled authorisation shall be advised to the GFA's Executive Manager Operations in writing by the Club's CFI (or higher Authority).

Table 1 - Operational Credentials

Credential Name	Evidence Required	
'A' Certificate Exam	Online Exam Certificate	
'A' Certificate Flights	ABC Certificate Instructor Certification Form signed by an instructor.	
'B' Certificate Exam	Online Exam Certificate	
'B' Certificate Flights	ABC Certificate Instructor Certification Form signed by an instructor.	
'C' Certificate Exam	Online Exam Certificate	
'C' Certificate Flights	ABC Certificate Instructor Certification Form signed by an instructor.	
Daily Inspector	Logbook Endorsement issued by a DI Examiner.	
Flight Review	Notification of Flight Review form signed by the assessing instructor and pilot under check (refer Operations Advice Notice (OAN) 01/20).	
GPC Qualification	Copy of Glider Pilot Certificate Application Form signed by CFI. Note: Foreign pilots converting overseas qualifications must contact the EM/O .	
Medical Declaration (all pilots flying sailplanes in command, and tow pilots)	GFA Self-declaration Form , CASA Medical Certificate, or GFA Medical Partitioner's Certificate of Fitness . Note: Only these documents are acceptable.	
Radiotelephone Operators Endorsement (all pilots flying sailplanes in command, and tow pilots)	Copy of: CASA Flight Crew Licence, Foreign Licence with English Language Proficiency endorsement, or GFA logbook endorsement as per GFA Operational Regulation 3.5.2.	
Controlled Airspace	Syllabus of Training signed by Level 2 or higher rated Instructor	Endorsed on Glider Pilot Certificate
Instructor AEI	Syllabus of Training issued by CFI	
Instructor Level 1	Completed Application / Syllabus of Training / Final Assessment	
Instructor Level 2	Completed Application / Syllabus of Training / Final Assessment	
Instructor Level 2 Ground	Email from CFI/RMO	
Instructor Level 3	Email from RMO	
Carriage of Private Passengers	Logbook Endorsement issued by CFI	
Charter Pilot	Logbook Endorsement issued by CFI	
Cross Country Touring (SLS)	Syllabus of Training signed by Level 2 or higher rated Instructor	
Independent Operator	Logbook Endorsement issued by CFI (Preceding elements of the GPC syllabus must have been met).	
Low Level Finish	Logbook Endorsement issued by Level 2 or higher rated Instructor	Endorsed on Glider Towing Certificate
Self-Launching Sailplane	Syllabus of Training signed by Level 2 or higher rated Instructor	
Competition Towing	Completed Syllabus of Training	
Dual Towing	Completed Syllabus of Training	
Glider Towing	Completed Syllabus of Training and Flight Crew Licence or Pilot Certificate	
Outlanding Retrieve	Completed Syllabus of Training	
Tow Pilot Delegate	Completed Syllabus of Training	
Tow Pilot Examiner	Completed Syllabus of Training	

Occurrences & Incidents

All clubs and GFA members are urged to report all occurrences and incidents promptly, as and when they occur, using the GFA's occurrence reporting portal at glidingaustralia.org/Log-In/log-in-soar.html. This is always best done while all details are fresh in everyone's mind.

You can read the full SOAR report at tinyurl.com/ltmko56

Reports noted 'Under investigation' are based on preliminary information received and may contain errors. Any errors in this summary will be corrected when the final report has been completed.



The Gliding Federation of Australia Inc
SOAR Accident and Incident Occurrences
General Statistics
Date From: 01/12/2021
Date to: 31/01/2022

Damage	VSA	NSWGA	SAGA	GQ	WAGA	Total
Nil	5	9	6	2	3	25
Minor	4	1	1	2	1	9
Substantial	1			1		2
Write-off					1	1
Total	10	10	7	5	5	37
Injury	VSA	NSWGA	SAGA	GQ	WAGA	Total
Nil	10	10	6	4	5	35
Minor			1	1		2
Total	10	10	7	5	5	37

Phases	VSA	NSWGA	SAGA	GQ	WAGA	Total
Launch	1	3		1	1	6
Thermalling	1		1			2
Landing	6	5	1	2	2	16
In-Flight	2			5		7
Ground Ops		2		1	2	5
Outlanding				1		1
Type of Flight	VSA	NSWGA	SAGA	GQ	WAGA	Total
Local	1	4	2	2	2	11
Training/Coaching	3	3		1		7
Competition	3				1	4
Cross-Country	3	2	5	1		11
Ground Ops		1		1	2	4
Total	10	10	7	5	5	37

Level 1	VAG	VSA	SAGA	ISWG	GQ	Total
	5	2	3	6	2	18
Airspace		1	4	1		6
Consequential Events		2				2
Operational		4		2	3	9
Technical		1		1		2
Total	5	10	7	10	5	37

12-DEC-2021 SAGA DISCUS B

AIRSPACE INFRINGEMENT

What Happened

During a cross-country flight, the pilot inadvertently flew through restricted airspace – outbound the pilot flew through R265F, and inbound he flew through R265B, R265E and R234.

Analysis

On the outbound leg the glider had a 20kt tailwind and covered ground quickly. However, on the return leg the pilot struggled make headway into this wind and he began to press on with little or no margin. Fatigue was affecting the pilot's decision-making and his navigation. While climbing in a thermal the pilot realised that he was inside restricted airspace and turned to track out of the airspace. However, the pilot did not clear the restricted airspace before turning towards the home aerodrome. In a post flight debrief with the CFI, it was identified that in a high workload environment the pilot tended to become fixated on problem solving to the detriment of situational awareness. The pilot agreed to conduct a flight review of his review his airmanship and decision-making processes

prior to flying in command and undertook retraining in airspace procedures.

Safety Advice

Situational awareness is having an accurate understanding of what is happening around you and what is likely to happen in the near future. By being aware of what is happening around you and understanding how information, events and your own behaviour will affect your own goals, you have situational awareness. Having situational awareness doesn't happen by accident, it is a cognitive skill. You need to build and maintain situational awareness to ensure that you are able to stay ahead of a situation and avoid being caught off guard or unprepared. To build a mental model of the environment, it is necessary to gather sufficient and useful data by using our senses of vision, hearing and touch to scan the environment. We must direct our attention to the most important aspects of our surroundings and then compare what we sense with the experiences and knowledge in our memory. It is an active process and requires significant discipline, as well as knowing what to look for, when to look for it and why. For further information, refer to skybrary.aero/articles/situational-awareness.

29-DEC-2021 VSA PHOENIX AIR U15

AIRFRAME

GFA Investigation (Findings reported to the ATSB)

INTRODUCTION

On 29 December 2021 at approximately 14:45 AEDT, the U15 Phoenix touring motor glider registered under CASR Part 47 departed the Benalla, Vic CTAF on cruise-climb, passing through 3500 ft and around 90 knots when the autopilot was engaged. The aircraft pitched forward and accelerated up to, and briefly exceeded, Vne (120 knots TAS) before the acceleration was arrested by a pull-up performed by the pilot overriding the autopilot. A rapid succession of bangs was heard, with a louder final bang at some point during this overspeed sequence approximately 4 minutes into the flight. The pilot continued the flight to Merimbula NSW. After landing and disembarking, the pilot noticed that the fuselage tail boom near the vertical stabiliser junction had experienced a major structural failure. No injuries resulted from the incident. The cruise-climb, at high speed and engine RPM, made the aircraft more vulnerable to pitch-related overspeed than it would at the recommended climb-cruise speed. The high airspeeds encountered beyond the maximum manoeuvring speed, maximum structural cruise speed and marginally beyond Vne, coupled with elevator inputs and clear air turbulence, are the probable contributing factors in the structural failure. The U15 Phoenix is closely related in empennage design to other types that

have a history of similar in-flight structural failures. A preliminary report was provided to the Civil Aviation Safety Authority.

Injuries to persons

The pilot was uninjured.

Damage to aircraft

The aircraft was substantially damaged, suffering a full skin thickness fracture of the tail boom just forward of the position where the leading edge of the vertical stabilizer intersected the fuselage. The fracture extended about 70% around the circumference the tail boom (refer Figure 2)

Aircraft Information

Manufacturer: Phoenix Air s.r.o.

Type: U15 Phoenix

Country of manufacture: Czech Republic

Year of manufacture: 2013

Engines: One - Bombardier Rotax Ltd, 912 ULS

Propellor: Woodcomp 2 Blade Feathering

Total airframe hours: 325 hours

Total Engine Hours: 301 Hours

Certificate of Airworthiness: Yes, perpetual

Maintenance Release: Yes, until 18/08/2022

The U15 Phoenix is a special light sport aircraft (S-LSA) touring motor glider that is a derivative of the Urban Air UFM-13 Lambada. The U15 Phoenix was developed and initially manufactured by Phoenix Air s.r.o. in the Czech Republic. The current manufacturer and licence holder is Pure Flight in the Czech Republic

(<https://www.pure-flight.eu>). The Phoenix is a single engine, carbon airplane with two side-by-side seats. The airplane is equipped with a fixed main wheel undercarriage with a steerable tail wheel. The fuselage is a carbon shell with carbon/kevlar seats integrated. Safety belts are attached to the seats and to a shelf intended for lightweight objects (headphones, maps, etc.). The wing spar is carbon and the wing is a monospar construction with a sandwich skin composed of two layers of fiberglass with a foam core. Control surfaces are of the same construction. The airplane is controlled by a dual push-pull control system, only the rudder drive is controlled by cable. The ailerons and elevator are controlled by the control stick located

Aerodynamic forces

It is unclear whether the Dynon SkyView system incorporates calibration of airspeed sensors; consequently, it is unclear as to whether the Indicated Airspeed (IAS) and TAS data presented to the pilot and recorded in the flight log adjusts for static pressure errors. Noting that the IAS under-reads compared to Calibrated Airspeed (CAS), this suggests that actual TAS values encountered may have been higher than those presented in the flight records. Due to the low wind speeds and operating height of the aircraft above mountainous terrain, orographic gust conditions such as rotor is unlikely to be a factor in the incident. However, based on the conditions experienced by gliders operating in the area at the time, there is a strong potential for encountering up to 7 m/s thermal updrafts. These conditions cannot be regarded as 'very smooth conditions' required for safe engagement of the autopilot. Likewise, the aircraft airspeed was in excess of the maximum structural cruising speed (Vb) at the time of



the incident, so it is plausible that encountering clear air turbulence resulted in structural failure. However, the flight records do not indicate a severe loading (the maximum acceleration was 2.5 g). During the incident, the aircraft was flown well in excess of the maximum manoeuvring speed (Va) and the combination of pitch inputs by the autopilot and command pilot (during the override pitch-up) may have resulted in elevator inputs that were high magnitude or sufficiently abrupt to overload the airframe. Again, though, because the flight records do not indicate a severe loading (maximum acceleration or pitch rate), this is an unlikely cause of failure.

It is unusual that in the U15 Phoenix Aircraft Operating Instructions, the Va and Vb speeds are expressed in TAS rather than IAS — this is most likely because flutter limits are based on TAS at all attitudes. During the incident, the aircraft exceeded Vne and may have experienced symmetric or asymmetric flutter that overloaded the structure at the tail-boom to vertical stabiliser junction. The excess of airspeed beyond Vne was within the type's design tolerance for demonstrated flutter speed. There is insufficient data to determine whether the structural damage occurred entirely during the first overspeed event, or if the cracks extended during the flight after this event.

HUMAN FACTORS

About 4 minutes into the flight the pilot experienced the flutter event that was accompanied by loud banging. The pilot "wondered if the rudder felt normal so slowed

continued over page



and did a few turns and decided the rudder behaved normally". The pilot then reasoned that the subsequent "...need for right-rudder in the cruise (was due to their) first experience cruising with the Autopilot." The pilot rationalised that the flight could be continued, despite a flight time to the destination of nearly 2 hours over known rough high country, and with the departure airport close by. This sequence of events fits a well-known pattern in human factors, called plan continuation, when the decision to continue to the planned destination or toward the planned goal is made despite significantly less risky alternatives existing, such as landing at the nearest airport. Plan continuation is also known as goal fixation, get-home-itis, press-on-it is and hurry syndrome. Decision-making in complex, dynamic settings is hardly about making decisions, but rather about continually sizing up the situation. The 'decision' is often simply the outcome, the automatic by-product of the situation assessment. This is what turns a decision on whether to continue with a plan into a constantly (re-)negotiable issue – even if the decision is not made on the basis of an assessment of the situation now, it can be pushed ahead and be made a few or more seconds later when new assessments of the situation have come in. The order in which cues about the developing situation come in, and their relative persuasiveness, are two key determinants for plan continuation. Conditions often deteriorate gradually and ambiguously, not precipitously and unequivocally. In such a gradual deterioration, there are almost always strong initial cues that suggest that the situation is under control and can be continued without increased risk. This sets a pilot on the path to plan continuation. Weaker and later cues that suggest that another course of action could be safer have a hard time dislodging the original plan. In summary, plan continuation means sticking to an original plan in rapidly evolving situations, while the changing situation calls for a different plan: Early cues that suggest the initial plan is correct are usually very strong and unambiguous. This helps lock people into a continuation of their plan. The persuasive early cue here would have been the aircraft behaving relatively normal post incident after the pilot conducted a basic assessment of the aircraft's stability.

Later cues that suggest the plan should be abandoned are typically more ambiguous and not as strong. These cues, even while pilots see them and acknowledge them, often do not succeed in pulling pilots away from the plan. In this case, a later cue would have been the need to use continuous right rudder in the cruise.

CONCLUSION

While there is insufficient data to determine whether the failure was caused from static overloading or from flutter, it is more likely than not the incident was the result of flutter caused by high magnitude elevator inputs by the pilot during one or more overspeed events during flight in turbulent conditions.

Findings

The following findings are made

- 1 The command pilot was certified and qualified for the flight in accordance with existing regulations.
- 2 The maintenance records indicated that the aircraft was equipped and maintained in accordance

3 The centre of gravity of the aircraft was within the prescribed limits.

4 The aircraft mass was within MAUW limits.

5 The autopilot was engaged in conditions beyond the stated operating limits of the airframe, resulting in pitching down and acceleration beyond Vne. The cruise-climb at high speed and engine RPM made the aircraft more vulnerable to pitch-related overspeed than it would at the recommended climb-cruise speed.

6 The high airspeeds encountered beyond the maximum manoeuvring speed, maximum structuralcruise speed and marginally beyond Vne, coupled with elevator inputs and clear air turbulence resulted in structural failure.

7 Subsequent periods of flight at high speed with already damaged structure may have extended the damage, though there is insufficient data to establish whether this is the case.

SAFETY RECOMMENDATIONS

The following recommendations are made:

1 The status regarding the airworthiness of the U15 Phoenix with respect to flutter with the older tail design inherited from the UFM-13 Lambada should be investigated. Likewise, the status of other UFM-13 derived designs such as the Distar D-13-15 Sundancer should be investigated.

2 Pilots to be advised when an inflight event results in observable changes to the aircraft handling characteristics, the flight should be aborted immediately.

3 Safety features in autopilots, such as maximum airspeed settings, should be employed to offeradditional protection from autopilot-induced overspeed.

4 The GFA raise pilot awareness of the flight envelope to enhance their understanding of flutter and the circumstances that can lead to this phenomenon.

30-DEC-2021 SAGA LS 4-A

AIRSPACE INFRINGEMENT

What Happened

While local soaring, the pilot flew across the Class C airspace boundary and infringed the CTA by 2,000ft vertically and 1.5km laterally. After a couple of minutes the pilot realised his error and promptly exited the airspace.

Analysis

The pilot self-reported the infringement and submitted a trace to the club Airspace Officer. A temporary loss of situational awareness was the main factor in this airspace infringement. The pilot was counselled and lost command flying privileges pending retraining.

Safety Advice

Violations of controlled airspace can be avoided by remaining situationally aware, ensuring you have current airspace charts, and by thoroughly familiarising yourself with local airspace and other aeronautical issues. In flight a pilot should always know their position relevant to the controlled or restricted airspace steps. Using an electronic flight bag with a moving map will help you keep a track on where you are in relation to controlled airspace. Pilots should create a buffer of, say, 2 nm from the edge of controlled airspace and 200 feet above (or below).

30-DEC-2021 SAGA ARCUS M

AIRSPACE INFRINGEMENT

What Happened

The pilot was returning home from a 500km out and return flight after five hours. The pilot reported soaring conditions were good and the glider encountered a lot of lift during the final glide. The pilot made a detour to the West and inadvertently flew across an airspace boundary into controlled terminal airspace. The pilot noted his error and immediately tracked out of the area.

Analysis

The club Airspace officer reviewed the pilot's logger trace and determined that the pilot had flown across the airspace boundary by 2.1 kilometres and about 600ft above the Class 'C' airspace lower limit. The CFI noted that the pilot failed to maintain sufficient situational awareness. The pilot was counselled and undertook remedial training on airspace procedures.

Advice

A violation of controlled airspace occurs when a pilot enters controlled airspace without a clearance. Unauthorised aircraft in controlled airspace present a potential collision threat to other aircraft. There are several ways to avoid controlled or restricted airspace:

31-DEC-2021 VSA DISCUS 2B

AIRFRAME

What Happened

After returning to the aerodrome from a cross-country flight, the pilot configured the aircraft for landing and then confirmed the undercarriage was down and locked during the pre-landing checks. The glider bounced on touchdown and as it settled back on the runway the undercarriage collapsed.

Analysis

Subsequent inspection at an approved maintenance organisation identified that a critical part of the undercarriage mechanism broke on touchdown, causing the undercarriage to retract. It was determined that either a heavy landing or a series of heavy landings over time had weakened a part of the mechanism, which eventually failed.

Advice

Fatigue is a common occurrence among all metal components of an airframe. Due to the repeated flight cycles and frequent use, the metal elements of undercarriages can become weakened over time, and they will eventually require attention and repair. This weakness manifests in cracks, which are microscopic at first. With continued aircraft use over time, the cracks grow larger and eventually become visible. The detection of premature failure of components depends on sound inspection techniques and inspector awareness. Non-destructive testing methods are well proven ways of finding fatigue cracks. For further information, refer to GFA Basic Sailplane Engineering.

1- JAN- 2022 NSWGA ARCUS M POWERPLANT/PROPULSION

What Happened

The self-launching sailplane had taken off from RWY 36 and was established in the climb with the engine at



about 6000 RPM. At around 3,000ft QNH about 7 NMs from the aerodrome, the command pilot handed over control to the second pilot. Shortly thereafter, the command pilot observed the engine RPM drop to 3000 RPM (idle) and assumed the second pilot had throttled back. However, this was not the case and the engine soon stopped. The command pilot assumed control, turned back towards the aerodrome, and attempted to restart the engine, both with the starter and by increasing speed, to no avail. The command pilot then found he was unable to position the propeller to manually retract it. The command pilot made a broadcast on the CTAF advising of the engine failure and that he was returning to land on RWY 36. After joining a short base leg, the command pilot made a successful landing.

Analysis

Investigation by an approved maintenance organisation found the engine failure was caused by the collapse of the big end bearing in the rear cylinder, pieces of which passed through the engine. A possible cause of the collapse was a lack of lubrication, despite operating the engine in accordance with the Aircraft Flight Manual and having computer-controlled fuel injection. The engine has only 47 hours of operation, and similar problems have been identified with low hours engines of the same type overseas. The aircraft operator is in discussion with the aircraft and engine manufacturers.

Advice

Safe operation of any powered sailplane is dependent on the reliability of the aircraft's propulsion system. Unfortunately, the design standards do not require an acceptable level of reliability for sailplane engines so they should always be treated as unreliable. An engine failure after take-off is an obvious risk area, especially so until the aircraft is high enough to return to the airfield. Consideration should always be given to landing options during climb out. Suitable landing options (paddocks) should be assessed until the aircraft is in a position to return to the airfield. Planning beforehand is always better than trying to make a plan after the engine has malfunctioned.

GA

SOARING RHAPSODY

‘Soaring Rhapsody’ is a series of linked poems in the style of Haiku. The leading verse is a meta, the seed from which all the subsequent haikus germinate in their first word.

Together, they seek to convey a glimpse of the sensations and rewards of soaring flight as experienced by sailplane pilots. Hopefully, they provide some insight into what motivates pilots to venture enthusiastically again and again into the sky, flying unpowered aircraft.

For sailplane pilots, whether gliding simply for the sheer joy of it or competing for championships and records, they are a reminder of the wondrous visual, physical and spiritual exhilaration we are privileged to enjoy in the sky.



GFA APPROVED MAINTENANCE ORGANISATIONS

AEROSWIFT COMPOSITES	BALLARAT	JOE LUCIANI	0428 399 001	comcom2@bigpond.net.au
AUSTRALIAN AIRCRAFT KITS	TAREE	OLE HARTMANN	0429 165 498	aircraftkits@bigpond.com
AVIATION COMPOSITE ENG	TOCUMWAL	PETER CORKERY	0439 842 255	corkerys@bigpond.com.au
AVTEC AVIATION	BOONAH	ROGER BOND	0409 763 164	avtecaviation@bigpond.com
CAMDEN SAILPLANES	CAMDEN	MIKE DUGAN	0418 681 145	camdensailplanes@bigpond.com
GCV WORKSHOP	BENALLA	GRAEME GREED	0428 848 486	gcvworkshop@glidingclub.org.au
HOLMES HOLDINGS	BRISBANE	PETER HOLMES	07 5464 1506	holmbros@gmail.com
JONKER SAILPLANES	SA	MARISKA NORTJE	+27 82 879 8977	mariska.nortje@js1.co.za
KEEPIT GLIDER TECH	LAKE KEEPIT	GRANT NELSON	0417 843 444	keepitglider@outlook.com
LOCKWOOD SAILPLANES	BENDIGO	PHIL ORGAN	0407 315 511	
MADDOG COMPOSITES	IPSWICH	ANDREW MADDOCKS	07 3143 3131	andrew@maddogcomposites.com.au
MORGY'S GLIDER WORKSHOP	WAIKERIE	MARK MORGAN	0427 860 992	morgans@sctelco.net.au
NORTH EAST AVIATION	LACEBY	DIANNE	0408 440 172	neaviation@optusnet.com.au
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T & J SAILPLANES	TEMORA	TOM GILBERT	0427 557 079	tnjgilbert@internode.on.net
ULTIMATE AERO P/L	BOONAH	NIGEL ARNOT	0437 767 800	nigel@ultimateaero.com.au

Test Instruments: Conrod Bearing Clearance Tester (CGCT) required for 50 hour maintenance of 2 stroke engines

John Amor jbamor@optusnet.com.au 0408 178 719 03 9849 1997.

Bert Flood Imports david@bertfloodimports.com.au 03 9735 5655



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SINGLE SEATERS

VH-UF Discus A.

3,140 hours and 858 landings. Pilot weight from 67 kg to 110 kg. 190 litres of water, in wings and tail tank. M&H winglets. Blue tint canopy. Near new slim Thomas parachute, MH oxygen system. Nice steel frame, aluminium clad trailer. Beverley Soaring Society, Beverley, WA. **Paul Rose - 0427 345 560. \$54,000 ono**



VH-GXX, S/N 18 Reluctantly selling my Glasflugel Kestrel 17



Approx 5500 Hrs, Located at Waikerie, SA

Near brand new Avionic clamshell trailer

Winglets + wing-tips

Borgelt B400, X-com radio, Flarm Mouse, tinted canopy

Complete water-ballast system with bags tested.

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CLASSIFIEDS

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Enquiries to Patrick, Mob. 041743776, Email padun3@gmail.com

Ventus 3F s.n 128FS Brand New Ventus 3F “Sport”

(racing fuselage) with FES sustainer system. This is a very unfortunate sale. New 2021 and only flown once in Germany for it's initial check flight. Registered in NZ as ZK-GBE. 18m wings, finished in PU acrylic paint system with red high vis. graphics. LX Zeus 5.5 with Vario Era 80 with Eagle ADS-B Flarm (NZ) – special “green” canopy – tip wheels – custom leather cockpit – LiFePo4 10 a/h tail battery & charger. FES discharger. Becker 6201 coms with Air Control com/altimeter display. Trig TT22 txdr with TN72 ADS-B Out. Flap and MOP2 sensors. Bug-wipers and Soteco Flarm LED warning system. Two litre aluminium oxygen bottle with MH EDS. IMI tow-out bar (heavy duty) – IMI tail dolly with One Man Rigging system – Cobra wing wheel. Vertigo covers – heavy duty, hangar and dust types. Cobra trailer, aluminium top, SL Kit and all extras for V3F. All equipment new.

Contact in Australia is Grant Nelson 0417843444



TWO SEATERS

VH-GCN SA Brasov IS28B-2

Equal youngest IS28 in Australia, manufactured in 1995, only 1600hrs TT, in excellent order.



The '28 is a highly capable and robust training aircraft that is spinnable, fully aerobatic, flapped, and cross-country capable. This is a tight and well-maintained example. Instrumentation includes LXNav S80 vario, XCOM radio (both w/ repeaters), FLARM.

Includes ground handling equipment, open trailer, assorted spares, full paperwork - including certification for the upgraded wheel brake installation.

Recently underwent upgrades including new panels, wiring & plumbing, mostly repainted. All control surfaces recovered - never worry about it again!

Ready to be the workhorse of the fleet.

Contact James 0400 235 815 jj.nugent6@gmail.com

VH KYN - TWIN ASTIR

Recently replaced by RAAF Richmond GC, the Club is looking for a quick sale of this reliable training glider. 18062 cycles and 4718 hours, will pass a Form 2 for immediate use. Mechanical instrumentation, trailer is included. Excellent as an initial club trainer. Quick sale \$10,000 ono. Contact Ian "Henry" Ford

0418 645 437 or henryford1@bigpond.com



MOTORGLIDERS & TUGS

VH-NLP (rego not in sale) JS3-18 Jet in excellent condition!

18 mtr tips only - 580 hrs TT, 129 Landings, 2.51 Jet Engine time. Finished in PU - LX9070 with wifi - LX NAV S100 - Power flarm - Becker dual watch radio

Bug wipers - Soaring XX wing wheel - Tow out gear - Full set of Covers - Cobra trailer

Sold with fresh form 2 - Available late September from Tocumwal - Proven performer with 6 x 1000km plus flights including the current Australian FAI 1000km speed record.

I have a another glider coming from the Jonkers stable so this beautiful glider is up for sale, you'll be ready to race next season.

Save \$50k off new glider and the wait time. \$290k ono

Contact Lumpy lumpy@lpcontracting.com.au



ZK-GUP DG 800-B Serial number 8-150B74

Built 4/12/98 1,187 airframe hours, 340 launches, 139

engine hours.

18 and 15m winglets.

Instrumentation includes Becker radio, Soft Com headset, Terra transponder, Clear Nav system installed 2020, Oudie moving map, FlarmView, Tost disc brake, Mountain High



oxygen gear.

Glider comes with Cobra trailer, ground handling gear, one man rigging gear, two canopy covers, full set of outdoor covers (only used in hanger), charging can be either 230v or solar. Owned eight years, great glider. Price 130,000 USD, contact Mark Aldridge +64 274 508 505 mda@308.kiwi.nz

VH-IIF ASH 31 Mi.

No expense spared. OLC Australia winner and O/R record breaker. Always stored in private hanger. All equipment resolves the issue of heavy lifting, tail dolly, tow out gear (may need adjustment depending upon tow ball height) and One-Man Rigging.

LX9050 nav and SN 10 (The SN 10 is old technology computer, but I leave it on the thermal graph page only. This is the best thermal graph you will get.)

I have an engine stand and umbilical cables for testing the engine out of the glider.



Headset, high impact foam seat. Pee system, that does not damage the glider with corrosion. Plenty of drinking water, other than the camel back on the photo. I fly long distance so 10 hour equipped. Plenty of storage for outlanding (it could happen.) Storage for 2 oxygen bottles or 1 bottle and tie down. Full-face high-altitude system available as extra if required. Plenty of spares (just in case) tyre, inner tube, spark plugs, may be more. Of course water filling equipment.

Full check lists in LX for pre-take off, launch and engine shut down.

Double USB plugs on dash with flexible quick release cable, in case of canopy eject.

Fixed and Steerable tail wheel (but I have learnt to steer with fixed wheel a more aerodynamic configuration.)

Clear Vision is quiet and can be adjustable to reduce air flow. Mouse guards for wheel.

Solar charge on trailer.

Camera mounts on tail and wing roots.

Note the glider will have had a full inspection before sale and will be available after the end of October 2022 (Morning Glory)

james@jamescooper.com.au Tel 0429992468

VHGYO Dg400

Enjoy the freedom of no outlandings!

Airframe 1300hrs, Motor 115hrs, 15m/17m with the tips. Airframe all carbon fibre, engine is Rotax 505 -45hp V twin 2 stroke with Ducati ignition, BEA automatic engine retraction system upgrade. Tinted canopy. Mountain High oxygen system,



FLARMView57 (displays climb rate, altitude and distance for selected targets), Oudie IGC (IGC File valid for Badges) and spare artificial horizon. Will need new avionics batteries and a fresh form2. Comes with slim pack parachute (needs repacking). Good with trailer, wing walker and tow out gear. Canopy, wing, fuselage and tail covers.

Performance 45:1@60knts, climbs at 7knts to 7000' using



3litres of 2 stroke fuel, capacity 24litres. Range 400km on idle, 750km climb soar.

Aircraft very easy to fly. Regrettably for sale due to physical injury. Based in South Australia, always hangared.

\$75,000 negotiable

Contact Steve 0408568889 or email steven.gould@internode.on.net



VH NTT ASK21Mi 2006, 2080 Hrs, motor 74hrs, maintained by Roger Bond, same owners since new, factory PU finish, MH oxygen. excellent condition. No trailer but possibly can deliver along east coast. \$140,000 ono. rob54059@gmail.com

GXY Nimbus 4 DM 3300 Hours. Engine Rotax 535, 57 Hours. Dual Altairs, B500's, Winter Standby Varios, Becker Radio, MH O2. Jaxida covers, Full tow out gear, Trailer, Ballasting Gear With sole occupancy of private Hangar at DDSC \$200,000 Contact Greg 0414747201 gregschmidt88@gmail.com

VH-YBE ASH25 self launching Motor Glider

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Contact Dieter, preferred contact by email, admin@sdr13.com or phone 0428 860 160



Wingtip Wheels

- 52mm ground clearance with aerodynamic profile to minimise drag
- Safer for wing-drops - reduced yaw from wingtip drag
- The housing is shaped at installation to suit any wing profile and attached with Sikaflex
- Tough wheels, sealed bearings and strong axles are easily replaced if needed.
- Supplied with comprehensive installation recommendations.





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