GLIDING AUSTRALIA

Issue 64 July - September 2023

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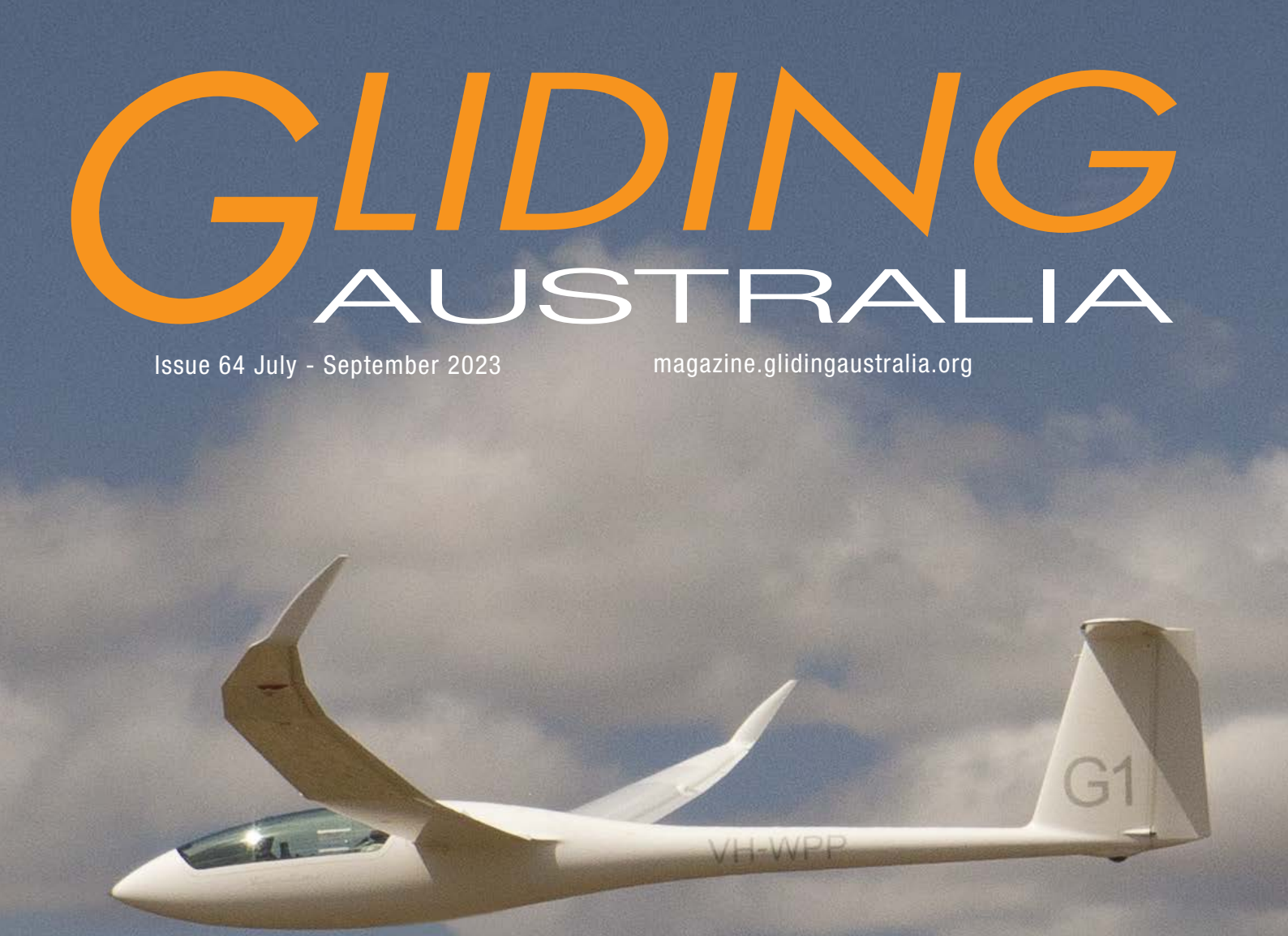
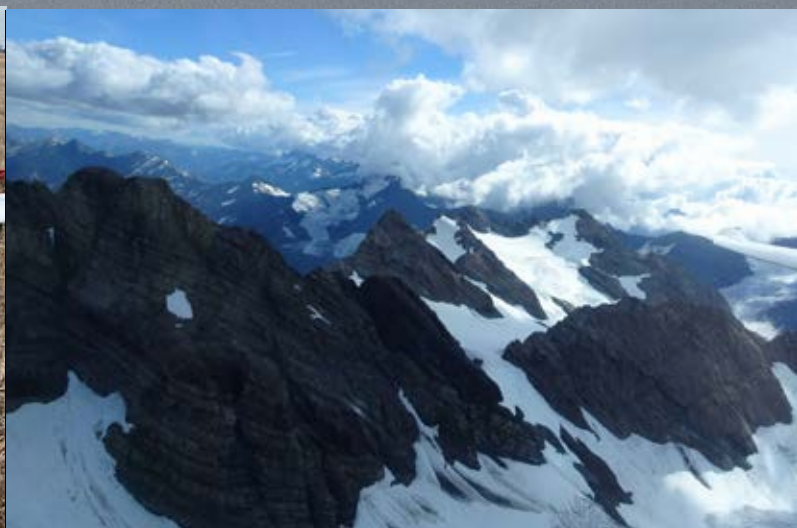


NARROMINE
READY FOR THE WORLD

FLYING OMARAMA - OUTLANDING IN THE WET - VINTAGE - AIRWORTHINESS



GLIDING AUSTRALIA MAGAZINE

No. 64 JULY - SEPTEMBER 2023

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Sean Young
Editor
sean@glidingaustralia.org

Adriene Hurst
Deputy Editor
adriene@glidingaustralia.org

EDITORIAL SUBMISSIONS
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Tel 0490 502323

GLIDING AUSTRALIA

MEMBERSHIP & CLASSIFIED ADVERTISING
AIRCRAFT REGISTRATION & related
Tanya Loriot tanya@glidingaustralia.org

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Fiona Northey **fiona@glidingaustralia.org**

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If you are sending documents they must be emailed to **returns@glidingaustralia.org**

SHOP The GFA Online shop has a range of useful products including a Form 2 kit, www.store.glidingaustralia.org

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Before calling the GFA office, please check out our website www.glidingaustralia.org to buy items, find documents and other information, and renew your membership.

9am-5pm Monday - Thursday, 9am-3pm Friday

Tel: 03 9359 1613 Fax: 03 9359 9865
C4/ 1-13 The Gateway
Broadmeadows VIC 3047

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FROM THE EO

TERRY CUBLEY AM
EXECUTIVE OFFICER
eo@glidingaustralia.org

INTEGRITY POLICIES AND FRAMEWORKS

The Board, guided by Amanda Vanderwal, has been reviewing the integrity policies and training. The changes are due to input from Sport Integrity Australia, who have updated the National Integrity Framework and Child protection documents. The Board is now ensuring that our documents comply with the updated National Framework. Any regions and clubs that adopt the Gliding Integrity Framework can be confident that they are also meeting the National Framework.

The Gliding Integrity Framework will be updated over the next few months. You can see it at this link **/tinyurl.com/2xpcxz2y**

The current version is dated September 2021 and will be given a new date when the update has concluded.

MEMBER PROTECTION INFORMATION OFFICER (MPIO)

As most clubs do not have a MPIO, an option is in place to delegate this task to the Regional MPIO. However, each club should have a child safety officer. This officer needs to be a member of the club and someone who a child/junior would feel is safe to approach.

ACTIVITY REPORTS FROM THE GLIDING AUSTRALIA BOARD MEETING

1. OPERATIONS – PAT BARFIELD

Due to travelling commitments Pat will be standing down as Chair of the Operations Panel at the AGM, after 4 years in the role. He will be available to finish off the ITP. Aaron Stroop will take over as COP.

2. AIRWORTHINESS – ANTHONY SMITH

Post COVID airworthiness has returned to 'business as usual'. However, there is a backlog of work that was deferred during the previous restriction period that we are still catching up on.

\ 3. SAFETY DREW MCKINNIE

We need to concentrate on Awareness, Personal Safety, Safety Culture and Safety Behaviours.

We are also changing from Time Based Audits to Risk Based Audit schedules.

4. SOARING DEVELOPMENT – JENNY THOMPSON/CRAIG VINALL

Competitor numbers are in decline, but smaller Grand Prix style comps are increasing in popularity.

Where Flarm functionality is affected by antenna positions, members and clubs are urged to investigate Flarm analysis online to see how to check their systems. The usefulness of Canopy Flashers was also discussed, since a number of pilots are installing them to increase visibility.

Craig Vinall is expected to take over as Chair from Jenny Thompson at the AGM

5. MARKETING AND DEVELOPMENT SARAH THOMPSON

The Gliding Australia Member Survey has been run and we will see the results shortly.

Avalon Airshow participation was very successful.

Regions and Clubs are encouraged to invite Amanda Vanderwal to Regional and Club Presidents Meetings via Zoom.

WORLD COMPS PREPARATION AND VOLUNTEERING

I flew at Narromine in March, which is always a lovely place to fly, and last week delivered the flagpoles to Narromine that were used at the Benalla World Comp held in Jan 2017. They can now be installed for the World Championships scheduled to take place in November/December this year. I carted the flagpoles in a large open trailer, and the organising team at Narromine will erect them in preparation for the Championships.

Some significant changes have taken place at Narromine in the past two months. Council has widened the launch pads, and also laid down new roads around the strips to make access easier, created additional tie down areas and built additional hangars. Runways have been made wider through removal of some of the small trees inside the airfield fence, which means much wider launch pads. The airfield is looking very impressive.

The organising team has now finalised the key roles for the championships, appointing Mike Durrant as Championships Director and Jenny Thompson as Operations Manager. See the competition web site for more details.

wgc2023.com.au

Many teams have arranged to hire Australian gliders from clubs and Gliding Australia members. Some gliders are still needed – see the list on the web page. If you can help, it will be a good opportunity to develop relationships with international pilots and earn some cash at the same time.

Would you like to help out at the championships? We have lots of work to be done! Contact Narromine GC.

GLIDING AUSTRALIA AGM – CHANGE TO FINANCIAL YEAR – RECRUITING THE CEO

The 2023 Annual General Meeting will be held via Zoom in August or September. The actual date and the agenda will be published in July, and all members are encouraged to participate.

One of the proposals will be to change the dates of Gliding Australia's financial year, which currently runs from 1 May to the 30 April. However, this gives members limited opportunities to provide input until after the end of the soaring season. They have only a short time to effectively participate in reviewing our strategic direction and financial planning for the upcoming year.

This means that, currently, the Executive and Board teams are required to develop our budget without proper input and consideration of the factors that might affect the budget process. Moving the financial year to commence on, for example, 1 September will allow greater opportunity for consultation and planning. A formal proposal will be developed over the next month or two.

The other major activity at the AGM will be the appointment of the Chief Executive Officer (CEO). This new position will be fully defined and the selection process implemented in time to enable appointment at the AGM.

CHANGES TO JUST GO

Some changes will be happening to Just Go. We are being encouraged to use their standard functionality. Qualifications will disappear and will now appear as Credentials. For example, the Silver Badge was shown as a Qualification, but will now show as a Silver Badge Credential, alongside the Silver Duration, Silver Height and Silver Distance Credentials. The result is only one list to look at, which should be a lot simpler.

TANYA LORIOT'S 20 YEARS OF SERVICE

Tanya Loriot has been employed in the Gliding Australia office for 20 years, having commenced on 29 April 2003. At that time, the office was located at Essendon Airport. The office moved initially to Campbellfield before we purchased our own office at The Gateway in Broadmeadows. At that time, Tanya worked with Marcia Cavanagh, and then replaced Marcia after she resigned. At the Board meeting in April, Tanya was presented with a plaque in recognition of her work.

37TH FAI WORLD GLIDING CHAMPIONSHIPS
NARROMINE NSW AUSTRALIA 2023

FAI

GLIDING AUSTRALIA

2 - 16 December 2023

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

9 – 18 June 2023
Ararat Aerodrome
To book your spot or to find out more information, send an email tosecretary@grampianssoaring.club or contact **Dave on 0417 514 438**

2023 QUEENSLAND STATE CHAMPIONSHIPS

30 September – 7 October 2023
Kingaroy Soaring Club
Contact Greg Schmidt
gregschmidt88@gmail.com
0414 747201

CLUB AND SPORTS CLASS NATIONALS

8 – 15 October 2023
Kingaroy Soaring Club
Contact Greg Schmidt
gregschmidt88@gmail.com
0414747201

NSW COACHING WEEK 2023

29 October - 5 November 2023
Narromine
Contact Robbie Bull
coaching@nswgliding.org

NSW STATE CHAMPIONSHIPS

11 – 18 November 2023
Lake Keepit Soaring Club
keepitsoaring.com
Contact: **Allan Barnes**
allan.j.barnes@gmail.com

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.
wgc2023.com.au

SKYRACE 2024

3 – 12 January 2024
Leeton Airport
skyrace.com.au
contact Nick Gilbert 0430099771 or info@skyrace.com.au

AUSTRALIAN JUNIOR NATIONALS (JOEYGLIDE 2024)

6 – 13 January 2024
Corowa
Belen Swart
president@juniorsoaring.org
www.juniorsoaring.org

MULTI-CLASS NATIONALS 2024

15 – 26 January 2024
Benalla
There will be 4 classes - all ballasted. Open, 18m, 15m, Standard
The web page is under development and a link will be posted on the GFA Calendar shortly.
Benalla town has full facilities and is immediately next to the airfield, making accommodation available nearby.
GCV operates full time from early Nov, giving plenty of opportunity to practice and enjoy the site.
You can contact the GCV office on 03 576210

HORSHAM COMPETITION WEEK & VIC STATE CHAMPIONSHIPS 2024

3 – 10 February 2024
Horsham Aerodrome
The 58th Horsham Week Gliding Competition will be held at the Horsham aerodrome from 3 to 10 February 2024. Contest Director Mike **Durrant**
durramr@gmail.com
0438 047 985
horshamweek.org.au

20M & OPEN CLASS TWO-SEATER NATIONALS

17- 24 February 2024
Corowa Airport
Contact Lumpy Paterson
0487 521 265

NSW COACHING WEEK 2023

5 - 11 Feb 2023
Narromine
Contact Robbie Bull
coaching@nswgliding.org

CHAMPIONSHIP SCHEDULE

OFFICIAL TRAINING 28 NOVEMBER - 1 DECEMBER 2023
COMPETITION RACE DAYS 3 - 16 DECEMBER 2023
WGC2023.COM.AU

GLIDER AND TRAILER HIRE

WGC at Narromine will be held in December this year. The practice period starts from 18 November, with the competition starting 2 December running through to Saturday 16 Dec 2023. We have a large number of entries and many teams are seeking to hire either gliders or trailers. The increase in shipping costs have made it too expensive to bring their own gliders or trailers to Australia. This is an issue that many Australian pilots know only too well when competing in Europe or the USA.

A number of the teams require competitive Club, 15m and Standard class gliders and associated trailers, and we would like to assist the teams and pilots that want to compete here in Narromine by facilitating their ability to hire local gliders or trailers.

While we know that many pilots are reluctant to release their gliders at the peak of the season, it is critical for the success of this competition, and the ongoing ability to position Australia as a great place to fly, that we are able to support the overseas teams to participate in the WGC at Narromine.

GFA has a standard pro-forma hire agreement and trust arrangement that enables a damage bond to be established to ensure that the lessee is not out of pocket in the event of damage to a glider or trailer. Here is a link to the hire agreement :

tinyurl.com/mfk2x559

Please consider if you can make any of the following glider types available for hire at the indicative rates noted below, for the duraton of the comp. Options also exist to arrange glider swaps if Australian pilots want to fly in other countries. Any negotiations regarding availability and price are between the pilot and the owner and will depend on duration and the glider/ trailer combination being offered for hire.

wgc2023.com.au

facebook.com/profile.php?id=100093208068838

instagram.com/wgc2023insta/

GLIDERS REQUIRED

Club Class – circa $3-5,000 ASW20, Mosquito, LS3 or similar
SZD55, LS4, DG300 or similar

Standard Class - circa $4-7,000
LS8, Discus 2 or similar

15M Class - circa $5-8,000
Ventus 2, ASW27, ASW29 or similar
Ventus 3, JS3 or similar

A number of teams are also bringing gliders without trailers due the shipping costs associated with trailers. Please consider if you are able to release a suitable trailer (expect about $1,000 for 3 weeks) by sharing with other owners in your local area, or if you can hanger your glider and release a trailer for this period, that would also be greatly appreciated.

Please let me know if you have a suitable glider or trailer available for hire during this period by contacting me at:
contestdirector@wgc2023.com.au
or call me on 0438 047 985 AEST so that we can put you in touch with the teams that are seeking gliders and trailers.

Please note that we have agreed to hire out our own LS8st and trailer for the competition to support the WGC at Narromine.

MIKE DURRANT
COMPETITION DIRECTOR

OUTLANDING IN THE WET

BY GARRY STEVENSON

ABOVE: Towing out with the tractor, which I have since purchased for next time. Even the re-manufactured axle had a substantial bend – we needed a solid 19mm axle.

On the last day of the Nationals at Narromine, the season was winding down. The days were short, typically starting late at around 2 or 3pm and finishing at around 5pm.

I decided to fly my own races rather than mix it up in the congested and often chaotic gaggles – not the best contest strategy, but I wasn't there to fight it out with the leaders. The final task came along and I was determined to push. Landing out on the final day shouldn't normally be a problem. It just meant de-rigging in a paddock rather than back at the airport.

In fact, I couldn't have picked a worse day to attack! My housemate Terry Cubley, who is a far more experienced and smarter pilot than I am, turned back before the first turnpoint. He wasn't alone. About half of Club Class opted not to fly or outlanded. The day was really soft. Occasional cu's started popping, but not for long.

TENNIS COURT LANDING

My climbs got progressively lower and lower but I kept pushing. Unfortunately, the local task area (unbeknownst to me) had received 200mm of rain overnight, leaving the ground very wet with large areas of pooled water and making finding climbs difficult. Eventually I just got too low and picked the largest, driest stubble paddock facing into wind that I could find, and set up a landing. The glider pulled up fast!

At first I thought it hadn't left a rut – until I checked under the fuselage. The wheel was buried up to the fuselage. We talk about landing in a tennis court. I reckon I landed before the net! Later that night, I heard that there had been multiple outlandings, including 30 percent of 15M Class.

LEFT: The road in.

I saw the farmer, who told me there was no chance of driving a 4WD in there. When I asked about towing it out with the side-by-side vehicle he had arrived in, he said he was "too busy" and suggested waiting a few more days for the paddock to dry out. In short, while not deliberately obstructive, he wasn't really interested in helping much either. That was fair enough – it was his property and I had landed on it.

INGENUITY PLUS

However, that paddock became progressively worse over the following days as the area continued to experience huge rainfall. 200mm fell on Thursday night, 26mm the next and something in between on Saturday night. By Sunday the whole paddock was 3 inches underwater. Even the road coming in was half a meter deep.

That meant I had lots of time to think about getting the glider out and, with Bunnings in Dubbo down the road, I had access to a good range of hardware. While chatting with Scott Lennon about adding additional wheels, he suggested using the dolly. In the end, I modified the dolly and added two of the largest wheels that Bunnings sell. Without them we wouldn't have had a chance. The nose wheel was just digging in and it would have ripped the bomb doors off.

continued over page

ABOVE: The farmer's son captured this shot in the paddock using a drone. I landed in the dry part of the paddock but it was still 700m to the gate.

ABOVE: The farmer and his son assisted in de-rigging in order to position the dolly, as it was too heavy to lift with wings on. (Broken-down side-by-side is in the background.)

I kept in contact with the farmer and sent him photos of my newly constructed 'tow-out dolly' and asked if he was prepared to tow me out, offering to compensate him for his time. By this stage, it was Monday and the paddock was 3 inches thick with gooey black mud.

NO CHANCE MONDAY

The farmer rang Tuesday and suggested that today would be our best chance, as more rain had been forecast for later that day and Wednesday.

I arrived at the paddock at around 11am after fording multiple sections of flooded road. I needed to switch to 4WD just to get there. Even the tow out had dramas. The tube axle I used was nowhere near strong enough and bent badly. The farmer's side-by-side refused to start in the paddock, which necessitated going back to the farm to get one of the smaller tractors and re-fabricate the axle.

It took three hours, but eventually we got it out. While not fun, at the same time, I now have a good retrieve story to tell! It was my first outlanding with the Discus and first retrieve for the trailer. Hopefully, in the future they'll all be better than this one.

ABOVE: Due to the mud build-up while towing, at times it briefly dragged rather than turning. We only just got away with it!

It took 4 hours to get the mud out of the nose wheel and belly hook, then the trailer, all the tow out gear and finally the car. The trailer has never been cleaner! While pressure-washing the nose wheel, I made a newly resident mouse homeless.

BELOW: The fabricated tow out dolly.

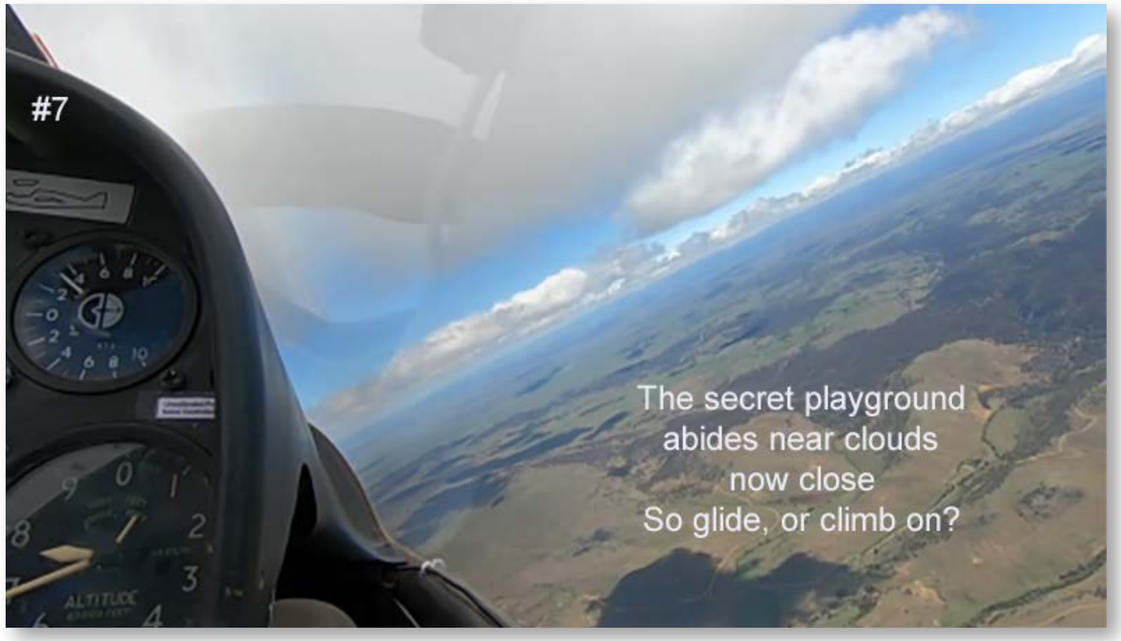
SOARING RHAPSODY

'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.

DREW MCKINNIE, COLIN VASSAROTTI



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
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
SL COMPOSITES	TEMORA	SCOTT LENNON	0438 773 717	scottl@internode.on.net
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.

AUSGLIDE
AUSTRALIAN NATIONAL CHAMPIONSHIPS AND PRE-WGC

BY SEAN YOUNG
WITH BRUCE TAYLOR, MATTHEW SCUTTER,
ADAM WOOLLEY, ALLAN BARNES

AusGlide – the Australian National Championships 2022, held 2 - 16 March 2023 in Narromine – was especially significant this year. Due to the disruption caused by COVID and the extreme wet weather, the National Competitions Committee (NCC) chose to make this competition the sole decider to select the members of the Australian team for the World Gliding Championships Narromine.

So, the top two pilots in each class at this contest would not only be Australian Champions, but go on to have the chance to win a world title. The WGC, to be held in 15M, Standard and Club Classes in December 2023, has still further importance for Australian pilots – they will be competing, not in Europe or somewhere far from home, but at Narromine with all the home turf advantages that brings.

Apart from knowledge of the flying conditions and area, there are the logistical advantages of being able to fly their own gliders without major shipping costs and the support of Australian-based crew. These advantages will apply even to pilots coming from WA.

As most WGCs are held overseas, only a few Australian pilots can consider competing in them, even if they are eligible for the team. At this contest, many of the pilots were eager to make it onto the team and represent their country on the world stage.

For some of the pilots, it may have been their last chance to fly in a world championships. For others, it was their first or best chance. Numerous motivating factors were at play as pilots around the country considered entering AusGlide.

The decision to change the date from December 2022 to March 2023 proved to be wise. In December large swathes of eastern Australia were underwater. Paddocks around all the major gliding centres including Narromine were flooded and muddy. The water has taken months to find its way into the river systems and percolate underground. Apart from the wet weather and soaked landsacape, damaged roads made travel hazardous. Few pilots were able to make forward plans in such uncertain circumstances.

By February, however, the weather had returned to a more normal cycle of high pressure systems and associated troughs moving across the continent. The water had drained towards the rivers. Crops had been taken off the paddocks and more predictable gliding operations resumed.

ABOVE and LEFT: Adam Woolley flying his Ventus 3 with 15M tips at Narromine and on the flight line. Adam is the new Australian 15M champion.

After many competitions that were not as well attended as in previous years, AusGlide attracted many of Australia's top international pilots including World Gliding Champion Brad Edwards who won 15M Class in 1991 at Uvalde USA. This was his chance to fly once again for Australia in 15M. Upcoming stars Matthew Scutter and Adam Woolley were there as well, accompanied by talented junior pilots James Nugent, Tom Jamieson, David Collins and Ryan Driscoll.

Matthew won the JWGC at Narromine in Standard Class in 2015 and James came 5th in Club Class. Other previous WGC contestants included Bruce Taylor, Terry Cubley, Tobi Geiger, Mac Ichikawa who took 2nd place in 15M Class for Japan at WGC Benalla 2017, Allan Barnes and others.

By the opening day of the competition, 40 pilots had entered in total – ten in Standard, ten in 15M and 20 in Club Class.

There were a potential nine racing days. It was a long and difficult contest featuring weak, blue and marginal soaring conditions mixed with some strong days with CUs up to 13,000ft near the trough.

RISE OF THE JUNIORS

It has been wonderful to see a number of younger pilots doing so well in this competition, including James Nugent, Tom Jamieson, David Collins and Ryan Driscoll.

James flew his first competition in 2013 flying in the Australian Junior Nationals. Since then he has flown in six Junior Nationals, two Australian Nationals, JWGC Naromine plus JWGC Tabor in 2022. This was his final competition as a Junior (under 25 years old) – and what a competition record he already has!

Ryan Driscoll, now 26 years old, also flew at JWGC Tabor as well as Vic State Championships, and Junior and Multiclass Nationals.

David Collins, age 23, flew at JWGC Szeged plus four Australian Juniors, F1GP and two Australian National Championships.

continued over page

ABOVE and RIGHT: Tobi Geiger in his Ventus 2. Tobi took 2nd place overall, beating the Diana 2 and three JS3s to secure his place on the Australian team for WGC Narromine.

ABOVE: Matthew Scutter flying his Diana 2 and on the flight line at Narromine. Matthew won the Junior WGC at Narromine in 2015 in Standard Class. In this all-or-nothing qualifying compeition, he took 3rd place behind Tobi Geiger, missing a place on the Australian team.

LET THE COMPETTION BEGIN – 15 MARCH

Three-hour AATs were set for all classes. It was a beautiful flying day with cloudbases of over 8,000ft and strong climbs up to 9kts were reported.

Conditions in the area around Narromine were a bit weak as the ground was wet from recent rains. But the track towards Nyngan in the northwest was over dryer ground and conditions were strong.

In this early stage of the competition, the main concern was to avoid landing out and putting yourself in a position that would be very difficult to recover from. Fortunately for the contestants, they nearly all did well. James Nugent won the day in Club Class, establishing himself at the head of his class. It would prove to be impossible to dislodge him as the competition progressed. Allan Barnes won Standard and Matthew Scutter 15M Class.

ONE DAY AT A TIME

The next day proved much trickier. Bruce Taylor landed out and David Jansen missed the startline. Both ended at the bottom of the Standard Class table for the day. Tony Condon from the USA in Club Class also landed out. These three pilots now had mountains to climb to get back in contention for a podium position.

On the third day, Bruce bounced back and won the day, with David Jansen in 3rd place beaten by Scott Lennon. Matthew in 15M had a difficult day with technical and health issues. He finished in 7th place with Norm Bloch in 1st and Tobi Geiger in 2nd. In Club Class, Neil Bennett from Hunter Valley GC won the day followed by James Nugent and Daniel Summers.

CONSISTENCY

The pilots with day wins don't often win the competitions. Instead, the ones who consistently stay near the top of the field day by day, and don't make big mistakes, are the ones to watch. By Day 4, some of the eventual leaders were already emerging.

In 15M Adam Woolley won the day getting 1,000 points, propelling him into 1st place overall. Matthew came in 2nd place, moving him up the scoreboard one position. Tobi came in 3rd, moving down one place. In Standard Class, Jack Tonkin from the UK won the day followed by Scott Lennon and Bruce Taylor. James Nugent came in 1st in Club Class followed by Tom Jamieson with Daniel Summers in 4th place.

HALFWAY

On Day 6, halfway through the competition, Jo Davis was way down the field after finishing in the top five

for the first two days, followed by two not so good days. But she came into her own this day and came in 1st followed by James and Tom in Club Class.

Adam took 1st place again in 15M but gained only 774 points. Matthew came 3rd, moving up a further two positions, but was still out of contention for a place on the Australian team. Bruce, Mike Durrant and Jack took the top three positions in Standard Calss.

20 MARCH – 13,000FT DAY

This was another fast day with Matthew winning 15M flying 417km at 145kph. He was followed by Adam and Ray Stewart. Tobi was knocked back to 6th place. However, after the results came in, the leaders table in 15M had not changed. Adam Woolley was still the leader. Although Matthew won the day and gained 945 points, Adam came in 2nd and gained 909 points, enough to keep him comfortably in the lead. Tobi, despite finishing 6th, retained his 2nd place overall. Now Matthew was 134 points behind Tobi.

In Standard Class, Bruce Taylor won the day for the second time in a row and third for the contest. This squeezed him into 1st place overall ahead of Scott Lennon by 4 points who did not have a great day, coming in 8th. This was a great recovery for Bruce after landing out on Day 2. Jack Tonkin was now in 4th place overall, but 250 points behind Bruce.

In Club Class, Jo Davis had her second day win, beating James Nugent who came 2nd and Daniel Summers who came in 3rd, moving up two places to be in 4th place behind Ryan Driscoll in 3rd place overall. James Nugent was still in a comfortable lead at 421 points ahead of Jo, who had now moved up one place into 2nd overall. She was now in WGC qualifying position, 159 points ahead of Ryan.

With a potential three more contest days to go, there were no guarantees, but the top positions in Club and 15M were looking more secure. The leaders just had to avoid landing out, and finish in the top third to hold their positions.

ABOVE: James Nugent flew his LS3 to victory in Club Class. As the new Australian Club Class champion, he now has a chance at a world podium place at WCG Narromine in December.

Bruce Taylor was now tentatively in the lead in Standard Class, but with just 76 points between him and Greg Beecoft in 3rd place, he needed to keep in the top two positions for the remaining days. The same was true for Scott and Greg.

A CHANGE IN THE WEATHER

But then the weather changed. The next day, 21 March, was taken as a rest day. On Wednesday, only three possible race days remained. The weather forecast looked difficult, causing a lot of pessimism about whether a task could be flown or not. However, two-hour AATs for all classes were set with large circles that would hopefully give the pilots enough options to avoid the forecast rain.

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ABOVE: Daniel Summers from Gliding Club of Victoria, flying his LS3a, took 2nd place in Club Class and will join James on the Australian team

The conditions turned out better than forecast. There were rain showers but all of the fleet managed to get around the course and home.

In 15M Matthew Scutter needed to gain 100 points on Tobi Geiger. Adam Woolley needed to finish in the top one-third. Tobi Geiger needed to be in the top three positions if he was to hold off Matthew.

Adam and Matthew came home together with very respectable speeds of roughly 125 kph and about 260km. Norm Bloch had a good day and came in 3rd place in his JS3 flying 281km at 132 kph

Mac Ichikawa won the day flying 290km at 131 kph. Tobi Geiger finished 2nd flying 287 m at 135 kph, beating both Adam and Matthew. Tobi increased his lead on Matthew to 159 points.

In Standard Class Greg Beecroft took 1st place followed by Bruce Taylor in 2nd place, cementing his 1st place overall. David Jansen took 3rd place but Scott Lennon came in 7th. This cost him his 2nd place position overall as he was overtaken by Greg Beecroft, who was now 96 points ahead of him.

In Club Class, Tony Condon from the Kansas won the day flying a Cirrus. James Nugent took 2nd place but maintained his overall lead. Bernie Sizer had his best result of the competition so far, finishing in 3rd place. Jo Davis perhaps flew a conservative race coming in 15th for the day, but nevertheless maintaining her 2nd place overall. Daniel Summers moved up one position into 3rd place overall. Jo was now 74 points ahead of Daniel and James was a comfortable 470 points ahead of Jo.

The results showed that on a tricky day with showers in the task area, mixed results can reward some pilots and frustrate others.

Some of the Australian Team hopefuls may well have been content for the competition to have ended then. There were two days still left to fly, but the following day proved to be a no fly day.

FINAL

On the last day of the competition, it was down to the wire for team selection and the competition winners.

Club Class had shaped up for a big fight for 2nd place overall between Jo Davis and Daniel Summers. With only 74 points separating them, James Nugent was comfortably in 1st place with a 530 point lead.

Standard Class could still have seen any one of the top three to take home the top position. Despite landing out earlier in the competition Bruce Taylor has managed the difficult task of working his way back to the top, but was only 53 points ahead of

West Australian Greg Beecroft, and Greg was just 96 points ahead of Scott Lennon.

Adam was in the lead in 15M but only by 35 points ahead of Tobi Geiger and Matthew was 159 points behind Tobi.

Matthew roared home to win the day in 15M ahead of Norm Bloch and Adam. But due to four gliders landing out, the day was devalued and he only received 622 points. So Tobi, who finished 4th on the day, retained his 2nd place overall, beating Matthew into 3rd place by just 7 points. Adam Woolley finished in 1st place position overall and is the new 15M Australian Gliding Champion.

In Standard Class, Greg Beecroft won the day, putting him in 2nd place beating Scott Lennon who finished the competition in 3rd place. Bruce Taylor came home in 2nd place, winning the championship in Standard Class.

Ryan Driscoll won the final Club Class Race, followed by Daniel Summers and Michael Strathern.

James Nugent came in 9th place, one position ahead of Jo Davis. When the final scores were counted, Jo had dropped into 4th place overall with Ryan in 3rd, Daniel 2nd and James Nugent the Club Class Champion.

There were two safety related penalties given in Standard Class and at the time of writing a protest procedure is underway. Otherwise the friendly and competitive competition went smoothly.

The top two pilots in each class are eligible to fly at WGC Narromine in December.

GETTING READY FOR THE WORLDS

What an exciting competition it was! Event organisation by the Narromine team, including Beryl and Arnie Hartley, was excellent as always. The

ABOVE: Ryan Driscoll also from GCV, flying an ASW20C, won 3rd place competing in his first Australian Nationals.

Competition Director Mick Webster did a great job of keeping the championships on track and, as a pre-Worlds Championships, it was certainly the perfect preparation.

Mick said, "In general the comp went well. For March the weather was good with only a couple of days lost to weather. Tasking was also pretty good with only a few land outs. We tried out two different ways to grid and hopefully, these lessons will carry forwards to the worlds."

Looking ahead to the WGC, to be held from 2 to 16 December 2023, Narromine is in great shape. Narromine Airfield has already undergone some improvements for the WGC. The glider north south runway has been widened, and a new launchpoint access road and new runway access road from the tie down have been put in. **SEAN YOUNG**

continued over page

ABOVE: Jo Davis flying her ASW20a was in 2nd place until the last race. She was overtaken by Daniel and Ryan and finished in 4th place.

FROM THE COMPETITORS

BRUCE TAYLOR

16 March

After the previous day I was being very patient, promised I wouldn't get low, and would try to fly around in safety with a group. I started just behind about five other standard class gliders, perfectly positioned and at reasonable height after some very slow climbs. We dribbled off. I decided to go somewhere else, but never saw the gaggle again and promptly flew down to 1,100ft above the ground! There was some discontent in my cockpit, but I survived in a very weak climb and shortly afterwards accidentally ran into a cracking 6-7kt climb. I was up and running again, and I gradually learned how the thermals were structured. Many lift areas I found had about 6kts hidden somewhere, but it often took a couple of searching turns. The rest of the flight I did indeed stay high and motored along steadily, even taking a solid 3kts to final glide and home. It felt like a pretty good day for me. This gliding is a fascinating game... often with a scant whisker between disaster and a hugely successful day.

MATTHEW SCUTTER

It was a very tricky day, with blue climbs to 7,000ft and a thermal wave above. I've never climbed into a wave on task before, but today the wave was actually stronger than the thermals below! I was never really in control of my situation, getting repeatedly dumped by the wave but generally managing to play the cards I was dealt fairly well. I came 3rd for the day and was still leading overall. I'm just glad to have gotten around cleanly.

ADAM WOOLLEY

16 March

Wow, this flight required some mental strength! My late start was not by choice and not for lack of trying. It felt like everyone was in a different sky. All I could find was 2kts to 5,000ft, while everyone else seemed to be climbing at 5kts to 7-8,000ft - once on task, I found out that they were! I was at 3,500ft with 3min left on my PEV at 14:32. I stopped and thought, as clearly as I could, should I press the PEV again or not? I decided that I could find more than 2kts at the end of the day, so decided to push it one last time. It meant the earliest start of 14:42 was possible.

Fortunately, I found my first 5kt climb at the line, took it to 7,000ft and judged my time for start. I crossed about 15 sec in my window and 6,300ft. I reset my brain and said, others started 15 min or so earlier than you, just put your best flight in and focus, relax, focus, relax, push, push, push. I ultimately had a good flight and achieved my damage control result. I had one low spot with 4kt climb out, but otherwise flew at 105kts all day, taking 5-6kt climbs to 6,000ft. I could see the gaggle 20-30km ahead, always 2,000ft higher. They were working together, it seemed, and were staying much higher than me. However, I felt confident that I could core from lower in stronger climbs and without any distractions when it came to thermal entry. Another thought process in my late start was, it's a blue day. Blue days usually go longer than forecast. Phew, got away with it!

ABOVE: Bruce Taylor flying an LS8 is the new Australian Standard Class champion. Bruce is once again on the team to fly for Australia in December.

ALLAN BARNES

18 March

Eventually after the thermal sniffer fell down, we went to the B task, a 3 hour AAT. I started at 2:41, much later than most, but with Mike Durrant. We kept each other company for the full first leg, which was below 5,000ft until almost Gilgandra when we got a nice climb to 7,700ft and then 8,400ft near

LEFT: The view from Bruce's cockpit.

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Tooraweenah. I decided to turn at that point and head NW. Mike kept going towards the Warrumbungles. I met up with Miles, and then had a good 3rd leg. Being a late starter I had to go longer, so I pushed deep into the 3rd turnpoint and scored a lowish save from a dust devil out of a brown paddock. That was pretty much final glide with some spare height. It was a better day than yesterday!

BRUCE TAYLOR

18 March

This was one of the weirdest competition flights I've ever experienced. It was going to be blue, higher temperatures than the day before so higher and stronger, and as it was slightly slow heating up we reverted to the B task which was a 3 hour AAT. The track was to be up to Tooraweenah on the edge of the Warrumbungles, West to Combara, South to Nevertire and home - a different direction to all the previous tasks.

After launch I climbed solidly to about 5,000ft, moved towards the start zone and had two very strong climbs to top out at just over 7,000ft. With 10 minutes to start gate opening, and wanting to leave pretty much straight away, I was pretty happy with how things were setting up... then nothing. I could not for the life of me find another climb. At gate opening I was back at about 4,000ft, and descended all the way to 1,700ft above sea level... that is 1,000ft above the ground!

I was so happy with my perseverance, all the while in the back of my mind I could hear Brad saying, "Never, ever, ever give up!" It was such a tough flight.

ABOVE: Greg Beecroft from Beverley SS in WA flew his LS8 into 2nd place and earned a place on the Australian team.

BELOW: Scott Lennon from Temora GC, also in an LS8, took 3rd place in Standard Class.

MATTHEW SCUTTER

19 March

It was a psychotically cruel day. It was a long task with a short window and wave around the start. Only Tobi and Woolley got into the wave and started FIVE THOUSAND feet higher than the rest of us, effortlessly gliding over the tricky first leg, then getting home before the day started to pack in.

I made a conscious effort to put that aside and go into damage control mode - fast, clean flight. Either I was unable to reset or I was just unlucky as I failed to make a clean transition to the strong conditions and had to climb out from 1,000ft. Fortunately, I was not badly punished for this and would have what would otherwise be a respectable speed if not compared to the wave starters. Either my competence has to improve or my luck has to improve - and fast, too. Tobi and Woolley certainly have my attention now. The weather starts changing tomorrow, which might require some different skills, so there's some hope.

ADAM WOOLLEY

19 March

A classic Australian blue day, one that went my way with a staggering 142kph over 345km. We

ABOVE: World Gliding Champion 15M Class 1991, Brad Edwards, flying his JS3 in 15M configuration. Brad came in 5th place overall.

RIGHT: Bernie Sizer from Tocumwal SC with his PIK20B.

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experienced climbs up to 13,000ft with occasional 10kt climbs.

Today I had a similar focus to yesterday, climb safely straight off tow, then head to the line, start by 14:45 as high I has I could, then go like the wind! Fortunately this is what happened and I was lucky to score a climb from a hotspot which took me to 9,500ft for the start, when my mates were forced to start from around 5-7,000ft.

I had a great run to the first TP with Tobi. We were working beautifully together, pushing each other along. Shortly after the first TP I decided to push ahead, and while Tobi stopped in 4-5kts, I was rewarded with 7kts to 11,500ft and got the breakaway.

I decided to track away (AWAY!) from the CU and favoured the SkySight predicted convergence to the 2nd turnpoint. I was rewarded with a reasonable run.

Tobi and I met at the 2nd turnpoint, though this time Tobi pressed on and I stayed in the 5-6kt climb to get some safety height. After leaving this climb I managed another 5kt climb to 11,000ft and set off on a 125km final glide.

SkySight again showed a convergence line. I pulled onto a 5kt climb, turned the MacCready op to 5kts and sat on 110kts most of the way home. A fantastic day, and a day win.

BELOW: Kerrie Claffey explaining the gridding procedure at briefing. Photo Lumpy Patterson

BRUCE TAYLOR

20 March

Very interesting day today, with a forecast for very high-based cumulus out to the west of us in the task area, and the usual weaker, slower starting conditions here to begin the flight. We were flying a 2.5 hour AAT, and I set up a bit of a plan in my mind about how to manage the flight. I also thought at this stage, when I am chasing from behind with not many days left, that I could afford to take some small risks.

Today I was almost last to launch. I had plenty of markers around and it was a bit easier to get up.

ABOVE: Norm Bloch from Beverly SS landing his JS3. Norm came 4th in 15M Class.

RIGHT: Miles Gore-Brown flew in Standard Class.

BELOW RIGHT: David Collins from Waikerie flew his interesting Centrair-built ASW20F in Club Class.

However, someone lit up a stubble fire not far from the airfield and I missed the first bubble, along with Mike Durrant, who was leading the competition. Our late climb stopped short of maximum height and I decided to leave, when I ran into another climb right on the start line. Mike and I took it up to the same height as the other gliders left, and away we went.

I took a short climb on the way to the first clouds just to ensure that I made it there, but unknown to me, Mike had outlanded. I pushed on under the first big clouds and was rewarded with a huge climb to 12,000ft. From then, I was mostly pretty high. Trying to figure out which clouds were working on such a high day is challenging, while wandering way off track chasing good lines of energy, and thinking far enough ahead to not get caught by something unexpected.

I turned for home about 120km away, not exactly sure how the glide home would go, but I ran into a solid 5.5 kts on the way to give me a good margin, then cruised back at a good speed, avoiding any drama with the sea-breeze that had ripped in a little earlier.

I feel a bit like I've done a Bradbury, as the three places in front of me all had tough days and I have jumped to the top of the list. Tomorrow is a rest day, and some of the remaining weather might be

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challenging. I'm very happy, but who knows what's coming next?

ADAM WOOLLEY

22 March

Another fabulous day over the skies of Narromine. It was anticipated to be a strong day, but with showers coming at the end of the day, which is exactly what happened.

A 2 hour AAT was set and I started 12 minutes after the gate opened and came home along a edge of showers. So, it was pretty good timing, in all reality. Because of the 2hr task, I put my focus into not making mistakes - that is, never to take a weak climb by getting low, which is exactly what happened. I managed a 5kt average for the day and never had to grovel. Equally, at 95kts, I never pushed hard.

Tobi closed the gap to 35pts from 95pts today, but the goal of this comp isn't to win the competition, but to come 1st or 2nd and make the team. ***GA***

ABOVE LEFT: Mike Durrant from Bendigo GC in his LS8 was a podium contender until he landed out on Day 6. Mike is the Contest Director for WGC Narromine.

LEFT: Steve Jinks, also from Bendigo GC, looking forward to flying his Mosquito. Photo Lumpy Patterson

ABOVE and RIGHT: Jack Hart from Bendigo GC with his new pride and joy, an ASW20b that he flew in Club Class.

BELOW RIGHT: Australian Gliding Champions - Bruce Taylor in Standard Class, Adam Woolley in 15M Class, James Nugent in Club Class.

AUSTRALIAN NATIONAL CHAMPIONSHIPS NARROMINE

15 - 24 MARCH 2023

15M CLASS			
1 Adam Woolley	Kingaroy SC	VENTUS 3	6,134
2 Tobi Geiger	GCV	VENTUS 2	6,081
3 Matthew Scutter	Kingaroy SC	DIANA 2	6,074
STANDARD CLASS			
1 Bruce Taylor	Lake Keepit SC	LS8	5,737
2 Greg Beecroft	Beverly SS	LS8	5,707
3 Scott Lennon	Temora GC	LS8	5,462
CLUB CLASS			
1 James Nugent	Sunraysia GC	LS3	5,870
2 Daniel Summers	GCV	LS3a	5,446
3 Ryan Driscoll	GCV	ASW20C	5,430

Full results at soaringspot.com
https://bit.ly/3z77qIQ

OMARAMA MAGIC

Photo Essay by Brian Gilby

Brian Gilby from Warwick Gliding Club visited Omarama in New Zealand over the summer. He was flying with Milan Kmetovics of Kahu Soaring in a Duo Discus. He also flew in a single seater that Milan organised for him and experienced some spectacular flying across the Mackenzie Basin.

TOP LEFT: Brian took this photo on the northern end of the Ben Ohau Range while trying to reach Mt Cook in the distance.

BOTTOM LEFT: This photo was taken as Brian climbed out in wave near Omarama. Lake Ohau appears in the foreground and, 80km away in the background, stands Mt Cook. The atmosphere was incredibly clear. He reached 15,000ft with wind from the NW at 50kts, and silky smooth hands-off flying made taking photos easy.

ABOVE: Convergence clouds over the St Bathans Range

ABOVE: Approaching Mount Cook.

LEFT: Flying over the upper reaches of the Ahuriri River

BELOW: Brian also managed to get some outlanding practise. He landed at Long Slip in the Ahuriri River. Many of the crop dusting strips in the area can be used as outlandings options, and a guidebook and map are available showing where the strips are located.

AROUND THE CLUBS

Pam and Andre enjoyed their experience with the Gliding Club of Victoria.

Beverley Soaring Society's newest solo pilot is Nick Olszewski, sent solo in April in DGZ by instructor Stewy McVey

Tim from Beverley Soaring Society recently achieved his GPC with Beverley SS in Western Australia and was asked to jot down a few thoughts on the training programme.

"The gliding pathway and GPC training content were concise, well-structured and readily accessible to me via the GFA website," he said.

"To achieve the maximum value from each flying day, I prepared for the lesson before arriving at the field. The duty instructor would expertly present the exact same theory lesson. This really kept me engaged in the training, as I was able to consolidate my new knowledge and develop my flying skills at the same rate.

"Staying motivated to finish the programme became easy, as the pathway to the end and my own progress were clearly mapped.

"Well done to Gliding Australia on implementing a clear and self-paced programme to safely train aspiring pilots from pre solo through to GPC standard."

Great Friday flying at the GVC Benalla. (Photo Mark Bland)

Congratulations to Mark at Lake Keepit Soaring Club for his recent re-solo. Mark is a gliding 're-tread', having been away from gliding for 5 years, but is now well and truly back.

DDSC Easter regatta enjoyed five days of great flying, 27 gliders, 35 pilots, nine outlandings, six QLD clubs represented, and many stories. Thanks to everyone who came to play and thanks for all the helpers who made it possible. We'll see you all next Easter!

Congratulations to Jared Jacobs, sent out for his first solo on 12 May 2023 by instructor Jim Bannatyne at Southern Cross Gliding Club.

LUCKY ON THE SECOND ATTEMPT

BY BERNARD ECKEY

We had hoped that our first gliding safari in November of the 2022/23 season would get us into Queensland, but it soon came to an abrupt stop at Mildura. Our chase car driver reported flooded roads further east, which left us with no choice but to turn around and visit the Flinders Ranges instead.

Our truly international crew – two Kiwis, one German and one Aussie – decided to try again in late February and set the bar a little lower. This time we aimed for a flight to Narromine with the option of visiting Lake Keepit for a day or two.

GETAWAY

When we got to Waikerie, Graham Parker was already waiting and eager to get going in the morning. He had a look at the weather and spotted an opportunity to get to Narromine with only a single stopover. He also suggested Balranald as the preferred landing option with Mildura and Robinvale as alternates. At first, our trip progressed as expected but it got a little tricky around the badly waterlogged areas after the recent Murray River floods. However, when we made it past Robinvale and over drier country again, we even found thermals to 5,000ft.

This got us safely into Balranald and because we gave our Kiwi chase car driver Peter McKencie a good head start, we didn't have to wait long before he arrived to give us a lift into town.

The gliding forecast for the next day was hardly encouraging, with blue thermals to less than 4,000ft over the Hay planes, but with improving conditions east of Griffith. We decided to fly cooperatively, stay within a few kilometers of each other and aim for the airfield at Hay to start with. This tactic, combined with moderate flying speeds and two pairs of very long wings, got us across the wet areas around the Murrumbidgee River and some rather large patches of water on the ground.

NARROMINE WELCOME

Just when we thought the worst was behind us, some middle level clouds depressed the lift along our track towards West Wyalong. Finally, around Condoblin the blue thermals went to over 5,000 ft and we eventually managed to get final glide to Narromine on what must have been one of the last thermals of the day. Arnie Hartley was there to welcome us. He even dropped us off at our accommodation in town, as our chase car driver was still two hours away. Great service, Arnie – thank you again!

I didn't need any rocking to fall asleep and decided to stay on the ground for the next day, as the forecast was for a few days with cumulus clouds at 10,000ft later in the week. The prediction proved to be absolutely correct and we had some very enjoyable days under fluffy white clouds while covering distances between 500 and 600km.

I was keen to stick my nose into Queensland but failed to convince my friends to get closer to the border by visiting the gliding club at Lake Keepit. It meant that the furthest north we got was the town of Walgett, just over 250 km north of Narromine. We enjoyed meeting many like-minded gliding addicts from all over the country and around the world.

We also rubbed shoulders with the friendly Bathurst Gliding Club members who were holding a club camp at Narromine at the same time. Some of them gave me splendid feedback on my book 'Advanced Soaring Made Easy'. It made my day as it confirmed that all that effort was not a waste of time.

WORRY LINES

Then came the day when we spotted some worry lines on the face of Graham Parker, freshly elevated to accommodation manager and chief task setter. "If we don't leave tomorrow," he said with his eyes firmly on the laptop, "we will be confronted with some bad weather further south, which will make life very difficult for us." We all agreed that this was our best option and the following morning we launched into broken lift to just 2,500ft and with a 20kt crosswind on our southwesterly track.

Just to remain airborne was hard and exhausting work but the expectation of better conditions on track made us push on and direct each other into any form of lift available. Graham survived by working some shear wave. I was lucky to find a weak thermal to almost 4,000ft and together we slowly edged closer to a band of cumulus between Condoblin and Griffith.

When we got there, we found quite reasonable lift for a while but after only 100km or so the sky turned blue again. I slowed down again and stayed close to the track line while Graham Parker and Theo Newfield picked a route much further south. Unfortunately, I finished up over large areas of waterlogged terrain, where the Lachlan River empties into the Murrumbidgee.

LONE THERMAL

As far the eye could see, the sun was reflecting off the water through the dense cover of trees. I was getting worried but to my surprise, the few remaining 'islands' still produced weak but workable lift. Much to my relief, a lone 3kt thermal kept going and going until the altimeter was showing almost 11,000ft. It was badly needed as the approaching front had already turned the sky pitch black for the last 60km into Balranald.

I arrived over the airfield just in time to observe the landing of the ASH 25. After Graham Parker and Theo Newfield had pushed it off the runway I asked them to catch my wing as the runway lights at Balranald are well hidden among the long grass. Not surprisingly, our chase car driver only caught up with us in the pub well after dark.

MILDURA STOPOVER

The predicted strong headwinds for the next few days made us decide to have another stopover at Mildura on the way home. On this flight I shared the ASH 30 cockpit with Peter McKenzie after we relegated Theo Newfield to the chase car. Peter kindly took the controls. It allowed me to relax and enjoy the fascinating scenery of the meandering Murray River, still on the way back to normal after the recent flood.

Soon after landing at Sunraysia airfield I rang Phill Hollick, the owner of the first electric self-launching single seat glider in Australia,

and asked whether he would like to join us for dinner. He promptly agreed and even suggested that I take his brand new AS 34 for a ride in the morning. Of course, he didn't have to ask me twice! Over dinner Graham Parker made his day by offering to take him for some air-to-air shots from the back seat of the ASH 25.

After breakfast we figured out how to do it in the safest possible way but still get into positions that allow the owner to take some nice photos. Everything went exactly as discussed beforehand and Phill's partner even filmed the AS 34 take off. (https://youtu.be/XneCAG1HnUI) Some bystanders thought that it looked more like a winch launch.

BACK TO WAIKERIE

After landing it was impossible to overlook the broad smile on the face of the proud owner. While he continued looking at the pictures of his pride and joy, we got ready for our flight back to Waikerie. Initially we took advantage of some wisps of cumulus but then the sky turned blue again. Graham and Theo beat me home by about 10 minutes after I got down to 1,400 t and into a bit of trouble over the wet area around Renmark.

Back at Waikerie, with a cold one in one hand and a hot sausage in the other, we looked back and congratulated ourselves for some very disciplined and highly cooperative flying in what can best be described as trying conditions. Both of our self-launching gliders worked flawlessly and each of us had burned less than 10 litres of fuel for our 4,000km, two-week long soaring adventures. Best of all, we didn't record a single engine air start on track.

But there is some sad news after all. On the final flight back to Balaklava I realised that this was our last safari for a while, as the ASH 25 will soon be shipped to New Zealand. Believe me, doing such exciting trips entirely on your own is only half the fun. It is the nice company that makes all the difference!

Bernard Eckey is the Australian agent for Alexander Schleicher

ABOVE: The ASH 34 Me from the cockpit of an ASH 25.

LEFT TOP : Bernard (far right) with Phill Hollick, Graham Parker and the gang in front of the new AS 34 Me.

LEFT BELOW: Getting ready again after a stopover at Balranald.

HUNTER VALLEY GLIDING CLUB VINTAGE RALLY EASTER 2023

Dave and Jenne Goldsmith

ABOVE:
Andrew Dickson prepares for an hour in the Museum's K8b, assisted by Warwick Kenny.

RIGHT TOP:
Vintage lineup, Ka6e, Morelli M200, SF-27, K8b and Hutter 28 waiting their turn

RIGHT CENTRE:
The People's Choice and Dart Killer trophies were hotly contested.

The Hunter Valley Gliding Club members based at Warkworth, near Singleton NSW, went all out to ensure that visiting Vintage Gliding Australia members – and their precious gliders – would be well looked after for the Easter weekend rally. They planned that gliding would continue after Easter through the following week to include the next weekend. However, all this was subject to weather!

Jenne and I arrived at dusk on Thursday to a spectacular full moon, pleased to also see Peter and Helen Raphael already there with the Australian Gliding Museum's restored Schleicher K8b VH-GMA. A number of local members made us very welcome.

Vintage gliders attending were the Museum's K8b, Neil Bennett's Scheibe SF-27M, Peter Rundle's Hutter 28, Rob Moffat's Foehn M-200, Andrew Dickson's T51 Dart, and our Ka6E.

Among the visitors to the rally were Warwick and Judy Kenny. Warwick joined the New England Soaring Club at Armidale, NSW, in 1963, the same year that I joined that club. Later he joined the RAAF as an instrument fitter and was a part of the original team that assembled and painted the K8b kit at RAAF Williamtown. He was particularly excited to renew his contact with it at the rally, and approved the new colour scheme.

DISCOURAGING FORECASTS AND HOT CONTESTS

The forecast for Good Friday was not encouraging, with possible rain and thunderstorms predicted. Club President Paul Dickson led briefing at 9.30, and made a tongue in cheek reference to the prizes and awards on offer, and the high expectations for his Slingsby T51 Dart! The beautiful Heritage Trophy – known to some as the Dart-killer Trophy – was to be awarded for the best (handicapped) time around a heritage triangle.

It was expected to be hotly contested, and bribes may not be against the rules! Peter Rundle made the day's longest vintage flight, 1 hr 26m, in Neil Bennett's SF-27. Alan Bland flew the Slingsby T51 Dart and Peter Raphael flew the K8b.

Easter Saturday brought the wind and the only vintage flight was by Paul Dickson who managed 27 minutes in the Dart. The wind continued through Sunday, and the vintage gliders stayed in their hangars. Fortunately the social side of the rally was in full swing, with a roast dinner to look forward to, thanks to the catering volunteers! Votes for the magnificent Hunter Valley People's Choice Award were procured by all possible means, but the Museum's Ka8b came out a clear winner.

BEST FLIGHTS

Easter Monday was better, with flights in the K8 by David Pickles and Peter Raphael, Peter Rundle flying in his delightful Hutter 28, Neil and Kylie Bennett in the Morelli M200 and David Pickles in the Scheibe SF 27. Dave Goldsmith took the longest flight in the Ka6E, just over 3 hours.

Tuesday featured flights by Andrew Dickson and Peter Raph in the K8, Andrew Dickson in the Dart, and Peter Rundle with Arie van Spronssen in the M200. Jenne Goldsmith flew longest on the day in the Ka6E, 3 hours 29 minutes, reaching just over 6,000ft over the mountains to the south. These were effectively the last flights of the rally, as the forecast for the rest of the week was not encouraging.

Unfortunately, this year the weather did not cooperate. Although some pilots managed to visit a couple of points of the Heritage Triangle, nobody was able to visit all three. However, we did get some interesting flying, enjoyed a good time and were well looked after. Let's hope the law of weather averages works next year to ensure multiple completions of the Heritage (or 'Dart Killer') Triangle and make next year's rally a bigger success for flying as well as social events.

MEMORIES OF THE K8B FROM WARWICK KENNY

It was exciting to make the acquaintance of Dave and Jenne Goldsmith, all the way from Bacchus Marsh, and to see and to sit in such an old but familiar little glider bird, so well reconditioned by Peter Raphael and crew.

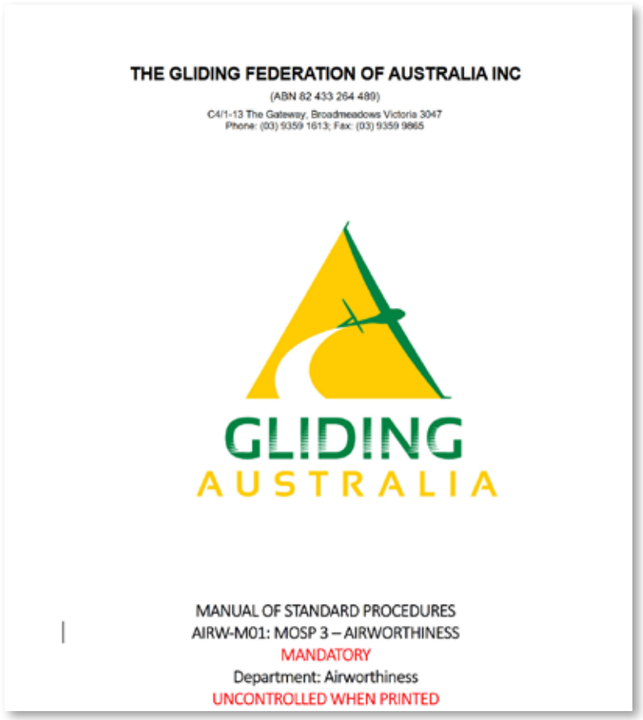
In the late 1960s and early '70s, I had the pleasure of helping build and fly the K8 while posted to Williamtown. It began in a large garage/workshop at Fern Bay and operated by Sqn Ldr Jessop, that was my first introduction to the K8. My involvement was only a small part of what had already been carried out by other club members and trades, who were also underway with the Dart 15 project.

On 29 July 1967, I first flew this very new, light first solo sailplane. I was impressed with its good ground handling qualities matched in the air by its inputs – sensitive, but forgiving to control. This was perhaps due to its low speed range. This also made careful attention important in windy conditions due to the high wings and dihedral. The ability to turn tight and slow made it very competitive against other gliders in thermals, and some pilots even believed that waggling the large rudder boosted its advantage while climbing.

Aero-towing the K8 could surprise pilots as it leapt into the air so quickly, and lots of forward stick was needed to prevent too rapid a climb through a powerful tug slipstream. However, auto-tows required only small cars to launch it, giving a flexibility few gliders could match.

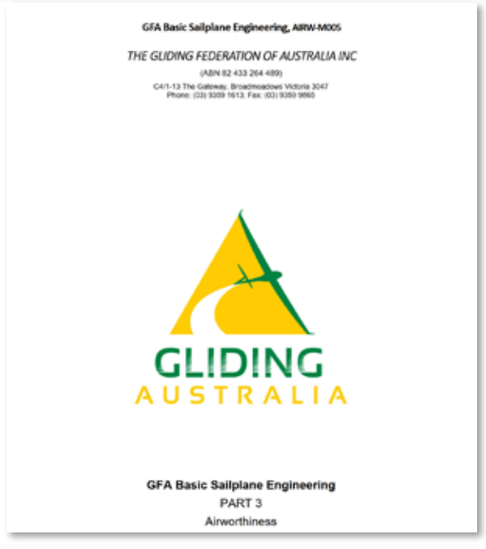
Overall, for me, the K8 was always a delight to fly and operate. Whether during competitions, out-landings or just staying high while flying locally, it was a hit.

WEIGHT AND BALANCE FOR SAILPLANES


THE GLIDING FEDERATION OF AUSTRALIA INC
(ABN 82 433 264 489)
C4/1-13 The Gateway, Broadmeadows Victoria 3047
Phone: (03) 9359 1613; Fax: (03) 9359 9865

GLIDING AUSTRALIA

MANUAL OF STANDARD PROCEDURES
AIRW-M01: MOSP 3 – AIRWORTHINESS
MANDATORY
Department: Airworthiness
UNCONTROLLED WHEN PRINTED


GFA Basic Sailplane Engineering, AIRW-M005

THE GLIDING FEDERATION OF AUSTRALIA INC
(ABN 82 433 264 489)
C4/1-13 The Gateway, Broadmeadows Victoria 3047
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GLIDING AUSTRALIA

GFA Basic Sailplane Engineering
PART 3
Airworthiness

After considerable investment in time and effort, both within Gliding Australia and CASA, I am pleased to announce that Gliding Australia has been delegated authority to administer weight and balance for sailplanes. This means that we can recommence weight and balance training and issuing weight and balance authorities.

This is not without some changes to our previous weight and balance system. One of the biggest changes is that we now have two levels of weight and balance authorities – basic and advanced. The basic weight and balance authority allows a member to weigh and calculate minimum and maximum pilot weights for relatively simple sailplanes. These basic sailplanes do not have a fuel system, an engine, or a tail ballast tank. This enables very straightforward calculations where the member with the authority follows a relatively fixed process, as there are fewer variables to consider.

Sailplanes in the advanced category have many more variables to consider - for example, fuel tank location, fuel levels and variable tail ballast. Because of these extra variables, it is difficult to have a fixed process, and greater knowledge and more flexible thinking is required. Having two levels of authority is intended to allow members to gain experience and knowledge with basic sailplanes before progressing to types with more challenging weight and balance scenarios, if they wish.

Another major change is the introduction of currency to an airworthiness authority. This was introduced because we have noted several weighs in the past where mistakes were made because the member with the authority was rusty and hadn't performed a weigh for several years. The authority will only last for three years. The RTOA is able to extend it for a further three years, providing the member is current with weight and balance activities. Members with a weight and balance authority will need to keep a logbook of their activities to demonstrate that they are actively using the rating and maintaining currency. The log will need to be presented to their RTOA before extending their rating for a further three years.

Training courses will be arranged by your regional RTOA. Please contact them if you are interested in the course.

MOSP 3

To implement the new weight and balance system, MOSP 3 has had an update. This update was delayed until we had received the weight and balance delegation from CASA. Because of this delay, many more changes were needed than just the weight and balance sections. There are updates to the section on Experimental Certificates to keep up with Part 91, improvements to the section on recognition of prior learning, updates to oxygen systems, updates to mandatory maintenance requirements, and most of the existing MTARs were incorporated. Change bars have been included in the document to make it easier to identify where significant changes have been made.

Along with the MOSP 3 updates, a new Weight and Balance Manual and a new training syllabus are now available on the Gliding Australia website.

BASIC SAILPLANE ENGINEERING

To round out the set, Basic Sailplane Engineering has also had an update. This includes updates to the sections on electrical systems, harnesses and flutter. The new sections on L'Hotellier connectors, and Radios, Flarm, Antennae and Avionics have been integrated. Of particular note is that the mandatory maintenance requirements for releases and L'Hotellier connectors have been moved to MOSP 3 Section 13. Change bars have been included in the document to make it easier to identify where significant changes have been made.

BY ANTHONY SMITH
CHAIR AIRWORTHINESS DEPARTMENT
cad@glidingaustralia.org

You will find MOSP3 and all the documents you need at

doc.glidingaustralia.org

Direct link to MOSP 3 tinyurl.com/5y797n9w

Direct link to Basic Sailplane Engineering tinyurl.com/559jajrx

If you have difficulty finding the exact document you need - you guessed it - GOOGLE it! You will often find the direct link straightaway.

AIRWORTHINESS WEBINARS

Anthony Smith has been adding to his Airwortihiness Webinars with several new recordings online. He has covered subjects including undercarriage incidents, current health of the AW system flutter, flight envelope and propellor departure. They are essential viewing for any pilot involved in glider maintenance. Indeed, all club members should check out these interesting videos and increase their knowledge of keeping our glider fleet airworthy.

The videos are online at:

magazine.glidingaustralia.org/aw

Alternatively, view any of these webinars and others at **GLIDING AUSTRALIA YOUTUBE CHANNEL**

You can also see a range of webinars from prominent competition pilots and Mandy Temple covering subjects including distance flying, cross country soaring, nutrition and dehydration.

Access all of these webinars and many others at:

glidingaustralia.org/webinars

AIRSPACE CLEAR FOR LAUNCH

BY CHRISTOPHER THORPE, EXECUTIVE MANAGER OPERATIONS

It should be obvious to all that it is essential for pilots preparing to launch to be aware of any airspace activities in their vicinity and the threat, if any, posed by the presence of other aircraft.

Lookout is the principal method for implementing see-and-avoid. Effective lookout means seeing what is 'out there' and assessing the information that is received before making an appropriate decision.

Prior to 2006 the wingtip runner's, or cable hook-up person's, advice to pilots was "all clear above and behind" prior to the commencement of launches. The 'above and behind' advice was intended to inform the pilot of any activity in that airspace that is not readily (or possibly) visible to the pilot from his/her position when seated in the glider ready for launch. However, experience showed the wingtip runner or cable hook-up person had a far better view of the airspace than the pilot, so the lookout responsibility of the wingtip runner/cable hook-up person was at that time expanded to advise the pilot of all airspace activity to enhance operational safety.

For example, clubs operating at sites where:

- parachute operations are conducted, or
- reciprocal runway operations are conducted, such as taking off downhill and landing uphill, or
- simultaneous crosswind operations are conducted from a runway crossing the operational runway, or
- gliders occasionally fly a circuit on the opposite side to the standard circuit direction, or
- the traffic density is high, and the traffic mix is varied (e.g., comprising commercial, recreational and sport aircraft and helicopters), or
- powered aircraft make straight-in approaches at low level, or
- the view of approaches is hindered by obstacles such as trees,

must carry out an "airspace clear for launch" check that covers all potential areas of conflict to achieve the required situational awareness.

However, it must always be accepted that the ultimate responsibility for proceeding with any launch rests with the pilot, and the pilot must be satisfied that the surrounding airspace is safe to launch into by whatever means the pilot chooses to establish its status. In this regard, pilots and launch crew should maintain a listening watch on the radio as an aid to situational awareness.

The take-up slack command should not be given until the Pilot In-Command (PIC) has ascertained the airspace is clear for launch. Launch crews must not pressure the PIC to abbreviate pre-flight checks and situational awareness. Launch point discipline and hygiene is vital; distractions must be avoided, and onlookers kept out of the way.

Beware of launch crew dilution of PIC responsibility. The launch crew may assist in improving the PIC's situational awareness, but their input does not obviate the PIC's responsibility.

Pilot and ground crew fatigue, particularly for instructors and tug pilots conducting multiple flights, may detract from lookout and situational awareness, or introduce complacency and lax airspace clearance checks. Pilots and ground crew must be vigilant to ensure this does not occur.

Training for wing runners, forward signallers and other ground staff must include specific training on systematically scanning airspace and providing reliable advice to the PIC. At many clubs, very junior or inexperienced members are often involved in these duties, so proper briefing and supervision is required (Refer also to GPC Trainer Guide Unit 2 - Ground Handling and Signals and the equivalent Pilot's Guide).

Supervising instructors should routinely monitor the process of airspace clearance and intervene if there are shortfalls in either PIC or launch crew checks or lookout.

Remember also: ANYBODY can, and must if they perceive a conflict or danger, initiate a halt to proceedings with the words "STOP, STOP, STOP". Whenever possible, raise one or both arms with palms and fingers outstretched as a visual cue.

AIRFIELD OPERATIONS

Gliding operations must always be conducted in a manner that conforms to Gliding Australia requirements and any site-specific requirements. They must also be conducted in a manner that is predictable and minimises the possibility of potential conflicts. For example:

- Gliding Australia recommends having both a 'wingtip' signaller and 'forward' signaller for aerotow operations, as this ensures the maximum monitoring of airspace during the launch sequence.
- Launch points should be chosen on the basis of providing the maximum visibility of airspace on approach, overhead, in the circuit (both sides) and into which the glider is about to launch (refer SOAR report S-0242); and
- If the airfield is large enough, different take-off and landing strips could be employed to separate launching and landing gliders.
- Where two or more clubs operate from the same site, it is important that they operate safely together. Gliding Australia expects procedures to achieve an acceptable level of safety to be documented in the Clubs' SMS and the aerodrome operations manual or similar document (Refer MOSP Part 5 SMS, Section 7.5).

It should always be remembered that if there is a possibility for conflict, it will almost certainly one day occur.

TUG PILOTS, SELF-LAUNCHER PILOTS AND WINCH/TOW CAR DRIVERS

Tug pilots and self-launching sailplane pilots should comply with the requirements of REGs 91.365 and 91.375 and manoeuvre their aircraft so that they are able to observe incoming and outgoing traffic as well as traffic on the manoeuvring area of the aerodrome, in order that they may avoid collision with other aircraft during the take-off. Also be alert to vehicles engaged in towing and retrieving gliders or cables.

When departing, tug pilots must avoid the circuit by climbing upwind as far as practicable while keeping the glider within safe distance of suitable landing areas. Turns into the downwind leg of the circuit and overhead departures must be avoided unless operationally required. Section 10.1.22 of the Aerotowing Manual describes suggested towing patterns and provides a graphical representation together with some words of guidance. Tow Pilots are exempt from REG 91.390 that requires an aircraft, after take-off, to maintain the take-off track until the aircraft is above 500ft AGL unless a track change is necessary to avoid terrain.

Winch/tow car drivers must check the area ahead of the launch for other taxying aircraft, traffic on crossing runways, etc before applying launch power.

PILOT'S RESPONSIBILITIES

Consideration should always be given to the manner in which the circuit is joined, particularly when returning from cross-country flights, in order to minimise the risk of conflict.

While pilots preparing to land have right of way, they should always be aware that it is prudent and responsible to ensure that they remain clear of airspace used by launching gliders and other aircraft. They should also ensure that their activities are predictable and do not unnecessarily conflict with other aircraft taking-off.

Pilots flying while winch launching is in progress must be particularly conscious of the necessity to remain clear of the launch area. The winch end of a runway should also be considered a potential hazard and be given a wide berth. It is recommended that pilots stay outside a 500m radius of the winch and that pilots should never approach and land from the winch end unless in an emergency or operationally necessary (refer to SOAR report S-0711). It is recognised that some winch clubs adopt a policy that allows pilots to 'get away' from the launch and thermal in the vicinity of the winch immediately following a launch. Apart from this concession, the winch launching area during winch launching operations must be a strictly adhered-to "no-fly zone".

RADIO

The primary tool of alerted see-and-avoid that is common across aviation is the radio. Radio allows for the communication of information to the pilot from the ground or from other aircraft. Radio is also useful for the wing runner, to aid in situational awareness, monitoring of gliders or aircraft that might affect the launch operation, and monitoring tug pilot communications.

A radio announcement prior to each and every launch is a standard operating procedure at all gliding sites and is expected by other operators. It is always prudent to make prior radio announcements of launch intentions on the appropriate frequency (or frequencies) in the interest of enhancing overall safety.

For aerotow combinations, the tug pilot should give a rolling call when ready to launch. With winch launching operations, Gliding Australia now requires all launch commands, including the 'take-up slack' and 'all out' commands, be given on the CTAF or local aerodrome frequency. These additional calls improve situational awareness for pilots flying in the area and are known to have been responsible for reducing conflict with transiting powered traffic at, at least, two winch sites in Australia.

CHRISTOPHER THORPE
EXECUTIVE MANAGER OPERATIONS
emo@glidingaustralia.org

CONCLUSION

There have been many occasions when launches have proceeded when local airspace safety has been compromised, sometimes with serious consequences.

The Club's SMS is a proven system and set of processes for managing risk that ties all elements of the organisation together and ensures appropriate allocation of resources to hazards and safety issues. Pilots, Training Panels and the Club's/Organisation's Safety Committee should consider their local circumstances and adopt policies that best suit their situations within the framework of required operational procedures.

Many Clubs will no doubt confirm that their current procedures are safe. However, no club or pilot should be content that because there have not been any problems that there will never be. Complacency is a major risk driver, from a human factors perspective. Independent checks of procedures, including Operations Safety Audits and advice from visiting Regional Managers of Operations or Level 3 instructors, can improve the integrity of processes and procedures. Analysis of near misses and incidents can also inform better procedures.

REFERENCES:

- Manual of Standard Procedures – Part 2 (Operations)
- Manual of Standard Procedures – Part 5 SMS
- Airways & Radio Procedures Manual
- Aerotowing Manual
- Winch Launching Manual
- GPC Unit 2 Ground Handling and Signals
- AC 91-02 - Guidelines for aeroplanes with MTOW not exceeding 5 700 kg - suitable places to take off and land
- AC 91-10 - Operations in the vicinity of non-controlled aerodromes
- AC 91-14 - Pilots' responsibility for collision avoidance
- Australian Transport Safety Bureau (ATSB) Aviation Research Report published 1 April 1991 Limitations of the See-and-Avoid Principle.

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: 01/11/2022
Date to: 31/01/2023

Damage

	VSA	SAGA	GQ	NSWGA	WAGA	Total
Nil	5	8	9	10	6	38
Minor	3	1	1	5	4	14
Write-off			1	1		2
Substantial	4		1	5	1	11
Total	12	9	12	21	11	65

Injury

	VSA	SAGA	GQ	NSWGA	WAGA	Total
Nil	10	9	11	20	11	61
Fatal			1			1
Serious				1		1
Minor	2					2
Total	12	9	12	21	11	65

Phases

	VSA	SAGA	GQ	NSWGA	WAGA	Total
In-Flight	3	4	4	4	1	16
Thermalling		3				3
Launch	5	2	3	5	3	18
Landing	1		5	6	6	18
Outlanding	2			3		5
Ground Ops	1			3	1	5

Type of Flight

	VSA	SAGA	GQ	NSWGA	WAGA	Total
Local	6	4	7	10	2	29
Cross-Country	2	3	2	4	5	16
Training/Coaching	2	1	1	3		7
AEF	1		1		1	3
Ground Ops	1			3	1	5
Competition		1	1	1	2	5
Total	12	9	12	21	11	65

Level 1

	WAGA	VSA	SAGA	NSWGA	GQ	Total
Airspace		2	6	2	4	14
Consequential Events		1		1		2
Operational	11	8	3	13	8	43
Technical		1		5		6
Total	11	12	9	21	12	65

7-NOVEMBER-2022 SAGA
DISCUS-2CT
AIRSPACE INFRINGEMENT

What Happened

While thermalling to gain height before embarking on a cross country flight, the pilot allowed the glider to drift into restricted airspace. The pilot had launched into a thermal north of the airfield and drifted south due to northerly wind. While conscious of the glider's proximity to the airspace boundary to the south of the airfield, the pilot became focussed on finding the core of the thermal and did not realise the glider had penetrated restricted airspace by 1NM. Upon reaching 6000 ft, the pilot proceeded on the planned Cross-Country flight and only identified the airspace breach upon reviewing the flight trace at the end of the flight. The pilot immediately reported the infraction.

Analysis

The aerodrome from which the pilot was operating is situated beneath Class C airspace (LL4500), and within and between several areas of restricted military airspace and Danger Areas. The Club has access to some restricted airspace by arrangement with the RAAF. The Club CFI advised that the pilot has a good understanding of Airspace and is normally very diligent not to infringe airspace. However, on this occasion the pilot lost situational awareness of the glider's proximity to the restricted airspace while focused on finding the core of the thermal. As a result, it didn't take long before the glider drifted across the boundary. The CFI noted that the boundary is not well defined by ground features, and an analysis of the Club's database of airspace infringements has identified this boundary as being a common area for airspace infringements. The club has increased pilot awareness of the issue and runs regular airspace workshops that are well attended.

Safety Advice

To avoid airspace infringements pilots should apply Threat and Error Management in their flight planning and flying (e.g., identify the threats such as airspace, weather and equipment). Pilots must also consider the errors they are likely to make, such as in navigation, and address them early. Particular attention should be paid to vertical limits of controlled airspace, and pilots should plan to remain 200' below the base of controlled airspace and/or 1nm from the edge whenever possible. An approved and up-to-date moving map display in the field of vision is useful, and ensure you carry a backup, whether a current paper chart with the route drawn on or a second moving map display. It is also important that pilots understand the role of distraction before and during flight and how it can lead to inadvertent infringement of controlled airspace. Pilots should consciously recognise distractions including those from passengers, unfamiliar equipment or its malfunction, aircraft problems or weather as well as personal problems or stress. Pilots should ensure they positively shift attention from them back to flying, operating, and navigating the aircraft. If weather is becoming a factor, change your plans early and carefully. Importantly, look outside the cockpit with

9-NOV-2022 GQ
ASTIR CS
AIRCRAFT SEPARATION

Under investigation. A powered aircraft listed with RAAus and an Astir CS glider were involved in a mid-air collision appoximately 2NMs South-West of Gympie aerodrome at a height of about 2,500ft. Both aircraft spiralled to the ground and their pilots were fatally injured. The accident is being investigated by the Qld Police and Coroner.

19-NOV-2022 GQ
PIPER PA-25-235
AIRCRAFT SEPARATION

What Happened

A glider and tug combination on departure from the aerodrome and climbing out in a left-hand turn towards the north-west came within 800 metres horizontally and 200ft vertically of a recently solo and low hours pilot flying to the south-west upwind of the operational runway.

Analysis

This incident occurred on a busy day, with the club conducting training and aerobatics for aviation students from the Griffith University Soaring Society using three two-seat gliders and two tow planes. There was also some cross-country flying being conducted by experienced pilots. Just after midday, the recently solo pilot was launched by aerotow in the DG1000 for a local flight. Shortly afterwards, the Duo Discus was launched for an aerobatic flight, and the tow pilot was flying to the designated aerobatic area. The pilot of the tug towing the DG1000 positioned the combination over directly over the runway instead of upwind, and the glider pilot released at 2000ft in the general area where the aerobatic flights were being conducted. The pilot of the second tow plane TOWING THE Duo Discus reported that "There were lots of gliders in the air and there was a lot of cumulus cloud, so whilst visibility generally was good, gliders were hard to pick up against the very white sky. All aircraft have Flarms." The second tow pilot conducted a standard departure and while climbing through 2000ft towards the aerobatic area, the command pilot in the Duo Discus sighted the DG1000 flying directly towards the towing combination from about 30 degrees to the right. The tug pilot did not see the glider. The pilot of the Duo Discus immediately released and made a radio call "turn left, turn left, turn left". The tow pilot recognised the glider pilot's voice and at the same time saw the glider release in the mirror. The tow pilot immediately turned left and descended. The pilot of the DG1000 saw the two aircraft in front at this time and simultaneously the aircraft FLARM alerted. Neither the tug pilot nor the pilot of the Duo Discus recalled receiving a FLARM alert. All aircraft separated, but the solo pilot was unsure of what to do and appeared to have continued straight flight ahead.

Safety Action

Following the flight, the CFI, who was also the pilot of the second tug, conducted a debriefing with all parties involved. The following causal factors were identified:

- Ability to spot aircraft was impaired by significant cloud.
- The solo pilot lacked experience operating in a complex and dynamic airspace.
- There was a general lack of understanding about where the aerobatic manoeuvres were being conducted.
- The Flarms in the Duo discus and Tow Plane may not have been serviceable.
- The collision beacon in the nose of the DG1000 was not turned on.

The club has since taken the following remedial action:

- A safety presentation emphasising lookout was presented to members.
- Procedure were implemented for coordinated operations during training programs, including supervision of early solo pilots in this environment.
- Formal procedures were established for the conduct of aerobatic flights to avoid conflict with gliders and transiting powered aircraft.
- The nose beacon in the DG1000 is required to be turned on in flight to increase visibility.
- All Flarms were checked for serviceability.

27-NOV-2022 VSA
EON OLYMPIA MK 2B
TERRAIN COLLISIONS

What Happened

The pilot released from tow at about 2000ft AGL and found strong sink. The pilot turned back towards the aerodrome but rapidly ran out of height. The pilot elected to make a straight-in approach to a paddock about 1 km from the aerodrome but on late finals observed a powerline ahead. The pilot turned right to land in another paddock, but the glider's wing hit the ground during the turn and the glider struck the ground while travelling sideways. The forward fuselage suffered substantial damage and the tailskid was torn off. The pilot was uninjured and was driven back to the aerodrome by the farmer.

Analysis

The elderly pilot had about 500 hours aeronautical experience, of which 300 hours and 150 flights were in sailplanes. He had not flown for more than 12 months and completed six flights with the CFI as part of his Flight Review in the week preceding the accident. On the accident flight the pilot was flying a vintage Olympia sailplane that he had owned for several years and recently sold. The pilot's experience on type was not provided. The pilot reported that after releasing from tow the glider encountered heavy sink and despite heading straight back to the aerodrome the glider did not fly into any lift. The pilot believed paddocks around the aerodrome were landable, so he continued to push on rather than select a closer paddock and conduct a circuit. On late final the pilot observed a powerline across the approach, and while manoeuvring at low level to land in another paddock the glider's wing struck the ground. The glider slewed sideways and landed heavily and was substantially damage. The pilot was uninjured. The reason for the high sink rate was not established, and the glider's airbrakes may have been extended for the flight.

Safety Advice

Outlanding

Accidents during outlanding are often due to not having enough time to thoroughly inspect and choose a field and plan the landing. The trap is when you keep hoping that you will find a thermal so you delay making the decision to land. Unlike landing at the home airfield where the runway layout, ground features and hazards are usually well known, when landing in a strange paddock the pilot is faced with the unknown. Such a situation demands the pilot take additional precautions to ensure a proper survey is undertaken of the landing area so as to identify all

continued over page

hazards and ensure a safe approach and landing can be accomplished. Pilots must adhere to their training, which requires the conduct of a proper circuit of the landing area to review for suitability.

Currency and aging

It is well known that flight experience can compensate to some degree for age-related declines in cognitive function and that overlearned complex tasks such as piloting are less susceptible to age-related deterioration than abilities to perform in novel situations. Notwithstanding, recency of experience can have a dramatic effect on overall airmanship, regardless of age. It is known that older pilots who have long breaks between flying take longer to regain their proficiency. Older pilots should fly regularly and participate more frequently in recurrent training. Unfortunately in this case, the recent flight review was not sufficient to prevent this accident from happening.

29-NOV-2022 VSA
PIPER PA-25-235/A1
AIRCRAFT CONTROL

What Happened

During the third aerotow for the day and at approximately 50ft AGL, the tug commenced an uncommanded rapid roll to the right resulting in the tug turning sharply to the right. The tug pilot released the tow rope and initiated an unusual attitude recovery. The glider pilot simultaneously released the tow rope and landed straight ahead. The tow pilot flew a modified circuit and landed.

Analysis

The launch was being conducted without the assistance of a wingtip runner, so the glider was taking off from a wing down position. The slack in the rope was taken up uneventfully and the combination became airborne. The tow pilot reported that shortly after becoming airborne and at a height of about 50ft, the tug "…went from straight and level to nearly 90 degrees within less than a second". The pilot attempted to reduce power but inadvertently pulled the mixture control. Observing the glider passing on the left, the tow pilot pulled the release, and then applied full power to climb away. The glider pilot also released from tow and landed heavily straight ahead. The tow pilot completed a modified circuit and landed safely. The tug was inspected by a LAME and no issues or defects were identified. The glider was undamaged. The trace from the tug's Flarm unit verified the pilot had sufficient airspeed at the time of the upset. The Club Tugmaster believes the occurrence was consistent with the tug having been caught by a thermal gust.

2-DEC-2022 NSWGA
DG-808 C
AIRCRAFT SEPARATION

Under investigation Two gliders nearly collided in the circuit while landing on different runways. A DG 800 was on final approach to RWY 18 and a SZD 55 was in a left-hand circuit to RWY 09. The SZD 55 passed directly underneath the DG 800 with abut 60 feet vertical separation. The pilot of the SZD 55 did not see the DG 808 and was unaware of the incident until debriefed afterwards. The pilot of the DG 800 observed the SZD 55 low on the left and passing underneath and had no time to take avoiding action. Analysis of the flight traces revealed that both gliders had passed in opposing directions about 1 minute earlier when the DG 800 was on base leg to RWY18 and the SZD 55 was positioning to join downwind to RWY 09 in left-hand turn. At that time the gliders passed within 130 metres horizontal separation and 151 feet vertical separation. Neither pilot could recall receiving a Flarm alert of the near collision. Both pilots heard each other's circuit calls, but the pilot of the SZD 55 was confused by the DG 800 pilot's circuit call due to the expectation they would be landing on the common runway being used for landing on the day. The pilot of the SZD 55 was undertaking their first flight in type.

8-DEC-2022 NSWGA
SPARROW HAWK
TERRAIN COLLISIONS

Under investigation During the initial stages of an aerotow launch, and shortly after the glider became airborne, witnesses observed the glider move into the high tow position and, when at a height of about 50ft AGL, the glider was observed to suddenly pitch up steeply to the right, and then the left wing and nose dropped. One witness observed the tow rope was still attached as the glider pitched down but believed the pilot must have activated the tow release because the tow plane climbed away while the glider departed controlled flight. As the glider's left wing dropped, the wingtip struck the ground followed by the fuselage striking the ground in a nose down attitude while pivoting around the wingtip. The glider was substantially damaged, and the pilot suffered serious injury. Police and emergency services attended, and the pilot was transported to hospital by ambulance. The pilot has no recollection of the launch or accident.

15-DEC-2022 NSWGA
STANDARD CIRRUS
AIRCRAFT CONTROL

What Happened

During a competition flight the pilot conducted a straight-in approach from the control point approximately 10km from the finish circle. The pilot omitted to configure the aircraft for landing by lowering the undercarriage and did not complete the pre-landing checklist before landing.

Analysis

The pilot stated that he had earlier recovered from two potential outlandings and he may have been fatigued. Additionally, the pilot did not carry sufficient drinking water for the flight and may have also been dehydrated. The pilot also noted the undercarriage lever on the aircraft being flown acted opposite to what he was accustomed. Discussion with the CFI highlighted the importance of maintaining appropriate consideration of human factors in relation to the effects of dehydration, appropriate infight hydration, sustenance, urination, the cumulative effects of fatigue following multiple days of flying, including in hot conditions.

Safety Advice

Straight-in approaches are now commonly used to simplify the final approach under competition conditions. While they require more experience and energy management, they avoid complexity and exposure to collision risk. However, the chances of identifying an error while flying a normal, standard circuit is significantly higher than when on final glide for a straight-in approach. The absence of a base leg (particularly) but also of a downwind leg also reduces the opportunity to examine the landing area and final approach. Notwithstanding, none of this does more than add to workload and this procedure is, on balance, safer for experienced pilots. Despite this, landing mishaps still occur during a straight-in approach due to poor workload management, so pilots must take care to ensure that the pre-landing checklist is carried out. For further information, refer to OSB 01/14 'Circuit and Landing

17-DEC-2022 GQ
CESSNA 150G
AIRCRAFT CONTROL

Under investigation As the glider/tow aircraft combination was passing about 1500 feet, the tow aircraft received a drastic load pulling the tail to the left. The tow pilot checked the rear vision mirror and noted the glider in a position well to the left of the tow aircraft. As the tow pilot watched, the glider commenced a correctional turn to the right but at such a speed that the tow pilot became alarmed and decided to release the tow rope from the tow aircraft.

17-DEC-2022 WAGA
SZD-48-1 JANTAR STANDARD 2
PREPARATION/NAVIGATION

What Happened

During an aerotow launch, the glider pilot noticed a vibration at approximately 300 feet AGL and observed that the airbrakes were open. He promptly closed them and the flight continued.

Analysis

The pilot is very experienced and was carrying out his third flight for the season. At the time he thought he had an adequate time to conduct all his checks as the tug had just taken off. However, he did not realise that the second tug had started and was positioning in front ready for the tow, which caused him to rush through his checks to avoid holding up others awaiting to fly. Although he thought he had checked the airbrake, they were not locked. On review there did not seem to be a safety issue regarding the climb as the tug pilot did not notice any decrease in performance.

Safety Advice

Pilots must remain alert to the risks of rushing through checklists, as vital procedures can easily be missed. Checklists enhance flight safety and enable the pilot to confirm safety critical systems and controls are correctly and consistently configured for a phase of flight. Distractions, interruptions, and haste result in a disruption of the sequential flow of the checklist. One technique to counter distractions and interruptions is to repeat the entire checklist (starting from the beginning) during these situations. Unfortunately, if the pilot is in a hurry, this will likely not be done.

17-DEC-2022 VSA
TWIN ASTIR
AIRCRAFT SEPARATION

What Happened

A winch launch was abandoned just before the launch commands were given as a powered aircraft flew over the runway at a height where conflict was likely. No radio calls were heard from the aircraft, that had departed a nearby certified aerodrome.

Analysis

A two-seat glider was about to be launched on a training flight when the launch crewman heard and then saw an aeroplane about to overfly the duty runway at a height that would likely conflict with the launch. The ground crewman immediately called "stop, stop, stop" to the member in the control van, who relayed the message to the winch driver. The launch did not proceed. Neither the ground nor flight crew heard a radio call from the aircraft to indicate a possible overfly of the glider field. The ground crewman made a broadcast to the aircraft overflying to the effect that it was overflying an active winch launching glider field but did not receive a response. The identity of the overflying aircraft could not be ascertained.

Safety Advice

The potential for conflict with transiting aircraft overflying operational winch sites is real, and there have been several close calls over recent years. It will be obvious to all that it is essential for pilots preparing to launch to be aware of any airspace activities in their vicinity and the threat, if any, posed by the presence of other aircraft. Lookout is the principal method for implementing see-and-avoid. Effective lookout means seeing what is 'out there' and assessing the information that is received before making an appropriate decision. The primary tool of alerted see-and-avoid that is common across aviation is the radio. Radio allows for the communication of information to the pilot from the ground or from other aircraft. Radio is also useful for the wing runner, to aid in situational awareness or monitoring of gliders or aircraft that might affect the launch operation. A radio announcement prior to each and every launch is a standard operating procedure at all gliding sites and is expected by other operators. With winch launching operations, Gliding Australia now requires all launch commands, including the 'take-up slack' and 'all out' commands, be given on the CTAF or local aerodrome frequency. These additional calls improve situational awareness for pilots flying in the area and are known to have been responsible for reducing conflict with transiting powered traffic at, at least, two winch sites in Australia. In this case the above requirements for ensuring the airspace was clear for launch was clearly understood by duty crew on the day, and their alertness prevented a potential accident.

26-DEC-2022 NSWGA
DISCUS-2B
TERRAIN COLLISIONS

Under investigation During a cross-country flight the pilot flew across unlandable terrain in search of lift marked by clouds. When the pilot arrived under the clouds, he was unable to find lift, and the glider became too low to fly to suitable landing areas. While attempting to land on a highway, the glider undershot and crash into scrubland. The glider was substantially damaged but the pilot was uninjured.

CLASSIFIED ADVERTISING

Classified Ads can be purchased from the Gliding Australia website at magazine glidingaustralia. org Go to Classifieds then click on the link and complete the online form where you will need to provide the text for the ad and any photos, if required. The cost for the ad will be determined by the number of words and any photos you wish to add. You will then be taken to a secure payment area to process your payment. Your ad will be placed on the GFA website for a month from the date of payment. Ads that are financial at magazine deadline (1st of every second month) will appear in the GA Magazine. For any enquiries please contact the GFA office on 03 9359 1613.

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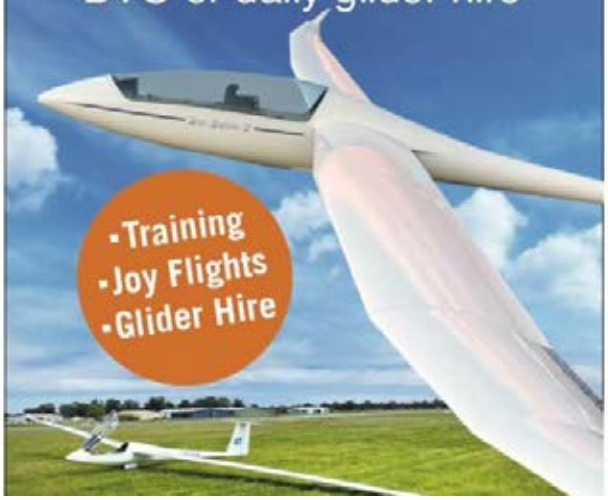

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