

GLIDING

AUSTRALIA

Issue 65 October - December 2023 magazine.glidingaustralia.org

37th WORLD GLIDING CHAMPIONSHIPS 2023 NARROMINE

PROGRAM

COMPETITOR LISTING

SGP FINALS - QLD STATE - VINTAGE - ELECTRIC TOWING



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GLIDING AUSTRALIA

MAGAZINE

No. 65 OCTOBER - DECEMBER 2023

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A FRESH START WITH GLIDING AUSTRALIA'S INAUGURAL CEO DOUG FLOCKHART

and, importantly, retain more women and youth in our sport, for example, we must open our arms wide to all, regardless of gender, age or ethnicity. Gliding should be a space where not only does everyone feel welcome, but valued for his or her unique contributions. Diversity, after all, is the essence of the human experience, and it is high

FACTS: Of the total Gliding Australia flying membership, only 6% are female. Among clubs with women flying, 14 clubs have just one, 11 clubs have two to three, and 16 clubs have more than four

time everyone embraced it wholeheartedly.

In today's world where we're inundated with a constant stream of digital information, the most valuable commodity we have is communication itself – the ability to connect with others on a deeper level. Gliding and the club environment can foster this, but it must be a focus that all in the club sign up for.

I'm here to support and champion everyone, and personally, I hope to welcome more women and youth in their journey of attraction and retention within our sport. We need fresh perspectives, new ideas and boundless enthusiasm to keep gliding soaring to new heights.

CONSUMER FOCUS

Let's also talk briefly about something equally important – the need for our clubs to adopt a more consumer-focused approach. In a world where choices abound, we must become retailers of experiences, catering to the needs and desires of our members/customers. It's not enough to offer the same old services. We must innovate

and evolve, staying in tune with the ever-changing preferences of our gliding enthusiasts, consumers and community. Our clubs should not just be places to enjoy the skies but, equally important, where everyone feels genuinely welcome and appreciated

As an example, review your signage and branding, internally and externally, with fresh eyes. Is it professional, current and appropriate. Are your toilet facilities – both male and female – appropriate, aesthetic and above all, CLEAN? What treatment would I experience when I walk through the door of your club or hangar? Would I be genuinely welcomed and assisted? How do you continue to communicate with me beyond our initial contact? Yes, Basics 101 perhaps, but would it surprise you how often the basics are poorly executed or overlooked?

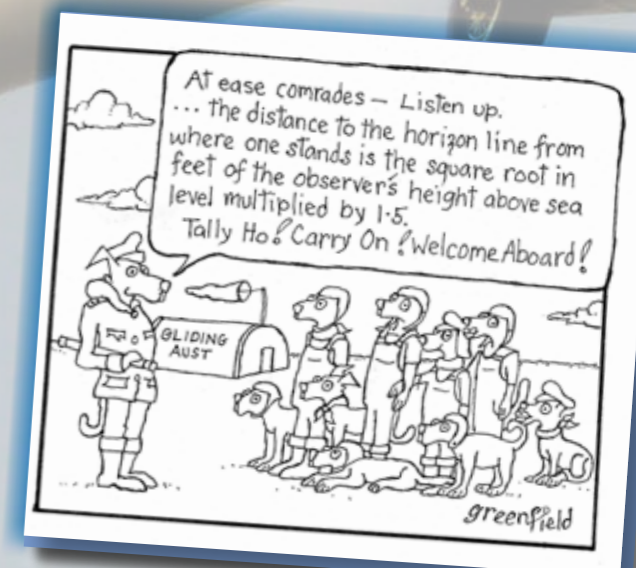
MEMBER RETENTION

FACTS: Seventy five percent of new juniors leave in the first year, and 50% of new adults leave in the first year.

In closing, together, let's ensure that Gliding, right across our magnificent Australian continent, remains a place where dreams take flight, the sport retains its 'mojo' and, just as important, everyone is welcome.

To all of you who have sent notes and already shared stories with me, thank you. I am humbled by your support and belief in me! In response, an open invitation to all – don't be a stranger. My door is always open.

From an administration perspective, the Board and Executive continue to focus on the CASR Part 149 deliverables, and these efforts are now at the pointy end, as evidenced, for example, by the recent organisational change – that is, appointing a CEO (Part 149 as the Accountable Manager) and transitioning from a President to Chair of the Board. To all involved in this massive task, thank you for all you've done and continue to do!

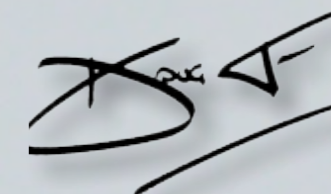


I'm honoured to be your CEO and I can't wait to see where this incredible journey leads us. Strap in, folks – it's going to be an unforgettable ride.

Ciao and warm regards,

DOUG FLOCKHART
CHIEF EXECUTIVE OFFICER

ceo@glidingaustralia.org



PS... I'd also like to introduce Club Dog! FYI, Club Dog is not well trained, and nothing is off limits. Donald Greenfield, one of Australia's great cartoonists, is the Club Dog creative, having honed his skills on the pages of the Nation Review, Rolling Stone, The Bulletin and more.

WOMEN'S AIRWORTHINESS COURSE AT BENALLA



Women glider pilots from around Australia attended the first Women's Airworthiness Course at GCV Benalla. They are members of the recently formed Rockettes.

The Rockettes is a group of pilots who aim to develop better female participation in Australian gliding. Membership of the Group is open to any Gliding Australia member, with the only stipulation that they abide by the goal of actively supporting the development of women in gliding.

The idea of the course was to provide a group environment where women could work together and benefit from each other's experience.

Airworthiness Chair Anthony Smith led the course, assisted by the great planning and organisation of Harbans Mann. The Gliding Club of Victoria hosted the course, supplying classroom facilities, hangar space and gliders



for the course attendees to work on.

The course also served as an enjoyable social environment. The attendees all learned a great deal and have returned to their clubs prepared to work on their gliders.

Find out more about the Rockettes at tinyurl.com/2m557ahv



AUSTRALIA TO JOIN EUROPEAN GLIDING UNION

The European Gliding Union (EGU) has received a new application for associate membership from Australia. The EGU aims to represent the interests of European glider pilots. They believe that, by working collectively, member countries can address fundamental issues more successfully than by working in isolation.

The EGU currently has 21 member nations with at least 10 European countries still to join.

FROM THE PRESIDENT



CONSTITUTIONAL CHANGE

It's three years since the Board embarked on a strategic initiative to remodel our management structure. In November 2022 Gliding Australia's Membership voted to approve the Board's recommended changes to our Constitution to be implemented at the conclusion of the 2023 AGM. We will no longer have a President, so I am the last of that dynasty. We have created two new roles, a Chair of the Board and a Chief Executive Officer. These changes are important and will underpin our development to becoming a more efficient and progressive organisation. The Board, headed by the Chair of the Board, will be able to focus on strategic and governance issues and the Executive, led by the CEO, on implementing the strategic direction set by the Board.

We are embarking on a new path and our most significant change in 20 years. Let's embrace the changes!

I am pleased to announce the appointment of our inaugural CEO, Mr Doug Flockhart. Doug comes to us with a broad management background including a turn as CEO of a large organisation

with oversight of member clubs, not dissimilar to Gliding Australia. He is familiar with working in an environment with strict government regulatory oversight. Doug is a power pilot and former glider pilot, so he has an appreciation of our operating environment. In his role he will lead our Executive and Administration teams. Doug is a very approachable, down to earth person, so please make him feel welcome and take the opportunity to have a chat when you can.

IT SYSTEMS AND MEMBER SUPPORT

We have been promising for a long time to undertake a full review of our IT support systems. Well, that has now happened and improvements are on the way. Gliding Australia engaged a consultancy firm to undertake the review and to make recommendations. Change of this nature is complex and we need to carefully manage our decisions so as not to introduce unwanted and unintended consequences. Chris Bowman, our Treasurer, is leading a team of highly skilled technicians that will, over time, implement these

changes. The effect of much of the work that is being undertaken will not be directly visible to members but will guide the more visible member interface changes that will occur in the months ahead.

OUR PEOPLE RESOURCES

Gliding Australia is an organisation that has volunteerism as its foundation. We are extremely fortunate to have such a large pool of people that have exceptional personal qualities, dedication, experience and expertise who are prepared to put their hands up and fill the many leadership roles within the organisation.

This AGM will mark the departure from our management team of some very talented and dedicated people. Pat Barfield, Chair of the Operations Panel and Jenny Thompson, Chair of the Soaring Development Panel, both volunteers, are retiring from the Executive Team following an extraordinary period of involvement. Their contribution to the Integrated Training Program has been pivotal in its development and both have been important participants in our journey towards becoming a Part 149 ASAO. Lindsay Mitchell, our current Vice President, will be leaving the Board where he has filled various roles for the past 13 years.

We are also very fortunate to have high calibre paid staff such as Chris Thorpe, who has recently retired from his role as Executive Manager of Operations. Chris has overseen many changes within the flying operational area. Similarly, our Executive Officer, Terry Cuble, is also retiring following a term of 10 years providing vital support to the Executive and Board Teams.

Although these people have moved on, we won't be losing them – they'll just find other ways to remain involved and support the progress of Gliding Australia and its members. They are passionate people

who are passionate about gliding.

As these people move on, we need to find replacements to fill their roles, and that's not such an easy task, particularly where the incumbents have set such high standards. We are very fortunate that within the Gliding Australia membership we have such a depth of knowledge and experience from which we can recruit. Craig Vinall will be taking over from Jenny Thompson as Chair of the Soaring Development Panel and Aaron Stroop from Pat Barfield as Chair of the Operations Panel. Both Craig and Aaron are superbly talented people – I know we're in good hands.

I'm also very pleased to announce the appointment of our new Executive Manager Operations – Dave Boulter. Dave will be well known to many Gliding Australia members, particularly those in NSW. Dave has had a long involvement in and passion for gliding – welcome aboard, Dave.

WORLD GLIDING CHAMPIONSHIPS

The 37th World Gliding Championships, to be hosted by the Narromine Gliding Club, will commence with the first Practice Day on 28 November 2023 where we're expecting 70 competing pilots across three classes of competition. The level of work that goes into the preparation for an event of this stature is immense – it's been years in the planning. Beryl Hartley has been the driving force behind the event organisation and is well supported by Competition Director Mike Durrant and an extensive team of dedicated volunteers.

The planning has been done, the organisation team is in place, the entries are coming in and I'm told the weather will be fabulous. So, if you've got a few days to spare, Narromine will be the place to be in December.

A WORD ABOUT SAFETY

This past year we've had two very serious accidents involving gliding operations that have resulted in fatalities. Both have been the consequence of mid-air collisions and both were avoidable. Our condolences go to those families, friends and associates who have been directly affected.

Occurrences like these should serve to remind us all that aviation is a risky pursuit, but by properly identifying and understanding the risks, applying the principles of Threat and Error Management, and understanding the Human Factors involved, we should be able to mitigate many of the circumstances that lead to these unfortunate accidents.

Drew McKinnie, our Safety Manager, is dedicated to improving safety outcomes within the sport of gliding. He has written much on the subject, and I urge you all to read his Safety Bulletins and heed the practical messages they contain.

CASA PART 149

Last year I reported that we were progressing with the preparation of our submission to CASA to become a Part 149 Approved Self-Administering Aviation Organisation (ASAO). Part 149 is legislation that was enacted in 2018 and it lays out the rules around how aviation sporting organisations, like Gliding Australia, can become self-administering.

The overarching document that supports our application is called an Exposition. The Exposition and the suite of supporting documents were submitted to CASA for their review in December 2022. CASA has reviewed our submission and has responded. It is pleasing to report that CASA has not identified any 'showstopper' issues although, of course, we will need to address many relatively minor items and we are currently working through those. One of

my favourite sayings is that the devil is in the detail. We still have a way to go, so there may still be some devils to contend with.

As I pointed out last year, it is not expected that members will see any real, direct impact as a result of adopting Part 149. The changes are more related to management of our activities and how accountability is attributed. The adoption of Part 149 will result in a better, stronger organisation. Part 149 will mean change – it has been a challenging process to work through and we still have some distance to go, but the Board and I strongly believe that it will serve the best interests of Gliding Australia and its members – it will go a long way to ensuring our future sustainability.

CLOSING COMMENT

This past year has been a very busy and productive one for your Board. I must say I have been very fortunate to work with such a diverse group of very talented people. Apart from the Executive Board members that I've previously referenced that are leaving the Executive as at this AGM, the Victorian / Tasmanian Regional Representative Duncan Robertson is also retiring. I would also like to acknowledge our paid employees and contractors who put in effort above and beyond our expectations. They are devoted to what they do and we are a richer organisation for that.

I am really looking forward to the year ahead – a new Constitution, significant changes to our management structure, new employees and volunteer Executives who will bring fresh ideas and, of course, Part 149 to our organisation. This next year promises more challenges and rewards – exciting times! Fly safe and be kind to each other.

STEVE PEGLER
PRESIDENT
President@glidingaustralia.org

FROM THE EO



TERRY CUBLEY AM
EXECUTIVE OFFICER
eo@glidingaustralia.org

AGM OUTCOMES

The management of Gliding Australia has undergone significant change as set out in the Annual General Meeting held via Zoom on 20 September. Some 55 members attended the meeting, and 109 others submitted proxy votes.

President Steve Pegler introduced our newly appointed CEO, Mr Douglas Flockhart, who is from Brisbane.

He also introduced our new Executive Manager Operations (EMO) Dave Boulter. Dave is an L3 instructor from Sydney, and is the CFI at Southern Cross.

Three Board members have stepped down as their tenure has come to an end – Lindsay Mitchell, Jenny Thompson and Pat Barfield. We thank each of them for their major contribution to Gliding Australia. See the list of awards in this magazine to see some of their achievements.

Terry Cubley's position as Executive Officer (EO) has been superseded by the appointment of the CEO so he leaves his role after 10 years working for Gliding Australia.

New Executive members have taken over responsibility to guide Gliding Australia. Craig Vinall from Adelaide is now Chair of Soaring Development, and Aaron Stroop from Melbourne takes over as Chair of Operations. The role of Vice President is also no longer part of our structure so Lindsay Mitchell has stepped down after many years in a range of roles.

Regional Board members have primarily retained their roles except that in Victoria Bev Alden and Vivienne Drew have taken over from Duncan Robertson.

CHANGE TO THE GLIDING AUSTRALIA FINANCIAL YEAR

The major focus of the meeting was a change to the constitution to allow a change to our financial year.

Previously, the financial year ran from 1 May through to 30 April, but the Board had struggled for quite some time when setting the Strategic Plan, as the preparation would take place in March and April when the soaring season was still in full swing. The Board recommended that it be changed to run from 1 September through to the end of August instead. The voting members agreed with this suggestion and passed the motion to change the constitution.

This finalised the constitution changes approved last year, with the major changes being the appointment of a CEO, creation of a Chair of the Board, and separation of the Board and Executive. Members are not expected to see much difference in the activity of the Board and Executive, but it will ensure clear focus and separation of policy and implementation roles.

FINANCIAL OUTCOMES

Our finances continue to improve under the guidance of Treasurer Chris Bowman.

At the end of our financial year Gliding Australia remains in a sound financial position with net assets of \$2.431M. Of these assets \$591k are reserves held for the RANGA junior scholarship fund (\$39k), the Soaring Development Fund (\$542k) and the Training Manual Project (\$10k). Gliding Australia assists Clubs with the financing of gliders. At present Caboolture, North Qld, Hunter Valley and Alice Springs clubs have loans with the Gliding Australia.

Income was lower than last year, primarily impacted by a loss on investment of \$83k. Bottom line was a surplus of \$67k.

GLIDING AUSTRALIA STAFF

As this is my last report, I would like to commend the work of Tanya, Fiona and Carol in our office. I regularly hear great reports from members about the service and support that they provide. Remember that they are available 4 days per week and every second Friday, but if you email them at returns@glidingaustralia.org they will get back to you quickly.

I also want to thank Dennis (Airworthiness), Sharon (Just Go) and Ian (Salesforce), all excellent at providing technical support to members. We are very lucky to have their skills.

FLARM

Steve Trone continues to do a lot of work to support Flarm use. He has installed a large number of Open Glider network bases which take the signal from your Flarm and display the position of all received gliders on the network. I use Glide and Seek software to display the tracks, but a few different programs are available. Steve has now created a display for each gliding site which shows gliders from the site who are visible on OGN and gives data on the performance of each of

the Flarms. It is good to see how other gliders at your site are supporting your safety by displaying their location, and how useful the Flarms are at alerting other aircraft.

If your Flarm is showing version 7.21 then you are up to date. Version 7.07 expires in late 2023. Updating your Flarm software is part of your annual inspection requirement.

You can measure the actual performance of your Flarm by downloading a trace from your Flarm and running it through Flarm Range Analyser. This can be very revealing.

WORLD CHAMPIONSHIPS AT NARROMINE NOVEMBER/DECEMBER 2023

Australia is hosting another world championships, on this occasion for Club, Standard and 15m Classes. Once again, Narromine has offered to host the event and a large team of volunteers are already working hard. Mike Durrant is the CD and is doing a great job of rallying the large number of helpers to ensure a successful event. Have a look at the competition website at <https://wgc2023.com.au/>, where a lot of information is already available.

Australia has six top pilots competing, all with excellent experiences at Narromine.

E5GLIDE CHAMPIONSHIPS IN FRANCE

This championship has just concluded and Australian pilot Matthew Scutter has once again won the event, flying an LS8e 15m glider. Matthew won two years ago and was second at last year's competition. He obviously has talent in this format and is quickly developing skills in the French Alps. Matthew. Featuring electric-powered gliders, the event allows pilots to use their engines during the task to improve their result, but places a limit on how much power can be used before

GFA AWARDS AND TROPHIES

The following list shows the recipients of the GFA Awards and Sporting performance awards for 2022/23.

The sporting awards are determined from the results listed on WeGlide, so members are encouraged to save their flights there.

Congratulations to all recipients.

GLIDING AUSTRALIA AWARDS

Gliding Australia RYAN AWARD 2023 For services to Airworthiness	Kevin Wilson
Gliding Australia BILL IGGULDEN AWARD 2023 For services to Gliding as a Volunteer	Lindsay Mitchell
Gliding Australia J R MULLER AWARD 2023 For services to Promotions and Marketing	Daryl Bishop
Gliding Australia WALLINGTON AWARD 2023 For services to the Sport of Gliding	Jennifer Thompson
Gliding Australia HOINVILLE AWARD 2023 For services to Operations	Graham Brown

GLIDING AUSTRALIA SPORTING TROPHIES

WALLY WOODS TROPHY Longest flight for the season	Allan Barnes 1081 km
BOB IRVINE TROPHY Flight with highest WeGlide points	David Collins 1063 pts (932 km)
MARTIN WERNER TROPHY Greatest gain of height	Rick Agnew 21,696 ft
INGO RENNER CUP Best 3 flights (Summer)	Allan Barnes 2892 points
Weglide Australian League Accumulated points from a club, weekend flights	Kingaroy Soaring Club 314 points
ROGER WOODS TROPHY Best place at World Championships	James Nugent Junior WGC Std Class 15th place
Royal Aeronautical Society Shield Highest speed at a World Championships	James Nugent Junior WGC Std Class 128.13 kph



Below are extracts from the Citations for the GA Awards. Congratulation to all the recipients.

RYAN AWARD FOR SERVICES TO AIRWORTHINESS KEVIN WILSON

Kevin has made a significant contribution to Basic Sailplane Engineering.

He wrote a new chapter discussing L'Hotellier connectors which, in conjunction with amendments to MOSP 3, enabled AD 177 and AD 178 to be cancelled. He also wrote a new chapter which covered radios, avionics and Flarm. Both of these chapters have improved the information available to Gliding Australia members, and hence the

safety, when performing airworthiness activities on club and their own sailplanes.

BILL IGGULDEN AWARD FOR SERVICES TO GLIDING AS A VOLUNTEER

LINDSAY MITCHELL
Lindsay has been an energetic volunteer contributor to the sport of gliding at Club, Regional and National levels for many years, a tireless member across numerous roles and portfolios.

R MULLER AWARD FOR SERVICES TO PROMOTIONS AND MARKETING DARYL BISHOP

Daryl was Instrumental in coordinating and running gliding activities at Avalon Airshow through exceptional on-ground coordination.

WALLINGTON AWARD JENNY THOMPSON (SOARING DEVELOPMENT)

Jenny is recognised for outstanding services to the Sporting aspects of Gliding. She has been the Chair of the Soaring Development Panel for the last 6 years and during that time has provided the main leadership in driving the committee.

HOINVILLE AWARD 2023 FOR SERVICES TO OPERATIONS GRAHAM BROWN

Graham Brown has worked tirelessly for the national gliding community for decades, and recently as the national Airspace Avionics and Aerodromes Manager for Gliding Australia.

This award recognises his enormous contribution, never drawing attention to himself, always attuned to glider pilots, clubs and sporting aviators



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

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

ORANGE WEEK- WAIKERIE
18- 25 November 2023
Waikerie Gliding Club
Contact: Adam Howel
adamprhowell@gmail.com
waikerieglidingclub.com.au

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
2 - 16 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

SAGA COACHING WEEK 2023
26 December - 31 December 2023
Waikerie Gliding Club

Contact: Adam Howel
adamprhowell@gmail.com
waikerieglidingclub.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



2 - 16 December 2023

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

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

20M & OPEN CLASS TWO-SEATER NATIONALS
17- 24 February 2024
Corowa Airport
Contact Lumpy Paterson
0487 521 265

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

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Email: manager@keepitsoaring.com
www.keepitsoaring.com

FAI GLIDING BADGES

DECEMBER 2022 - FEBRUARY 2023

GOLD HEIGHT AND DURATION
STEPHEN PEARSON **BEVERLEY SA**

SILVER BADGE HEIGHT
TIM KULLACK **BEVERLEY SA**

GOLD BADGE - DURATION AND HEIGHT
ANDREW HURST **NORTH QUEENSLAND SC**

SILVER BADGE - DURATION AND HEIGHT
ANDREW HURST **NORTH QUEENSLAND SC**



GLORIOUS GLOUCESTER



By Mike Woolley photos Josh Davis

The annual Gloucester ridge soaring camp ended earlier this month with a record number of flights and durations – but little evidence of the sought-after westerly winds.

The eight-day NSW event recorded 168 flights with a total of 124 hours flown by the 12 aircraft and 37 pilots registered. An average of 25 pilots attended daily briefings. Mark Bland and his son Adam flew the longest flight in their K21m GVS – a four-hour flight helped a little by an iron thermal.

For the first time, the designated Gloucester air space was kept open for the duration, thanks to co-operation from RAAF Williamtown. However, the desired westerly winds, the big attraction of flying at Gloucester, failed to perform with the exception of a two-and-a-half hour slot on one afternoon.

The winter westerlies, which flow down from the Barrington and Gloucester Tops over the Bucketts and cross the Avon Valley to rise over the 10km long Mogranis range, were fickle and blew the week before and the week following the camp.

But, with afternoon temperatures in the low to mid 20s, thermal activity reached a maximum 6,000ft.

The Gloucester event has been organized for the past 40 years by Central Coast Soaring Camp although the last three were cancelled due to Covid-19 or the unserviceable condition of the airstrip.

Camp organizer was Michael Vince, CFI of CCSC and clubs attending were from the Hunter Valley, Camden, Mt Beauty, Narromine and Richmond areas.



LEFT: Josh Davis (right) took his IFR commercial pilot friend Ricky for an aerobatic flight.

PHOTOS OPPOSITE - TOP LEFT: Adam Bland took his mum for a flight in Bill Bartlett's Cessna 180.

LOWER LEFT: Grant Nicaud after achieving his Level 1 Instructor rating with Pat Barfield.

TOP RIGHT: Norm Dennison flying HVGC Duo Discus with Mike Woolley.

LOWER RIGHT: Julio Morales.



AROUND THE CLUBS



Congratulations to Vera on her first solo. Lots of great work from her and her instructors Nick King and David Wilkins at the Bathurst Soaring Club junior AB initio course.



Congratulations to Mitch on his first solo. Another success coming from the Bathurst Junior AB initio course. Thanks to his instructors Brian Bailey and Dean Ward.



The Adelaide University Gliding Club x Rockettes Flinders Ranges Gliding camp was great fun with many gliding flights, Campfires, Hikes, 4WDs and Dampers.



Over 10 single seat gliders appeared on the grid to have some early pre-season fun at the Gliding Club of Victoria along with duty crew flying regular passenger and training flights. Special training also in the ASK21Mi for engine management. Tom and Ed get prepared for the long awaited maiden flight in their new JS3 electric self-launcher. Very exciting as we move into new-age technology.



Congratulations to Pietro Crovato for completing his first solo flight at Southern Cross Gliding Club. Well done Pietro!

QLD STATE CHAMPIONSHIPS KINGAROY



The Queensland State Championships was the first of two back to back contests at Kingaroy, ahead of the Club and Sports Class Nationals taking place the following week.

This championships was the first of this soaring season's competitions. For Australian team members Bruce Taylor, Greg Beecroft and Adam Woolley, these two contests are a warm-up for WGC Narromine in December.

Makoto Ichikawa, who took 2nd place in Sport 15 Class, will be flying for Japan at Narromine.

The spring weather at Kingaroy lived up to its reputation with six good racing days.

Bruce Taylor wrote, 'I've had a fantastic week and have been so pleased with my results so far. I'm back in my favourite glider from the past 40 years and having a ball. I flew out of the start gate today and steamed off track slightly to line up with a promising street. First stop was a really solid 8kts to cloudbase, followed by a blistering run for the next 40km... nobody was going to catch me today.'

"The State comps were a lot of fun, great flying and the usual camaraderie that exists when we fly at Kingaroy."

Adam Woolley noted, '...this week and the following week are the only chance I now have to tune and practice for the upcoming WGC, so I'm trying lots of different things for training purposes.'

"Next week at the Nationals won't be any different, though I will put more emphasis on being consistent, flying more like the WGC and practicing team flying with my amazing team mate, Tobias Geiger."

CLUB CLASS

This competition was held using Grand Prix rules in which all pilots in each class start at the same time and the first across the finish line takes the top points, subject to penalties. Bernie Sizer is Club Class Champion after crossing the line first on three days.

David Jansen won two days in Sports Class helping him to beat Ray Stewart into 2nd place by just one point.

In Sport 15 Class - which included five LS8 unflapped gliders in 15m configuration and Adam Woolley's Ventus 3 - Bruce Taylor took 1st place with a more comfortable five point lead over Mak Ichikawa.



OPPOSITE, BELOW: Bruce Taylor, the new Sport 15 Class champion, will be flying in Standard Class for Australia at WGC Narromine in December.

ABOVE: Club Class champion Bernie Sizer with Kim Houghton and Todd Edwards.

LEFT: David Jansen won in Sports Class, and will be the Task Setter for WGC Narromine.



QLD STATE CHAMPIONSHIPS 2023 30 SEPTEMBER - 7 OCTOBER 2023

CLUB CLASS

1	Bernie Sizer	PIK-20D	38
2	Kim Houghton	LS3	33
3	Todd Edwards	LS3	32

SPORTS CLASS

1	David Jansen	Ventus 3 18m	46
2	Ray Stewart	JS3 18m	45
3	Andrew Georgeson	Nimbus 4DM	39

SPORT 15 CLASS

1	Bruce Taylor	LS8 15m	27
2	Mak Ichikawa	LS8 15m	22
3	Greg Beecroft	LS8 15m	20

Full results at livegliding.com

THE APENNINE WAY

SGP FINALS PAVULLO

BY SEAN YOUNG



The final competition of Series 11 Sailplane Grand Prix took place at the small town of Pavullo Nel Frignano, nestled in the Northern Apennine Mountains near the cities of Modena and Bologna, Italy. After a series of contest heats including Gawler last January, the SGP Final determines the SGP World Champion.

An essential element of the SGP concept is live tracking, broadcast via YouTube with live commentary. All pilots are following the same course and all fly similar 18m gliders with 48kg wing loading. The live tracking with 3D simulation is very entertaining and enables everyone to follow the short races as if they were on the race track.

The dedicated team led by Brian Spreckley, who will be Chief Steward at WGC Narromine in

December, provided professional and comprehensive video coverage of the contest.

GP BASICS

The week long competition started with three no fly days, which gave me time to explore the friendly town and to experience how enmeshed Pavullo Airport is with the area and its population. Unlike many airfields that seem distant and outside of town, and are seldom visited, Pavullo Airfield is a vital part of the culture and amenity of the district. I think there are some lessons we in Australia can learn from their experience. But more of that later – first, the SGP Racing action.

The Grand Prix format has become very popular for gliding competitions in Australia. For example,

the recent Queensland State Championships was held in a Grand Prix format. The rules are not complicated. Basically, all the gliders start in a line at the same time. The first glider to cross the finish line is the winner, gaining 10 points, while the next nine pilots across the line each gain progressively fewer points, from 9 down to 1 point for the 10th pilot.

Unless, that is, penalties are applied for low finishes, airspace infringements or other errors.

ABOVE: Flying over the Apennines near Pavullo.

RIGHT: Commentators Stefano Ghirizo and Benjamin Neglais calling the race as it happened.





There were quite a few penalties during these championships, particularly on the final day.

Nineteen pilots from 10 countries competed for the title of SGP World Champion. After three days of no flying, the first race was held in marginal weather. However, all the contestants completed the task and Stefan Langer, who will be competing for Germany at WGC Narromine, took first place.

ULTIMATE RACE

Over the following three days, the conditions continued to improve day by day and three more exciting races were held. On the final day the weather was excellent with CUs over the mountain ridges and no adverse weather forecast.

The fleet launched on the final race with cumulus popping above Pavullo airport. Nine of the pilots were very close in the scoring and any one of them could have taken the championship if they had won the day and gained the 11 points that the first pilot would be awarded for the final

ABOVE: Italian pilot Alberto Sironi taking off in his AS33 on the final day of the competition.

LEFT: Competitors with Thomas Gostner at the front, contemplating the conditions for the day.

RIGHT: Alberto on the grid.

race. The task was 248km in good mountain soaring conditions.

Sebastian Kawa, who will be defending his 15m World Championship title at WGC Narromine, had a strong start and climbed high, which enabled him to take the further side of the ridge from the rest of the fleet and push into the lead.

As they headed into the first turnpoint, Kawa was in the lead at 6,500ft followed by Alberto Sironi, while the main group were 2,000ft below at around 4,000ft.

Stefan Langer was low and appeared to be struggling, probably because he had tried a different track. Tilo Holighaus was also lower and towards the rear of the fleet. But previous World Champion, local pilot and commentator Stefano Ghirizo said,



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'The critical point on this task is the second turnpoint.'

CONFUSION

As Kawa reached the first turnpoint, Langer and Giles Navas had also climbed up to above 7,000ft. Kawa had flown a convergence line without turning since his first climb and was in a strong leading position, but closely followed by Alberto Sironi.

On the second leg, Kawa flew east of track following the ridge line. This leg was only 11km but it looked as if he had made a mistake and was flying to the wrong turnpoint, leaving Sironi in the lead. Kawa soon changed direction but lost his lead position.

Sironi turned the second turnpoint well ahead of Luka Znidarsic and Maximillain Seis. The remainder of the fleet were strung out with Mike Young at the back.

The third leg was 117km and Sironi was over 8,000ft, followed by Dirk Windmüller who had yet to score any points in the contest.

Halfway down the leg, Sironi held onto his lead followed by Seis and now closely followed by Langer and Thomas Gostner. But Sironi eventually got lower down to 5,000ft, while Gostner found a strong climb to over 8,000ft in the company of Hermann Leucker, putting them in a good position to catch Sironi.

SHIFTING POSITIONS

Sironi made the third turnpoint first and soon

stopped to climb. Gostner was in a very good position. He was higher with no need to climb as they started down the 48km fourth leg followed by a 6km dash to the finish.

Gostner stopped to gain even more height to over 7,000ft while Sironi was now in a bad position at 3,000ft although he was still in the lead. A large group of pilots were behind Gostner with good altitude as he went into the turnpoint.

Sironi eventually found a climb with about 55km to go and, slightly later with 40km left in the race, managed to keep his lead by following a good line of energy while Gostner no longer had an altitude advantage. Hermann Luucker meanwhile reached final climb altitude, enabling him to head straight for the finish.

ENERGY LINES

As Sironi approached final glide altitude, he and Gostner were 3km apart. While these two pilots searched for good energy lines to get enough altitude to get home, the next group of pilots had final glide and were able to fly faster and quickly gained on the leaders.

Gostner found better energy as they approached the final turnpoint. But Sironi climbed on the final ridge before the final turn as Gostner quickly came up to him. Gostner ended up a bit higher and half a kilometre ahead and the dash to the

finish between these two pilots was on.

Gostner beat Sironi to the line, but this is where penalty points became critical and changed the outcome of the contest. Perhaps these two pilots were caught up by their determination to best each other, but they seemed to forget they had to stay within the parameters of the race.

Thomas Gostner incurred 84 seconds penalty and Albert Sironi 274 seconds penalty for crossing the

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ABOVE LEFT: Stefan Langer landing his ASG29 to win the competition.

ABOVE TOP: Claire Heliot interviews Stefan Langer after landing.

ABOVE: Contest Director Brian Spreckley discusses the task with task setter and commentator Stefano Ghirizo and Benjamin Neglais.

BELOW: Competitors on the grid at Pavullo Airfield.



PAVULLO AIRFIELD

Pavullo is an airfield with a long history dating back to the 1920s. It is owned by the Aero Club Pavullo and is located just outside the town in a lovely setting. Around the entire circumference of the aerodrome is a picturesque walking, jogging and bicycle track. Next to the club house is a bar and bistro and an outdoor cafe.

The track was built just a few years ago when the Aero Club wanted to engage more with the local population. The members proposed creating the track so that the airfield would become a community resource, rather than being perceived as a nuisance with aircraft noise creating a constant drone.

I don't know how it was funded, but it received government support and the results have been a tremendous success. From early morning to late in the evening, a constant stream of townfolk come out to exercise on foot, bicycles or even pulled along on skateboards by pet dogs. Groups gather to watch aircraft take off and land in the evening light. The airfield is now part of the community and used by many.

At any time of day, people can pause their exercise and meet for a coffee, snack or a full meal. On Saturday and Sunday the bistro and cafe are buzzing and filled with families, grandparents, parents and children enjoying the convivial atmosphere.

The Aero Club provides space for many events such as car displays and numerous other club orientated events. They also have convention facilities that they rent out.

I believe that we can learn from their successful example. Italy is smaller and more populous than Australia. Pavullo although not served well by public transport is nevertheless not remote. However, I think that whatever we can do to welcome local communities to our clubs and airfields will not only improve the experience of gliding club members, but also our relationship with the local community.

It will also pay dividends in terms of greater local acceptance and integration. If we are able to enhance the amenity of our club facilities, they will be more attractive to younger and more diverse groups of people. Improvements and added facilities will also make our clubs more likely to attract and retain members. Any ideas we have that will improve how we are perceived by visitors will aid our long term viability.

ABOVE: Pavullo Airfield, where the perimeter road has been converted to a jogging and bicycle track.

BELOW: The Airfield has excellent cafe and restaurant facilities.



ABOVE: Flying across the finishline, which aligned with the middle point of the runway, made for a spectacular end to the race day.

RIGHT: On the podium after Race 2, the eventual winner Stefan Langer celebrates with Sebastian Kawa and Tilo Holighaus.

finish line too low. In fact, nine of the pilots incurred various penalty points. This did not just change the declared winner on the day but the overall championship scores.

A NEW CHAMPION

When the gliders were put away, all the penalties were calculated, challenged and finalised, it was Stefan Langer who emerged as the winner, finishing the championship in first place. After penalties, he had come 9th in the final race and scored just 1 additional point.

Erik Borgmann, who had incurred 16 seconds penalty in the final race but took 3rd place on the day, took 2nd place overall followed by Hermann Leucker in 3rd position.

It was exciting racing but, as is so often the case, it is the pilot with a consistently high performance that wins a multi day championship. WGC Narromine will take place over two weeks with a potential 14 racing days. Stefan Langer will be flying in Club Class and Sebastian Kawa in 15M Class so we will not see these two champions race against each other. It will be a marathon and it will be, as always, fascinating to see how the best pilots in the world perform.

You can see the full race results at sgpfinal23.sgp.aero/results
Video Coverage at YouTube tinyurl.com/yucyc8f3



FAI SAILPLANE GRAND PRIX - SERIES XI WORLD FINAL PAVULLO ITALY

26 AUGUST - 2 SEPTEMBER 2023

- 1. STEFAN LANGER GER ASG29 19 PTS
- 2. ERIK BORGMANN NED JS3 19 PTS
- 5. HERMANN LEUKER GER JS3 18 PTS



STRATEGIC SPONSOR
DESTINATION NSW



WELCOME TO WGC NARROMINE 2023!

On behalf of the Australian gliding community, it's my pleasure to welcome all competitors, spectators, and organisers who will be participating in the 37th FAI World Gliding Championships in Narromine in November/December 2023.

It's not often that Australia has the opportunity to host the Worlds, so we're very excited to be running the event this year, and I feel hugely privileged to have been appointed to the role of Competition Director. We expect around 80 pilots from around the world to travel to Narromine and compete in what we expect will be sensational weather conditions, so it should be an absolutely spectacular event!

Of course, running an event of this nature is a huge team effort. We have a team of over 50 volunteers from across Australia (and the Czech Republic!) covering all aspects of the competition, from administration and events through to scrutineering, tasking, and flight operations. There isn't room here for me to name and thank everyone who has been and will be contributing their time and expertise to the competition, but it would be remiss of me not to acknowledge Deputy Competition Director Beryl Hartley. Beryl was absolutely key to bringing the event to Australia, and she is continuing to do an extraordinary amount of work on the ground to ensure we host a successful competition.

We're pulling out all stops to make this a great event – our catch cry for the competition is "Safe, Fair and Fun". We hope that the Australian gliding community will support the event either by coming along to Narromine, or by following the competition on Soaring Spot or LiveGliding.

**MICHAEL DURRANT
COMPETITION DIRECTOR**

competition. It's about the camaraderie that transcends borders, the friendships that form at altitude, and the shared passion that unites us all. Let's embrace the spirit of sportsmanship, support each other, and share a laugh or two along the way, and may the best TEAM and individuals win.

Good luck and safe flying to all!

**DOUG FLOCKHART
CEO GLIDING AUSTRALIA**

COMPETITION OFFICIALS

- Competition Director Michael Durrant
- Deputy Beryl Hartley
- Operations Director Jenny Thompson
- Task Setter David Jansen
- Chief Scorer Neil Campbell
- Safety Officer Rolf Buelter
- Meteorologist Ed Marek
- Administration Kathy Bell
- Webmaster Ross McLean
- Lead Scrutineer Jack Hart
- Marshalling and Launching Kerrie Claffey
- Tug Master Bill Bartlett
- Systems Process Management Jarek Mosiejewski
- Alf McMillan
- Media Relations Sean Young

WELCOME!

To all involved, soaring enthusiasts from around the world, welcome to the 37th FAI International World Gliding Championships in the charming town of Narromine, NSW!


We're absolutely thrilled to have you all here, in the land down under.

On behalf of Gliding Australia, I extend our warmest welcome and gratitude for joining us, as Australia couldn't be prouder to host this prestigious event on our home turf, and we're excited to showcase the beauty of Australian skies.

I acknowledge Competition Director Mike Durrant, Deputy Competition Director Beryl Hartley, and all the unsung heroes it requires to stage this event, the Officials and Volunteers.

As we celebrate the pinnacle of gliding excellence in our skies, let's not overlook the thousands of hours, sweat, and maybe even a few tears, that each one of you has poured into preparing for this championship. The countless days, the meticulous planning, and the persistent pursuit of perfection – it's all led you to this moment.

But here's the thing, folks – this championship isn't just about the



37TH FAI WORLD GLIDING CHAMPIONSHIPS

SCHEDULE












OFFICIAL PRACTICE 28 NOVEMBER TO 1 DECEMBER 2023












**OPENING CEREMONY
2 DECEMBER 6PM**

**CONTEST FLYING
3 - 15 DECEMBER**

**FAREWELL PARTY
15 DECEMBER 8PM**

**CLOSING CEREMONY AND PRIZE-GIVING
16 DECEMBER 11AM**

FOLLOW ALL THE ACTION AS IT HAPPENS

News, interviews, videos, commentary and much more daily at magazine.glidingaustralia.org



TRACKING

You can follow the races each day at livegliding.com



Competition Website wgc2023.com.au

Results will be posted daily at soaringspot.com



AUSTRALIA
Captain
Miles Gore-Brown

15M CLASS
Tobi Geiger
Adam Woolley

STANDARD CLASS
Bruce Taylor
Greg Beecroft

CLUB CLASS
James Nugent
Daniel Summers



Tobi Geiger



Bruce Taylor



Adam Woolley



James Nugent



Greg Beecroft



Daniel Summers



BELGIUM
Captain
Francois Delfosse

15M CLASS
Francois Delfosse
Manu Litt

STANDARD CLASS
Dennis Huybreckx



Francois Delfosse



Dennis Huybreckx



Manu Litt



CROATIA
Captain
Dani Zaninovic

CLUB CLASS
Frane Franic
Dani Zaninovic



Dani Zaninovic



Frane Franic



CZECHIA
Captain
Jan Pavlik

15M CLASS
Jan Pavlik
Karel Novak

STANDARD CLASS
Pavel Louzecky
Miloslov Cink

CLUB CLASS
Jan Ratz
Tomas Suchanek
Petra Piskata



Jan Pavlik



Miloslov Cink



Pavel Louzecky



Jan Ratz



Tomas Suchanek



DENMARK
Captain
Kristian Stendorf Hansen

15M CLASS
Poul Kim Larsen

CLUB CLASS
Michael Mix
Rasmus Ørskov



Poul Kim Larsen



Michael Mix



Rasmus Ørskov



FINLAND
Captain
Kari Ylihärsilä

15M CLASS
Eric Heinonen

CLUB CLASS
Mikko Ylihärsilä
Kim Toppari



Eric Heinonen



Mikko Ylihärsilä



Kevin Faur



Christophe Abadie



Julien Duboc



Maximilian Seis



GERMANY
Captain
Bernd Schmid

15M CLASS
Steffen Goettler
Henrik Bieler

STANDARD CLASS
Simon Schröder
Enrique Levin

CLUB CLASS
Stefan Langer
Uwe Wahlig



Henrik Bieler



Enrique Levin



Simon Schröder



Stefan Langer



Uwe Wahlig



GREAT BRITAIN
Captain
Werner Stroud

15M CLASS
Derren Francis
Phil Jones

STANDARD CLASS
Paul Fritche
Tom Arcsott

CLUB CLASS
Tim Milner
John Roberts



Phil Jones



Derren Francis



Paul Fritche



Tim Milner



Tom Arcsott



HUNGARY
 Captain
 Gergely Cziraky

15M CLASS
 Zoltan Hamar
 Richard Basa

STANDARD CLASS
 Tamas Vamosi

CLUB CLASS
 Istvan Balog
 Szabolcs Veigli



Zoltan Hamar



Richard Basa



NETHERLANDS
 Captain Bart Renckens

15M CLASS
 Jeroen Verkuijl
 Erik Borgmann

STANDARD CLASS
 Sjaak Selen

CLUB CLASS
 Theis Bruins
 Roelof Corporaal



Jeroen Verkuijl



Erik Borgmann



Sjaak Selen



Tamas Vamosi



Istvan Balog



NEW ZEALAND
 Captain Derek Shipley

CLUB CLASS
 Michael Strathern



Michael Strathern



ITALY
 Captain TBC



JAPAN
 Captain Nobuo Sashida

STANDARD CLASS
 Makoto Ichikawa



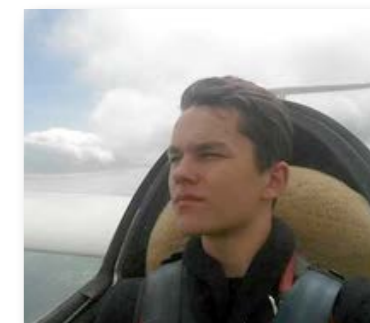
Makoto Ichikawa



LITHUANIA
 Captain
 Linas Miežlaiškis



Linas Miežlaiškis



Ignas Bitinaitis



LUXEMBOURG
 Captain
 George Schuit



Diana Schuit

CLUB CLASS
 Diana Schuit
 George Schuit

15M CLASS
 Linas Miežlaiškis
 Ignas Bitinaitis

STANDARD CLASS
 Joris Vainius
 Andrius Tamulenas

CLUB CLASS
 Vladas Motuza
 Darius Gudziunas



Joris Vainius



Andrius Tamulenas



Vidas Motuza



Darius Gudziunas



REPUBLIC OF SOUTH AFRICA
Captain Carol Clifford

15M CLASS
AP Kotze
Uys Jonker
Phillip Jonker



AP Kotze



Uys Jonker



POLAND
Captain
Karol Śnapko

15M CLASS
Lukasz Grabowski
Sebastian Kawa

STANDARD CLASS
Lukasz Blaszczyk
Tomasz Rubaj

CLUB CLASS
Mikolaj Zdun
Jacek Flis



Sebastian Kawa

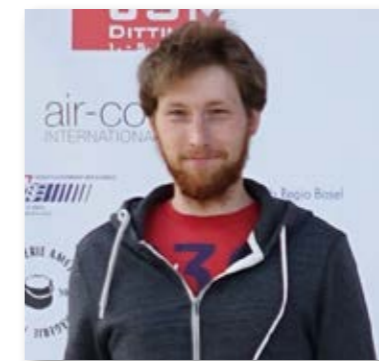


Lukasz Grabowski



SWITZERLAND
Captain
Yves Gerster

15M CLASS
Remy Hirt
Yves Gerster



Remy Hirt



Yves Gerster



Lukasz Blaszczyk



Tomasz Rubaj



UKRAINE
Captain Roman Lermakov

CLUB CLASS
Igor Gapanovich



Igor Gapanovich



Mikolaj Zdun



Jacek Flis



UNITED STATES OF AMERICA

Captain Pete Alexander

STANDARD CLASS

Sarah Arnold
Tom Holloran

15M CLASS

Tim Taylor
Rick Indrebo



Sarah Arnold



Tim Taylor



Tom Holloran

IGC WORLD RANKING

1. Sebastian Kawa 15M
 2. Christophe Abadie 15M
 3. Simon Schröder Standard
- Full listing at igcrankings.fai.org

REIGNING WORLD GLIDING CHAMPIONS



Sebastian Kawa
15M Class Champion 2021

WORLD GLIDING CHAMPIONSHIPS

Montluçon – Guéret, France 2021

15M CLASS

Sebastian Kawa Diana 2

STANDARD CLASS

Simon Schröder LS8

CLUB CLASS

Uwe Wahlig LS3

All three of the current World Champions in 15M, Standard and Club classes will be at WGC Narromine to defend their titles.



Simon Schröder
Standard Class Champion 2021



Uwe Wahlig
Club Class Champion 2021

FAI WORLD GLIDING CHAMPIONSHIPS NARROMINE 2023

79 pilots from 21 countries will compete in three classes.

Results will be posted daily at soaringspot.com

15 METRE CLASS

Tobi Geiger	Ventus 2ax	Australia	Petra Piskata		Czechia
Adam Woolley	Ventus 3t	Australia	Jan Ratz	ASW20	Czechia
Francois Delfosse	JS3	Belgium	Tomas Suchanek	ASW20	Czechia
Manu Litt	JS3	Belgium	Michael Mix	LS3	Denmark
Jan Pavlik	JS3	Czechia	Rasmus Ørskov	ASW20	Denmark
Karel Novak	JS3	Czechia	Mikko Ylihärtilä	ASW20	Finland
Poul Kim Larsen	Ventus 2a	Denmark	Kim Toppari	ASW20	Finland
Eric Heinonen	ASG29	Finland	Hugo Corbille	LS7-Neo	France
Kevin Faur	JS3	France	Adrien Henry	LS7-Neo	France
Christophe Abadie	JS3	France	Stefan Langer	LS3	Germany
Steffen Goettler	Ventus 2ax	Germany	Uwe Wahlig	LS3	Germany
Henrik Bieler	Ventus 3i	Germany	Tim Milner	LS3	Great Britain
Phil Jones	Ventus V3	Great Britain	John Roberts	LS3	Great Britain
Derren Francis	Ventus V3	Great Britain	Istvan Balog	LS3	Hungary
Zoltan Hamar	JS3	Hungary	Szabolcs Veigli	ASW20	Hungary
Richard Basa	JS3	Hungary	Vladas Motuza	ASW20	Lithuania
Ricky Briigliadori	JS3	Italy	Darius Gudziunas	ASW20	Lithuania
Linas Miezlaiskis	AS33	Lithuania	George Schuit	Cirrus Std	Luxeburg
Ignas Bitinaitis	AS33	Lithuania	Diana Schuit	Discus A	Luxemburg
Jeroen Verkuijl	JS3	Netherlands	Theis Bruins	ASW20	Netherlands
Erik Borgmann	JS3	Netherlands	Roelof Corporaal	LS7 Neo	Netherlands
Lukasz Grabowski	Diana 2	Poland	Michael Strathern	ASW20	New Zealand
Sebastian Kawa	Diana 2	Poland	Mikolaj Zdun	LS3	Poland
AP Kotze	JS3	Poland	Jacek Flis	LS3	Poland
Uys Jonker	JS3	South Africa	Igor Gapanovich		Ukraine
Remy Hirt	JS3	Switzerland			
Yves Gerster	JS3	Switzerland			
Tim Taylor	USA				
Rick Indrebo	USA				

STANDARD CLASS

Bruce Taylor	LS8	Australia	Miles Gore-Brown		Australia
Greg Beecroft	LS8a	Australia	Francois Delfosse		Belgium
Dennis Huybreckx	LS8	Belgium	Dani Zaninovic		Croatia
Pavel Louzecky	LS8	Czechia	Jan Pavlik		Czechia
Miloslov Cink	LS8	Czechia	Kristian Stendorf Hansen		Denmark
Julien Duboc	Discus 2a	France	Kari Ylihärtilä		Finland
Maximilian Seis	Discus 2a	France	Eric Napoleon		France
Simon Schröder	LS8 Neo	Germany	Bernd Schmid		Germany
Enrique Levin	LS8 Neo	Germany	Werner Stroud		Great Britain
Paul Fritche	LS8	Great Britain	Gergely Cziraky		Hungary
Tom Arscott	LS8	Great Britain	Nobuo Sashida		Japan
Tamas Vamosi	Discus 2	Hungary	Linas Miežlaiškis		Lithuania
Makoto Ichikawa	LS8	Japan	George Schuit		Luxemburg
Joris Vainius	LS8	Lithuania	Bart Renckens		Netherlands
Andrius Tamulenas	LS8	Lithuania	Derek Shipley		New Zealand
Sjaak Selen	Discus 2a	Netherlands	Karol Šnapko		Poland
Lukasz Błaszczyk	Discus 2a	Poland	Carol Clifford		South Africa
Tomasz Rubaj	Discus 2a	Poland	Yves Gerster		Switzerland
Phillip Jonker	LS8	South Africa	Roman Lermakov		Ukraine
Sarah Arnold		USA	Pete Alexander		USA
Tom Holloran		USA			

CLUB CLASS

Daniel Summers	LS3a	Australia
James Nugent	LS3	Australia
Frane Franic	LS4	Croatia
Dani Zaninovic	Discus B	Croatia

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AIRWORTHINESS WEBINARS



Anthony Smith has been adding to his Airworthiness 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](https://www.youtube.com/channel/UC...)

THEORY OF RIDGE SOARING
TIM BROMHEAD

The Theory of Ridge Soaring
Tim Bromhead, from Pure Glide NZ, sheds some light on the fascinating theory of ridge soaring.

[WATCH HERE](#)

DISTANCE & RECORD FLYING
DAVID JANSEN

Record & Distance Flying
David Jansen takes a look at distance and record flying.

[WATCH HERE](#)

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

AUSTRALIAN ANTIQUE AIRCRAFT ASSOCIATION FLY-IN

By Peter Raphael



ABOVE:
Grand Champion
Australian Antique
Aircraft
Association

RIGHT TOP:
Schleicher K8b

RIGHT BELOW:
Northrop Primary
Glider

Every year, the Australian Antique Aircraft Association holds a Fly-In at different locations around the country, at the same time holding their Annual General Meeting and Awards Night. Established in 1974, this group promotes and advocates the retention, restoration and flying of older aeroplanes.

The Association has four primary categories of interest – Antique, Classic, Contemporary and Warbird. their gathering attracts an eclectic range of aircraft, from the diminutive single place homebuilts like the Onex, numerous Tiger Moths, lots of 'rag and tube' Pipers and Austers on up to the rumbling radial engined Nanchangs.

SPECIAL STATIC DISPLAY

This year the Australian Gliding Museum was given the opportunity to add to the spectacle by providing a static display of the Northrop Primary Glider and the recently restored Schleicher K8b Sailplane. Three AGM Members, Ian Grant, Rex Booth and Peter Raphael, took on the task of transporting the gliders to Temora Airfield and over two days loitered nearby to answer questions about the aircraft and the Museum and listen to the reminiscences of those who made their way into aviation via the gliding community.

We were very fortunate to be looked after of an evening by Cliff and Annette, fellow aviators from Victoria who have a property in the Temora Airpark. Another of the museum members Terry McCarthy, who also lives on site,

was invaluable in assisting with setting up our display. In the past, Terry has shared his time between Temora and the AGM spraybooth where he has refinished many of the collection's gliders. We also met and were assisted by a number of members of the Temora Gliding Club, although time didn't allow us to check out their newly constructed clubhouse.

TEMORA AVIATION MUSEUM

The airfield is the home of the Temora Aviation Museum, an active museum that regularly performs flying displays of its warbird collection. In 2019, these aircraft were donated to the Royal Australian Air Force by founder David Lowey AM, and are now operated by RAAF 100 Squadron, the historic display squadron based both there and at Point Cook, Victoria. While no TAM warbirds were flown during the event, we did have the opportunity to wander through the display area and admire this collection of magnificently restored and maintained aircraft. Surely, this would be one of the most pleasurable postings the armed forces could offer.

With around 70 vintage aircraft attending the Fly-In, what was very evident is the care and attention put into the preparation, restoration and display of these classics. In contrast, and possibly due to the performance oriented aspects of our sport, little effort is generally reserved for the appearance of our older gliders.



PRESERVING SKILLS

Sadly, the cost and diminishing pool of skills required to restore these older gliders are also serious impediments to the growth of this branch of the sport of gliding. But on a more positive note, the Australian Gliding Museum has been running courses for wood and fabric repair which, in some fashion, has led to increased interest in restoration activities evidenced by a number of projects currently underway across the country.

We derigged the gliders on the Saturday evening as most of the aircraft were expected to depart the next morning. We were fortunate that the weather cooperated over the three days we were in attendance. Much interest was shown in the aircraft, making the long trip from Melbourne worthwhile. It was a rewarding event and great to display the gliders in the company of their powered peers.



ELECTRIC TOWING

BY LEIGH SNELL



In this article I'll describe my experiences of using my electric vehicle to tow my glider, to help answer the question of whether or not an EV makes a practical gliding tow car. The simple answer is yes, but...

I have a Tesla Model 3 Long Range with a tow bar rated at 1,000kgs. Tesla claims, in practical terms, a range of about 550km from full charge to completely empty.

I live in the southeastern suburbs of Melbourne and I am a member of the Australian Gliding Museum at Bacchus Marsh, where I also fly. I usually charge my car at home overnight, and I've found that I can easily complete the return trip of just over 200kms in a single charge, with or without a trailer.

I have also visited the Bendigo Gliding Club, which is just over 400km return trip. I could just make it without a trailer, but charged up for about 5 or 10 minutes at the Bendigo Supercharging station on my way home. I then arrived at home with more than 20% (110kms) to spare.

Early in January, I travelled to Millicent for the Vintage Gliding Regatta without a trailer, a round trip of just under 1,100kms. A choice of routes is available but I chose to go via Ballarat and Mt. Gambier charging stations. We drove with a few scenic detours including a stop at the Sir Reginald Ansett Transport Museum in Hamilton. I would strongly recommend it as a worthwhile stop to anyone travelling through the area.

FIRST STOP MILLICENT

We travelled to the hotel at Millicent, where they provided an outdoor power point. This was enough to charge the car to full overnight as we never did more 200kms each day, or just travelled a few kilometres and spent a few hours with the car parked and the air-conditioning on.

Prior to the trip, I emailed a number of hotels in Millicent asking them what facilities they had for charging. Only one replied. Most places assume electric cars can only be charged at special charging stations, and that an ordinary powerpoint is of no use, which is wrong, of course. On checking-out, the operators relied on my honesty to tell them how much power I had used and to pay for it.

NYMPH IN TOW

The next gliding-related trip was to pick up a Nymph II from Temora that had been donated to the Gliding Museum. The trailer to be used was at the Bendigo Gliding Club. I travelled from home to the Bendigo Supercharging station and then on to Bendigo Gliding Club to get the open trailer. Initially, the car wanted to stop at Wodonga for charging but soon realised that it was towing a load and decided it wanted stop at Shepparton, then Wodonga and finally at Temora.

Many charging stations are not designed for charging a car while towing a trailer. In some cases you can remain hitched, but in others you need to find somewhere to leave the trailer while charging. In NSW, the NRMA have free charging stations so I able to save over \$20 in charging fees.

AUTO PILOT

The following day we loaded the glider onto the open trailer and tied it down, ready for an early start to head back to Bacchus Marsh the next day. It was recommended to me to avoid exceeding 80kph with a fully loaded open trailer,

so I set the auto pilot to 80kph for the remainder of the trip. The car did a good job driving with a trailer and I only took over when we approached the townships or the outer suburbs of Melbourne. Being passed by trucks was not an issue as I barely noticed them.

With the glider on the open trailer, the car wanted to top up at Wagga Wagga, Wodonga, Euroa and then Bacchus Marsh. At Euroa, one of the charging stalls was set up for trailers but was barely adequate for a trailer with a 13m wing on top. I was able to drive in and charge up, but then needed assistance to reverse out, as there wasn't enough space to turn around.

After dropping off the trailer at Bacchus Marsh, I had a little over 20% charge remaining and no charging stations in the town, so on my way out I stopped a few kilometres away at Melton for a free top up charge.

CALCULATIONS

The total trip was 1,440kms, costing \$118.40 in charging costs, although some free charging opportunities arose, as noted above. Over the three days, the car used 160Wh/km (Watt hours per kilometre) without a trailer, 230Wh/km with a trailer, and 260Wh/km with a trailer and glider, which proves that drag is more significant than weight. I suspect that a blunt nose on an enclosed trailer is likely to result in higher power consumption but have yet to test this.

I needed to use the following apps on my phone – Tesla, ABRP (A Better Route Planner) and Plug Share. The car was Internet connected, so in most cases it was able to tell me ahead of time if the charging stations were working and available. Most stops took about 15 minutes to charge, so I broke each day into morning tea, lunch and then afternoon tea, giving myself ample rest stops.

As a conclusion, I would recommend that an electric car does work as a gliding tow car, but requires a little planning.



MEET THE NEW EXECUTIVE MANAGER OPERATIONS



Being new to the EMO role, I thought it would be good to pass on my thoughts, observations and, for those who do not know me, a bit of my background. The last few weeks have been an eye opener to just how much work is done to keep us all flying, and to help us to fly with the freedoms we enjoy. The staff we have in our office are fantastic. They have a wealth of knowledge about gliding, our clubs across the country and our pilots.

We have obligations to CASA that offset the freedom we enjoy. Our paid staff plus the large number of volunteers in roles across the country allow us to fulfil our obligations. These obligations cross the boundaries of Operations, Airworthiness, Soaring Development, Marketing, Finance and IT. I see a team of people working together and giving back to our gliding movement.

I have inherited abundant information and received great support from Chris Thorpe. I would like to thank Chris for all the work that he has done for gliding over many years.

I am now buried in issues with Credentials, Operational Audits, Active Instructor Returns, Soar Report analysis and investigation, Instructor training, supporting our Regional Managers of Operations and your Club CFIs. I've also been dealing with minor bugs in the Exam system, questions about our rules and regulations, and review of manuals. All this plus more are needed to meet our CASA obligations. The learning curve is steep but very enjoyable.

I am a nerd. I started in Radio and Satellites with Overseas Telecommunications Commission as a technician and then moved into computers, first with Prime Computers in 1980 and later at Silicon Graphics/SGI (1990). I worked in hardware and software engineering. After a couple of stints working in Silicon Valley, I ended up in management looking

after the Asia Pacific and Latin America regions. Coincidentally in 1990, I started gliding. I did a one-week course at Lake Keepit and have Ian McPhee and Gary Speight to thank for injecting me with the gliding drug. I started instructing after a few years as I felt it was important to give back. People taught me to fly, and I should 'pay it forward'.

I am now a level 3 Instructor and the CFI/CTP for Southern Cross Gliding Club at Camden near Sydney. It is a busy club. We have 150 members and an impressive fleet, in a gliding precinct that has been put together by the clubs at Camden. I have also been involved with SCGC Committee, NSW Gliding, GFA Board and was Vice President of the GFA.

In my new role, I want to continue providing good service to our members and working with the rest of our Executive team on keeping us safe and with the freedom to fly. I look forward to growth in gliding within Australia. Our new organizational structure is an enabler for this. I look forward to meeting and talking to our members in the future. One Team, One Sport, One Gliding.

DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
 emo@glidingaustralia.org



The Gliding Federation of Australia Inc
 SOAR Accident and Incident Occurrences
 General Statistics

Damage	QLD	NSW	SA	VIC	WA	Total
Minor		1	1	2	3	7
Nil	3	11	7	9	1	31
Substantial	1	2		1		4
Total	5	14	9	13	1	42

Injury Extent of InjuryQLD	QLD	NSW	SA	VIC	WA	Total
Nil	5	14	9	13	1	42
Total	5	14	9	13	1	42

Phase of Flight	QLD	NSW	SA	VIC	WA	Total
Ground Ops	1	1	1	2		5
In-Flight		3	3	4		10
Landing		4	3	2	1	10
Launch	1	4	2	2		9
Outlanding	1	1		1		3
Thermalling	2	1		2		5
Total Result	5	14	9	13	1	42

Nature of Flight	QLD	NSW	SA	VIC	WA	Total
AEF			1	1		2
Competition		4	4	4		12
Cross-Country			1	1		2
Ground Ops		1		2		3
Local		3	1	5	1	10
Training/Coaching	1	5	6	1		13
Total Result	5	14	9	13	1	42

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.

DATE: 3/2/2023
REGION: NSWGA
AIRCRAFT TYPE: ASW 27-18
CLASSIFICATION LEVEL 2: GROUND OPERATIONS

Under investigation. While towing the glider to the hangar, a wind gust (possibly a thermal) struck the glider causing it to dislodge from the tow equipment. The starboard wing impacted a runaway marker and the glider hit the tow vehicle. Significant damage was caused to the starboard control surface, the port flap, and vertical fin assembly.

DATE: 5/2/2023
REGION: VSA
AIRCRAFT TYPE: ASW 28
CLASSIFICATION LEVEL 2: SYSTEMS

What Happened

At the top of a competition launch, the pilot was unable to release the tow rope.

Analysis

The pilot chose to make a radio call to the tow pilot advising of the failure to release but did not use the tug callsign. After a few radio calls, the tow pilot eventually became aware of the situation and towed the glider back towards the aerodrome. After numerous attempts to release the tow rope, it did release. The pilot landed back on the aerodrome and inspected the release, but the release tested OK and the pilot was unable to determine the cause of the failure. The pilot took a relaunch and the released worked when used.

Safety Advice

As with all radio communications, broadcasts must identify the callsign of the station being called as well as the station calling. In this case the glider pilot did not know the tug callsign, so there was some initial confusion as to which of the four tugs was involved. Had the pilot conducted the standard release failure procedure and flown out to the left of the tow plane in accordance with standard procedures, they may have got the tow pilots attention earlier.

DATE: 26/2/2023
REGION: NSWGA
AIRCRAFT TYPE: ASW 28
CLASSIFICATION LEVEL 2: SYSTEMS

What Happened

At the top of the launch, the pilot was unable to release the tow rope and, following several unsuccessful attempts by the glider pilot, the

tow pilot released the rope from the tow plane. The pilot landed safely.

Analysis

The pilot reported that the release had also failed during an aerotow a few weeks earlier (Refer to report S-2163), so a more thorough inspection was considered warranted. The release mechanism was removed from the sailplane and the inspector found a small stone lying loose in the nose under the release mechanism. As the stone was mobile, the inspector considered it was most likely that it would occasionally move into a position that prevented the release from being actuated. The stone was removed and there have been no further problems.

DATE: 28/2/2023
REGION: NSWGA
AIRCRAFT TYPE: ASK21
CLASSIFICATION LEVEL 2: TERRAIN COLLISIONS

What Happened

Shortly after becoming airborne on an aerotow launch and at a height of about 80ft, the glider flew through turbulence causing the student pilot to hit his head on the canopy and inadvertently release the tow cable. The pilot reflexively lowered the nose and opened the airbrakes to conduct a short landing and contacted the ground hard. The glider rebounded into the air and again struck the ground hard in a nose down attitude. The pilot was uninjured, but the glider was extensively damaged around the nose wheel and forward of the rear instrument panel.

Analysis

The student pilot had planned to fly a solo soaring flight of one hour to qualify for the issue of a ?C? certificate qualification. The wind was north westerly at about 8 knots, gusting to 15 knots. The pilot had intended to fly the Club?s PW5, in which he had flown 27 flights. However, the supervising instructor suggested the K21 was more suited to the conditions, as it provided a more stable platform and was the aircraft in which the student had completed most of their training. The CFI reported that the student had flown 151 flights prior to the incident and had gone solo after 71 flights. The student had flown 36 solo flights before the incident, of which 27 flights were in the PW5. The student had trained with four instructors over 12 months, and usually flew about once a month for a

week at a time. The student's current instructor regards him as a thorough and disciplined pilot who conducts comprehensive preflight checks with appropriate attention to options. He is very comfortable in the air, and flies in a safe and well considered manner. The investigation identified the crosswind from the left, and mild gusting as contributing factors. The groin strap was loose, but the lap and shoulder straps were tight. The student had their hand close to the release knob and was not holding it, but the sudden bump may have caused the pilot to grasp it. The CFI concluded that the incident was not the result of a PIO, but a reflexive response to aggressive but short-lived turbulence. The student's action was inappropriate for a low-level launch failure, and the student acknowledged that they should have taken a second or two to assess the situation before reacting. The duty instructor supervising the launch stated that it appeared to be normal up until the point of turbulence, whereupon the glider was seen to sharply nose down and disappear below the line of sight on the sloping runway, and appear again, probably after the first contact with the ground and a bounce. The student will undergo further training, with the emphasis on decision making rather than an instinctive response in various emergency scenarios.

Safety Advice

Aerotow launch emergencies are not uncommon and form part of a pilot's training. During launch the pilot must have a plan to address any emergency that may occur. Indeed, the pre-take-off checklist requires a pilot to consider their actions in the event of an emergency. In the case of a rope break or premature release from tow, the priority for the pilot is to lower the glider's nose and adopt safe speed. The next action is to assess landing options and conduct a safe landing. Sudden and aggressive control movements in pitch must be avoided, especially when close to the ground. Coarse elevator control inputs are inconsistent with a safe transition from a stabilised approach into the flare and landing and will often result in a sudden and unrecoverable steep dive into the ground.

DATE: 5/3/2023
REGION: SAGA
AIRCRAFT TYPE: ASK21
CLASSIFICATION LEVEL 2: GROUND OPERATIONS

What Happened

While towing the ASK-21 glider back to the hangar, the driver received a stop signal and applied the vehicle brakes. Unbeknown to the driver, the rigid towing bar had bent and was now rubbing on the glider's rudder. Upon arriving at the hanger, the driver noticed the

rudder had suffered some minor scratching from the bent towing bar.

Analysis

The rigid tow bar became bent when the towing combination, which was travelling above normal speed, was abruptly braked when the vehicle driver received a signal from the duty instructor to stop. The compressive force of deceleration resulted in the tow bar deforming. The cause of the incident was largely the result of a deterioration in judgment caused by prolonged exposure to a very hot day with multiple incidences of time in the sun repairing cables breaks. In addition, the tow vehicle driver was under some pressure to depart the airfield for a meeting in town and was in a hurry. Despite no significant damage resulting from this incident, there was a high probability that major damage could have resulted. The day's operation was not unusual but was conducted in high temperatures common in that location at this time of year. During the day there were multiple launch stoppages due to cable breaks, with winch drivers remaining in the sun for prolonged periods. Both the glider pilot and the tow vehicle driver had driven the winch during the day. At completion of flying, the two gliders on the airstrip were to be moved to the hanger connected to vehicles via rigid towbars. The ASK-21 was towed at speed towards the hangar and was about to overtake the other glider when the Duty Instructor signalled stop to allow the other glider to enter the hangar first. The vehicle towing the ASK-21 stopped with enough force to cause the tow bar to deform while decelerating the glider. There was a brief exchange between the duty instructor and passenger of the tow vehicle, where it was resolved that the ASK-21 would be towed beyond the hangar to make room for the other glider. The driver then departed with the damaged tow bar causing an oscillation of the glider's tail that was noticed by the Duty Instructor. The Duty Instructor again signalled the vehicle driver to stop but the driver did not see the signal and continued on their way. On arriving at the hangar the ASK-21 was unhooked and the driver and vehicle left the field immediately without further communication. After exiting the vehicle, the passenger noticed the deformation in the tow bar and conducted an inspection of the glider with the duty instructor. Apart from some abrasion, the glider did not suffer further damage. The CFI interviewed the persons involved and identified several failures: The winch drivers lacked self-awareness of their fatigued state. The vehicle driver was in a hurry to leave and drove too fast. The

passenger in the vehicle towing the ASK-21, being similarly fatigued, did not identify the glider was being towed too fast. Neither the vehicle driver nor passenger maintained adequate situational awareness during the tow. It is not normal practice to overtake another glider under vehicle tow. Despite the investigation showing no significant damage had occurred to the glider, this incident could have easily resulted in substantial damage had there been greater contact between the rudder or tail plane and the vehicle or tow bar. Additionally, had the glider in question had a more ridged tow bar it may have transferred additional braking forces to the airframe of the glider.

Safety Advice

Fatigue High levels of fatigue cause reduced performance and productivity and increases the risk of accidents and injuries. Fatigue affects the ability to think clearly. As a result, people who are fatigued are unable to gauge their own level of impairment and are unaware that they are not functioning as well or as safely as they would be if they were not fatigued. People working in a fatigued state may place themselves and others at risk. Fatigue management is a shared responsibility between Clubs and their members. Clubs have an obligation under their Safety Management System to minimise the risk of fatigue, so far as is reasonably practicable. Individual members have a duty to take reasonable care for their own safety and health, and make sure their acts or omissions don't adversely affect the health or safety of others. For further information on fatigue, refer to the Human Factors in Gliding publication. Towing with a Vehicle Drivers using a rigid bar must never tow at faster than walking pace and should always use the tow-out equipment designed for use with the glider. When towing gliders, never brake heavily and always allow a greater distance to slow or stop than the distance you would allow with only the car. Drivers and their passengers should always situationally aware and maintain a scanning technique.

DATE: 5/3/2023
REGION: VSA
AIRCRAFT TYPE: DG1000
CLASSIFICATION LEVEL 2: WEATHER

What Happened

While taking off from RWY 01 in a strong crosswind with a glider under tow, a strong gust from the left struck the combination just prior to the tug was becoming airborne. With the aircraft weight being mostly carried by the wings, the tug skidded sideways across the ground and then became airborne. The tug and glider proceeded to drift to the right and

crossed the right-hand boundary fence at about 50ft. The combination climbed rapidly, and the glider released at 3000ft AGL about four minutes later.

Analysis

The towing combination comprised a DG-1000 glider being flown by a pre-solo student pilot under instruction and a Pawnee tow plane flown by a low hour's tow pilot. A tow pilot who observed the take-off advised that the wind was 15kts, and probably gusting to 20 kts. The drift started just when the tug got light on the undercarriage, and about 5-10 seconds later the combination was climbing over the boundary fence. At that time, other gliders were landing on RWY 27, which was more into wind. As the tug started drifting to the right, the gliding instructor took control but elected to stay on tow as the as the combination had gained sufficient height and speed to clear the fence, and the instructor was concerned that had he released the rope may have struck the fence and potentially caused difficulties for the tow pilot. In hindsight, the instructor recognised that the flight should not have proceeded in the prevailing conditions, and that once the tug started to drift, he should have released and allowed the tug to safely climb away while landing the glider straight ahead on the runway. The Club CFI noted that the cause of this incident was most likely the result of a strong gust combined with incorrect inputs by the tow pilot, and it highlights why gliding duty crews must manage flight risks by moving operations to the most into wind runway in a timely manner.

Safety Advice

Like most clichés there is truth behind the statement that landings are mandatory, but take-offs are optional. Operations in crosswind conditions require strict adherence to applicable crosswind limitations or maximum recommended crosswind values, operational recommendations, and handling techniques. Most aeroplanes have a maximum demonstrated crosswind component. This is not a limitation?it is merely the greatest that was demonstrated during certification. If the pilot is very proficient, they may be able to take off (and land) with a greater crosswind. Also, while the aeroplane may be able to handle it?it's the pilot that most often cannot. Pilots must therefore decide whether to attempt a crosswind take-off based on their recent experience and not some figure in the pilot's operating handbook. In the case of an aerotow, it is the tow pilot that has this responsibility as pilot in command of the combination.

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.

SINGLE SEATERS

VH-UKTT Jantar Std 2 SZD 48-1 3,725 hours, 1353 flights. Wing pins replaced at 3,000 hours (AD-304 Bulletin BE-037-89). Includes Borgelt B50 & B57 flight data systems, Flarm Mini-Box incl. logger, Microair 720 radio, winglets, tow out gear, aluminium clad steel frame trailer. Form 2 completed. \$18,000. **Allan Gartland 0417 094 557, ani6474@bigpond.net.au**



VH-XFF 1966 Schleicher Ka6cr, Serial number 6560, 3010 hours, 3281 launches. Form 2 until January 2024. Next 10 year survey due Sept 2025. Fully documented history. 100 kg cockpit load.

Simply the nicest k6 in Australia, with no upcoming maintenance. Stripped to bare wood in 2011, recovered in accordance with Randolph ceconite system, and resprayed yellow and white in aviation polyurethane. In 2015 further restoration by Peter Raphael, including rebuilding rear fuselage, removing all metal components, cracktesting and respraying, wing and tailplane spigots and all bearings replaced.

New harness, main wheel tyre, and tasman electric vario. Supplied with open cockpit, interchangeable tailwheel, wing-covers, tow-out and ground handling gear.

Excellent condition enclosed trailer, Fully refurbished in 2014 to comply with import requirements (Vehicle Standards Bulletin #1). Well set up with tilting drawbar, internal lights, and rigging fittings. Would suit any 15m glider.

A really lovely little glider, which climbs amazingly, and has done flights of 460 km in recent years. It's a wrench to sell it, but I'm simply not flying it enough. Location Raywood Vic. Further photos available. \$10,000 ONO. Andy, barneyk6cr@gmail.com Phone 0477384341



FQM Hornet It is time to pass on this lovely glider to its next custodian. This is a known performer over many years and the perfect Skyrace GP glider.

Total hours: 3850
Fresh form 2. Thompson style home built trailer
S100 and oudie included. Tow out gear
\$18,000 1945primary@gmail.com



VH-FQG Ventus B 16m Carbon fiber wings (re-profiled), removable wing tips, water tanks fully serviceable, Oudie navigation, Vaulter variometer, oxygen equipped, dual batteries, trailer, dollies. This glider type remains one of the highest performance gliders for its wing span (46:1) and will provide many hours of enjoyable and fast flying. Glider is normally hangered at Benalla (VIC). Both external and interior (refurbished) are in very good condition. \$60,000

Contact **Bruce Cowan 0419 387 349**



VH-GUN Std Austria for sale with Trailer. Total Hours 2166 Landings 1266. Aircraft stored assembled. \$7000.00 or nearest offer. **Contact Gordon 0402 451561**



VH-GES On behalf of SRGC this ASW15 is for sale. Form 2 valid to 25 September 2023. LX5000 vario/navigation and basic instruments plus Flarm. Trailer may need some cosmetic care. Tow-out gear and canopy dust cover. Good glider

for a modest price of \$14,500 Contact george@coppercreek.com.au or 0434413963



VH-GNS Std Cirrus 75 recently completely refinished. Total time 1,820 hrs / 810 flights. Carbon fibre panel (new), Zeus 7.0 navigation with Era 80 vario / igc logger, Bohli vario, Air Control Display Altimeter (new), VHF radio, Airspeed indicator Winter (new), Power Mouse Flarm (new) and canopy cover. Solid box trailer. IMI tow out gear (new). Beautiful glider, ready to go racing. Price \$36,000 for more information: george@coppercreek.com.au or call 0434 413 963



PW5 VH-GLN (Bendigo Gliding Club)

TTSN 720 hrs, fully intact with no accident history but presently not airworthy due to gelcoat failure. Cheap project aircraft. Comes with a trailer in good condition. Located at Raywood Victoria. Please contact the President Trevor Phillips at president@bendigogliding.org.au with any expressions of interest or offers **Gerry Elliott** at aao@bendigogliding.org.au for any further aircraft details.

GDZ Mistral C 15m

Dittel Radio LX Nav Flarm Borgelt B40 NO FORM2
Fixed Wheel, No Flaps, No Water.
37:1 Glide Ratio
1026Hrs 857 Landings
Parachute Pfeiffer Trailer 1 Man Rig
Limited Aerobatic - Loops, Spins, Stall Turn,
Lazy Eight. \$20,000 **ONO 0400133707**



2 SEATERS

VH-VHI Grob 103 Twin 11 Acro Good condition current form 2 July 24, enclosed trailer refurbished
New harness flarm B700 vario with rear repeater vhf radio all ADs up to date

Selling as we have upgraded our 2 seat trainer
5320 hours 12200 landings \$55,000 ono
Bundaberg Gliding Club Initial contact txt **John 0417071157**



VH-IKU Twin Astir I The acclaimed 'Twin'. This Twin has safely and reliably soared the Riverland and Murray for over 40 years, being a reliable workhorse for multiple operators. Now offered for sale as excess to requirements.

Good condition and well maintained. External finish is excellent/very good, cockpits more dated. Aircraft overall presents well.

The aircraft has 750hrs TIS remaining before retirement (11,250hrs TT). No major maintenance items expected before retirement - buy and fly.

Basic instruments including FLARM and radio, full tow-out gear. No trailer. Delivery may be available by negotiation.

This is a rare opportunity to get glass two-seat capability under \$20k. Ab initio train, coach cross-country or fly independently with buddies. Good ROI when flying AEFs.

Aircraft is currently flying regularly however will need to give up its hangar space soon. Contact jj.nugent6@gmail.com



MOTORGLIDERS

VH VTT ventus 2cm Sn 98 2000

With all tow out and rigging gear Clamshell trailer dual axial glass top With solar panel independent suspension

Aircraft: new gel coat all ads & mods New shoot national 425 & gadringer harness expressions of interest till 30 Aug. Tracey Tabart , tatabart@anson.com.au Phone 0428133243

CLASSIFIEDS



VH-SCL Piper Pawnee PA25-160 Tug for sale TTIS 7257 Currently operated as glider tug by the Soaring Club of Tasmania. Good condition overall. Engine Lycoming O-320 160HP on condition. Available September 2023 dependent on delivery of replacement tug. \$50,000
Contact: Stephen Ross 0447 518223
winjeel61@gmail.com



VH - ZHX Distar Sundancer 13/15
2 seat motor glider, LSA approval by GFA, 6 years old, engine 90 hours, form 2 included, had a terrific time flying the morning glory with Ian McPhee September 2018, have to sell because of health reason, reduced to \$100,000 ono **Heinz Zehnder tel 0400 347 412 rzehnder@tpg.com.au**



VH NTT ASK21Mi. Same owners since new. Very good condition throughout. Airframe 2,100hrs; motor 76hrs; Form 2 to Jan 24. Based in Boonah. No trailer but can deliver on east coast. Reduced to \$110,000. **Contact Rob 0427314788**



VH-GNM - LS4a TOP Motor Glider. 2,389 hrs 747 landings 71 hrs engine&prop. Aircraft in Good Condition. MH portable EDS oxy. National 425 chute. Covers Fuselage refinished with Prestic 2381 in 1989. Wings refinished with Ferro in 1990. Aircraft always hangared. Private owner. Enclosed Trailer. Tow out gear. **Contact Ron Brock rkbrock5@bigpond.com \$52,000 ONO**



VH-GVQ H36 Dimona
Complete airframe (No motor or prop) 2400hrs TT Airframe requires complete refinishing with some fuselage sections already primed. Canopy has minor cracking but serviceable Undercarriage bow requires minor repair. Airbrake torque tube AD completed on one wing. All fuselage control rods removed, inspected and repainted. Located Sydney Offers invited **Contact Col colinbrock6@gmail.com**

VH-GUZ Schleicher ASK 21 Mi Glider 2-seater, Self-launching, Dual engine controls. Cobra Glider trailer included. Approx 300 hours & 50 engine hours \$170,000 For more information contact Trevor Trevor.burke@bigpond.com



INSTRUMENTS & EQUIPMENT
MICROAIR T2000SFL Transponder Rev.8 and EC2002-01 altitude encoder. Microair can upgrade this transponder to the T2000ADS unit and it is eligible for the ADSB subsidy; <https://www.microair.aero/adsb-transponder/> \$600 email Allan at nzallan@gmail.com

Flight Computers Now Available

Darling Downs Soaring Club (DDSC) recently upgraded its XC fleet with OpenVario flight computers (built inhouse) running XCSoar. DDSC is now offering these complete flight computers for sale (to clubs and individuals); assuming there is enough interest from the gliding community to warrant another production run.

For more information and to register your interest below. **YOU MUST REGISTER AS THE UNITS WILL BE MADE-TO-ORDER.**

shorturl.at/sAIKM



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SO YOU'VE HAD A CLOSE CALL?

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

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



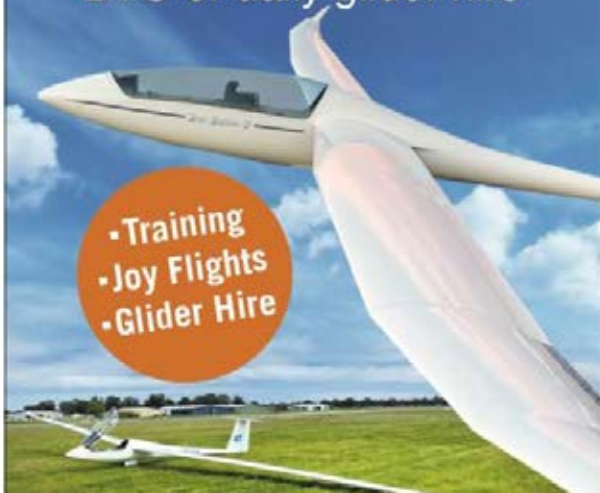
Please do not submit articles regarding events that are the subject of a current official investigation. Submissions may be edited for clarity, length and reader focus.



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Who hasn't heard of Tocumwal? Situated on the Murray River that separates the states of New South Wales and Victoria, Tocumwal is part of some of the best gliding country in Australia.

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