

GLIDING

AUSTRALIA

Issue 66 January - March 2024

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37th WORLD GLIDING CHAMPIONSHIPS 2023 NARROMINE

KINGAROY NATIONALS - NSW STATE COMP - VINTAGE - ELECTRIC MAINTENANCE



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GLIDING AUSTRALIA MAGAZINE

No. 66 JANUARY - MARCH 2024

COVER: JAMES NUGENT AT WGC NARROMINE BY SEAN YOUNG

2 CEO DOUG FLOCKHART

Gliding Australia's CEO Doug Flockhart reflects on the WGC at Narromine, and looks ahead to the coming year of gliding.

9 EVENTS

Plan ahead for comps and coaching events scheduled for the 2024 season, and read about the FAI Awards presented to Australians at WGC.

6 AROUND THE CLUBS

Meet and celebrate with the new generation of solo pilots and check out images from coaching and other events around the country.

10 NSW STATE CHAMPIONSHIPS

Competitors enjoyed a week of good soaring at the NSW State Comps at Lake Keepit, with a full seven competition days flown.

12 CLUB AND SPORTS CLASS NATIONALS KINGAROY

Two competition flying weeks at Kingaroy featured four members of the Australian Gliding team with excellent weather and high speeds achieved.

14 WORLD GLIDING CHAMPIONSHIPS - NARROMINE

WGC Narromine produced the best team results for Australia in many years, including Gold and Silver medals. All races were hotly contested throughout 10 exciting racing days.

30 VINTAGE

Vintage and classic glider pilots joined a rally at Warwick Aerodrome at Massie on the Darling Downs to enjoy a week of fun, flying and friendship.

32 GLIDERS

Bernard Eckey had a chance to fly a prototype of Schliecher's new flapped, self-launching, fully electric AS 33 Me.

35 ALCOHOL AND AVIATION

Gliding demands clarity of mind and a sober grasp on reality – be aware that aviation and alcohol make a dangerous cocktail.

36 SAFETY

Gain basic knowledge about our Safety Management System that all pilots need, and how to access key information to keep yourself safe.

39 AIRWORTHINESS

Jonker Sailplanes held a training course in electric systems maintenance to prepare for the new electric self-launchers arriving in Australia soon.

41 OPERATIONS AND OCCURENCES

47 CLASSIFIEDS



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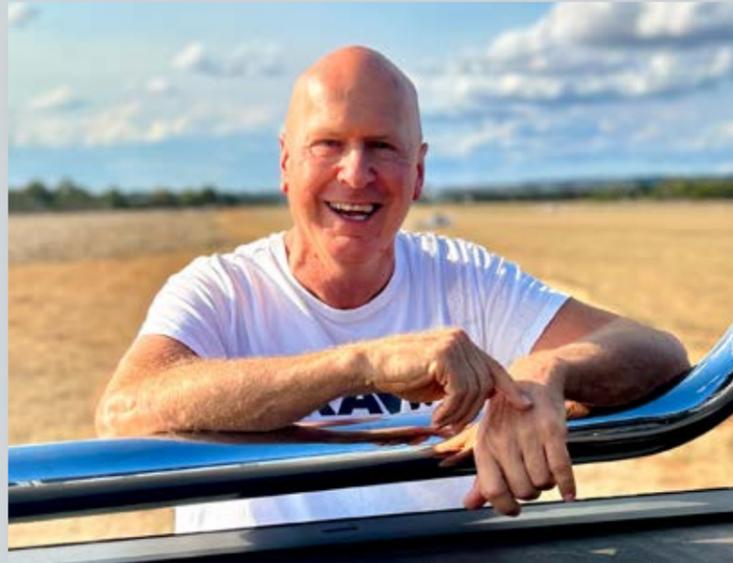
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REFLECTIONS FROM THE 37TH FAI WORLD GLIDING CHAMPIONSHIPS

I also extend my deepest gratitude to the astute Miles Gore Brown, our Aussie team manager, and coach Peter Temple. A heartfelt thank you also goes to contest director Mike Durrant, Beryl Hartley and the army of volunteers whose tireless efforts made this event a resounding success. To those clubs and individuals that hired their gliders to international pilots, and the clubs that loaned their tugs – thank you!

The success of this event is a collective achievement, a blend of skill, dedication and an indomitable spirit.

IN THIS EDITION

Our Gliding Australia Magazine editor, Sean Young, was on-site throughout the event, capturing every thrilling moment. His detailed coverage in this edition is a journey through the eyes of those who lived it. Dive in with childlike inquisitiveness and relive the excitement through interviews, photos and insights.

AGE IS JUST A NUMBER

In life, ageism is rife – claiming, for instance, that we're too young to do this or too old to do that. The contrast in age and experience between James Nugent and Greg Beecroft beautifully illustrates the timeless appeal of gliding. It's a sport that transcends age, where passion, skill and the joy of flight bind us together. Whether competing at the highest level or soaring for pleasure, the message is clear: in gliding, there's a place for everyone.

SHAPING THE FUTURE OF AVIATION

Gliding Australia's recent submission to the federal government's 'Aviation Green Paper – Towards 2050' outlines

our vision for the future and potential contribution. We are not only custodians of Australian gliding heritage, we're also participants in the aviation narrative and pioneers contributing to shaping its course. Our unique blend of tradition and innovation positions us to significantly contribute to a future of sustainable aviation.

That said, the following idea comes to mind – that the species that survive aren't the strongest or fastest but the most adaptable, which is complimented by a statement from Peter Drucker who said, "Invest in your opportunities, not your problems."

I invite you to read the full Gliding Australia submission, which is available on the Gliding Australia [website tinyurl.com/2cm995k9](https://www.glidingaustralia.org/2cm995k9) and contribute to this exciting journey.

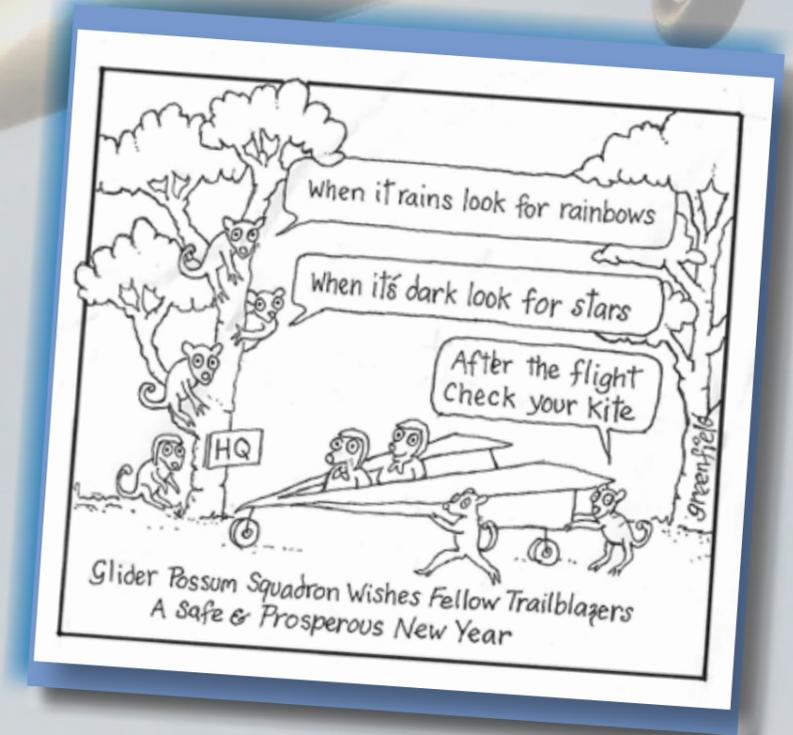
LOOKING AHEAD

As we are now well and truly in the season for gliding, I encourage each of you to seize every opportunity to take to the skies and to also enjoy the camaraderie of your club. Let's make the most of these hot, thermal-filled flying conditions while also enjoying the personalities and characters that add to the cultural compost of 'the doing'.

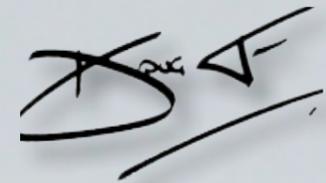
On behalf of the management and executive team here at Gliding Australia, I extend my warmest wishes for the Festive Season. To all those that volunteer their time and expertise across our sport Australia-wide, thank you for all you do!

May your flights be filled with adventure, joy, laughter and safety. Remember, my door is always open, so let's keep the conversation soaring.

Until next time... Stay safe, stay connected and continue to push the boundaries of what's possible in the world of gliding. Ciao and warm regards,



DOUG FLOCKHART
CHIEF EXECUTIVE OFFICER



PS... In early 2024, I'll start sharing with you a series of podcasts to assist clubs with their relevance and appeal. Get excited, because they will be both fun and informative.

FAI AWARDS RECEIVED AT WGC NARROMINE

The Opening Ceremony at WGC Narromine featured a presentation of the recently announced FAI Awards. Vice President of the FAI and President of Australian Sports Aircraft Association Grahame Hill, presented **Beryl Hartley** with the most prestigious FAI Award, the **Paul Tissandier Diploma**. The Diploma is awarded to 'those who have served the cause of Aviation in general and Sporting Aviation in particular, by their work, initiative, devotion or in other ways.'

Jenny Thompson was presented with the **FAI Group Diploma of Honour for the GFA Training Program Steering Group**, which has been given an FAI Group Diploma of Honour for their outstanding work in developing a common pathway for training pilots in core skills as well as soaring and cross country.

Tobias Geiger received the **Air Sports Achievement Gold Medal** from Australian Air Sports Confederation (ASAC)



ABOVE: Beryl Hartley receiving the FAI Paul Tissandier Diploma.



ABOVE: Jenny Thompson receiving the FAI Group Diploma of Honour.



ABOVE: Tobi Geiger receiving the Air Sports Achievement Gold Medal.



FAI GLIDING BADGES DECEMBER 2023

**SILVER HEIGHT
BRETT POOLE**

BOONAH GC

**SILVER DURATION
VITALIY BASCHLYKOFF
AARON MAZEIKA
RICHARD TOLLEY
TIMOTHY BURN
JOSHUA DAVIS
JOE BRODERICK
ELIF HERDSMAN**

**GEELONG GC
MELBOURNE GC
BEVERLEY SS
BALAKLAVA GC
CENTRAL COAST SC
LAKE KEEPIT SC
GLIDING CLUB WA**

**SILVER DISTANCE
ANDREW HURST
ALICE BERRIMAN
LUCAS COLETTA
STEPHEN SCOTCHMER
BEN JAMES
KYLE URQUHART
ANDREW HURST
TIMOTHY BURN
JOSHUA DAVIS
JOE BRODERICK
ELIF HERDSMAN
RICHARD TOLLEY
AARON MAZEIKA**

**NORTH QUEENSLAND SC
MELBOURNE GC
CENTRAL COAST SC
BOONAH GC
NORTH QUEENSLAND SC
NORTH QUEENSLAND SC
NORTH QUEENSLAND SC
BALAKLAVA GC
CENTRAL COAST SC
LAKE KEEPIT SC
GLIDING CLUB WA
BEVERLEY SS
MELBOURNE GC**

**SILVER HEIGHT
ALICE BERRIMAN
LUCAS COLETTA
STEPHEN SCOTCHMER
BEN JAMES
KYLE URQUHART
TIMOTHY BURN
JOSHUA DAVIS
JOE BRODERICK
ELIF HERDSMAN
RICHARD TOLLEY
AARON MAZEIKA**

**MELBOURNE GC
CENTRAL COAST SC
BOONAH GC
NORTH QUEENSLAND SC
NORTH QUEENSLAND SC
BALAKLAVA GC
CENTRAL COAST SC
LAKE KEEPIT SC
GLIDING CLUB OF WA
BEVERLEY SS
MELBOURNE GC**

**GOLD DISTANCE
FREDERIK LIPS
RICHARD TOLLEY
AARON MAZEIKA**

**LAKE KEEPIT SC
BEVERLEY SC
MELBOURNE GC**

**DIAMOND GOAL
AARON MAZEIKA**

MELBOURNE GC

**DIAMOND HEIGHT
MATTHEW ATKINSON**

LAKE KEEPIT SC

**DIAMOND DISTANCE
ANDREW HERWIG**

GLIDING CLUB OF WA

GA CALENDAR

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

SKYRACE 2024

3 – 12 January 2024
Leeton Airport
skyrace.com.au
contact Nick Gilbert 0430 099771 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
GCV operates full time from early Nov, giving plenty of opportunity to practice and enjoy the site.
Contact the GCV 03 57621058

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 047985
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 Keith Gateley
info@soarcorowa.com

Ever Curious About Your Membership Covers? Here's a Start: 6 Essential Things It Supports!

Joining Gliding Australia isn't just about flying; it's about fuelling a passion and a community. Curious about what your membership contributes to? Let's dive into six crucial areas where your membership support makes a real difference:

1. Be a Part of the Bigger Picture: Your membership is your voice in the sky. It's about having a say in the rules of the game. We're constantly in talks with the aviation authorities such as CASA to make sure that every rule and regulation works for you, making your gliding experience not just safe, but also more enjoyable.
2. Fly with Confidence: Safety is our shared priority. Your membership strengthens our collaboration with the aviation key players, ensuring that every time you spread your wings, it's in the safest skies possible. Think of us as your co-pilot in maintaining the highest safety standards.
3. Your Safety Net Above the Clouds: We've got your back with comprehensive liability insurance. This isn't just paperwork; it's your peace of mind. So, when you're up there chasing the horizon, rest assured that we're taking care of the risks, leaving you to enjoy the thrill worry-free.
4. Celebrate Your Sky-High Achievements with Badges and Records: Every milestone you reach in the air is a cause for celebration. Your membership means your triumphs get the recognition they deserve. From FAI badges to record-keeping, we make sure your gliding achievements are heralded and remembered.
5. Join the Aerial Arena: As a member, you're able to dive into competitions from local to international stages. Challenge yourself, measure your skills against others, and enjoy the camaraderie and spirit of friendly competition among fellow gliding enthusiasts.
6. Empower Your Local Gliding Club: Your membership does wonders beyond your own gliding journey. It's a powerhouse for your local club, providing them with resources, strategic advice, and development tools. This means not just better opportunities for you but for every member of your gliding family.



Your membership does more than just support your passion; it's an investment in the future of gliding, the safety and growth of the community. So, when you renew your membership, remember, it's not just a fee; it's fuel for your passion!

But wait, there's so much more to discover! Gliding Australia membership has a long list of benefits and assistance to members.

AROUND THE CLUBS



Please join us in congratulating CFSGT Claire Wren - today she completed all requirements for her B Certificate in one of the best Assessment Flights our CFI has seen! Well done Claire, we are super proud of you.



Mike Webster flew in to Bathurst Soaring Club from Hunter Valley Gliding Club to claim the 'Come and Get It' trophy - appropriately, on the weekend of Bathurst Soaring's trophy presentation dinner. To claim the trophy, a pilot has to fly from their home site, claim the trophy and fly home again (not necessarily on the same day!) Well done, Mike! Now someone has to fly to Warkworth to claim it for their club.



Congratulations to LCDT Monty Gay who completed all requirements for her A Certificate today and received her new patch from her instructor PLTOFF(AAFC) Tyler McMahon.



Central Coast GC gives a big congrats to 17 year old Levi Cooper Adams for going solo.



Congratulations to Francesco Buonavolonta for completing his first solo flight at Southern Cross Gliding Club. Well done, Francesco!



Congratulations to Chama Dayajeewa at Canberra Gliding Club, first solo, yay!



Congratulations to Allan Feekings on going solo after a 50 year break! Great job, Allan, and thanks to his instructors Graham and Paul.



Nicki Bourlioufas' first solo at Southern Cross Soaring Club Camden. Well done, Nicki.



A shout out to Robert Bull, our NSW soaring development manager, for making the 2023 NSW coaching week possible! Fourteen aircraft, 8 coaches and more than 20 students participated, concluding a week with multiple badges achieved and hundreds of kilometres flown cross country.



Trainee Li Quan celebrates his first solo flight in early November at Southern Cross Gliding Club, Camden.



Congratulations to Boyd Simonds from the Hunter Valley Gliding Club on his first solo as a tug pilot. Thanks to Nick for sitting in the right hand seat.



G Dale gave lectures and flew in the Duo Discus with pilots during the NSW cross country coaching week.



Lucas and Josh brought a PW6 to Narromine Gliding Club from the central coast for the NSW coaching course - a very good week when both converted to the LS4 and both achieved their Silver Distance of 50km.



Kevin Wilson has gone to the dark side! SCGC has a new tow pilot who joined the ranks today. He soloed the Pawnee at Bathurst Soaring Club.

NSW STATE CHAMPIONSHIPS LAKE KEEPIT



ABOVE: The flight line at Lake Keepit - that is now full of water!

RIGHT: In the briefing room.

OPPOSITE, TOP: Garry Stevenson from GCV in his Discus.

OPPOSITE, BELOW: A typical evening outdoors at Lake Keepit.

It was a good soaring week for the NSW State Comps. Seven competition days were flown. The highest speed was achieved by Justin Smith on Race 5 at 130.88 kph over a distance of 462.78km in an Arcus.

Some competitors reported that despite the good results, some of the days were quite marginal and difficult. There were several outlandings during the contest. Congratulations to the winners.

NSW STATE CHAMPIONSHIPS LAKE KEEPIT 11 - 18 NOVEMBER 2023

OPENCLASS

| | | | |
|-------------------|-------------|-----------|-------|
| 1 Justin Smith | Lake Keepit | ArcusM | 5,342 |
| 2 Richard Frawley | Narromine | JS3-18m | 5,325 |
| 3 Steven Evans | Kingaroy | Asg29-18m | 5,148 |

CLUB CLASS

| | | | |
|---------------------|--------------|-----------|-------|
| 1 Michael Strathern | Nelson Lakes | ASW20 | 5,614 |
| 2 Cameron Tunbridge | Lake Keepit | CirrusStd | 3,883 |
| 3 John Trezise | Richmond | ASW24 | 3,844 |

Full results at soaringspot.com tinyurl.com/7u98f95t

CLUB & SPORTS NATIONALS KINGARROY



PHOTOS JOHN ABSOLON

The Club and Sports Class Nationals at Kingarroy were preceded by the Queensland State championships. There were two flying weeks with good tasks and high speeds.

Four members of the Australian Gliding team - Bruce Taylor, Greg Beecroft, Adam Woolley and Tobi Geiger - all competed. It was a perfect practise period in the lead up to WGC Narromine a few weeks later.

Mak Ichikawa, who flew for Japan at WGC

Narromine, was also at the comp taking 3rd place in 15m Class.

The fastest speed achieved was 152.77 kph over a distance of 465.41km by Bruce Taylor. The next day he flew 150.78 kph over 545.74km. The weather for the whole week was strong and provided some terrific spring flying for the pilots from New South Wales and Victoria.



TOP LEFT: Ray Stewart in his JS3 18m

LEFT: Bernie Sizer in his Pik20b. Bernie finished in 6th place.

ABOVE: John Orton in his ASG29

RIGHT: Sports Open Class winners Andrew Georgeson & Ryan Driscoll, Ray Stewart, David Jansen

BELOW: Club Class winners Jim Crowhurst, Jo Davis and Michael Strathern



2023 CLUB AND SPORTS CLASS NATIONALS KINGARROY

9 - 15 OCTOBER 2023

SPORTS 15M CLASS

| | | | |
|----------------|----------------|------------|-------|
| 1 Adam Woolley | Kingarroy SC | Ventus 3TS | 6,690 |
| 2 Bruce Taylor | Lake Keepit SC | LS8 | 6,462 |
| 3 Mak Ichikawa | Temora GC | LS8 | 6,450 |

SPORTS OPEN CLASS

| | | | |
|----------------------|--------------|-------------|-------|
| 1 Ray Stewart | Kingarroy SC | JS3 18 | 6,638 |
| 2 Georgeson/Driscoll | Kingarroy SC | Nimbus 4DM | 6,497 |
| 3 David Jansen | Kingarroy SC | Ventus 3 MP | 6,084 |

CLUB CLASS

| | | | |
|---------------------|------------------|-------|-------|
| 1 Jim Crowhurst | Kingarroy SC | ASW20 | 6,760 |
| 2 Jo Davis | Darling Downs SC | ASW20 | 6,121 |
| 3 Michael Strathern | Nelson Lake GC | ASW20 | 6,027 |

Full results at soaringspot.com tinyurl.com/yj49kdd8

WORLD OF GLIDING AT NARROMINE

BY SEAN YOUNG

After years of preparation, the 37th World Gliding Championships at Narromine finally got underway on 3 December 2023. Though the team at Narromine Gliding Club faced numerous challenges, they came through with a highly successful celebration of our sport. Deputy CD Beryl Hartley spent countless hours on the local organisation supported by a team of 54 volunteers including Amie Hartley, Jenny Thompson as Operations Director Kerrie Claffey in charge of Marshalling, David Jansen on Tasking, and Competition Director Mike Durrant. I was honoured to be a small part of this great event.

GREAT START FOR AUSTRALIA

Greg Beecroft started the contest brilliantly, winning Race 1 in Standard Class flying 501km at just under 129 kph. Bruce Taylor finished in 4th place. In 15m Class, Adam Woolley and Tobi Geiger started the competition well with Adam taking 2nd place and Tobi in 4th place in the first race. James Nugent came 3rd and Daniel Summers 7th in Club Class.

RACE 2 – BLUE WITH STRONG THERMALS

The sky was blue across the task area with some ephemeral cumulus, but still strong thermals of 6 – 10kt. The 15m Class was set a racing task of 437.47km. The task was completed more slowly than Race 1, with day winner Jan Pavlik, Czech Republic finishing the task at 112.97 kph. Yesterday's day winner Jeroen Verkuil, Netherlands finished just .03 kph slower than Jan and was awarded joint 1st place. Erik Borgmann, Netherlands took 3rd place, with the current WGC 15m Class Champion Sebastian Kawa close behind in 4th place.

After two days of competition, the Netherlands duo Jeroen and Erik were in joint lead separated by just 4 points. Christophe Abadie, France was in 3rd place with Kawa in 4th place. The Dutch got off to a great start but, with Sebastian Kawa not far behind, as always, this contest was going to be won by the pilots who can maintain a consistent performance over many days and varying conditions.

In Standard Class, Race 1 winner Australian Greg Beecroft finished equal 12th with team mate Bruce Taylor. As a result he fell back to 7th position overall. Mac Ichikawa, who took 2nd place in Race 1, took 10th position nevertheless, putting him in top spot overall.

In Club Class, Hugo Corbille from France took 1st place, but Germany's Stefan Langer, day 1 winner and Uwe Wahlig, the current WGC Champion, maintained their 1st and 2nd place positions overall.

James Nugent came 7th but after his 3rd place in Race 1, he maintains his 3rd position overall. James needed to maintain his consistent performance to have a chance of a podium position.

RACE 3 – A DIFFICULT HOME RUN

The forecast was for another blue day with a later start but better thermal heights than the day before. On track, the prediction was accurate until the final two legs where the three classes met up for the home run to Narromine.

Club Class was at the back of the grid today. This did not help them as on the penultimate leg, crossing the Macquarie Marshes north of Warren relatively late in the day, where many gliders became stuck. Followers of the live tracking watched live as the heights of the gliders descended, while pilots struggled to climb in weak conditions, then landed out.

There was a scramble on Narromine Airfield as ground crews faced the prospect of hitching trailers and heading off into the wet paddocks to the north to retrieve their gliders in the fading evening light.

Hangar 7, the contest Outlanding Coordination Centre, was besieged by anxious crews wanting to get the exact location of their pilots and gliders. Calmly and professionally, Jack Hart and the team logged and processed land out information – well, sometimes he had to raise his voice to be heard over telephones with weak reception in far away paddocks. The Operations team, including Jenny Thompson and Jacob Bloom, diligently supplied the retrieve



crews with information and options, including aerotows.

While the fortunate ones headed for the clubhouse for dinner and refreshments, crews picked up their trailers and headed off into the dusk. As the giant ball of the sun slipped into the vast Australian horizon, trailers streamed out of Narromine following their GPS and Google Maps.

Thankfully for most of the fleet of 79 gliders, although difficult, the day was strong enough for them to make it home to Narromine.

In Standard Class, Australian Bruce Taylor took 1st place, coming home well ahead of the rest of the Standard Class gliders. Perhaps this meant he started early, which may have been a wise decision. His team mate and Day 1 Winner Greg Beecroft was not far behind, finishing in 3rd place. Dutch pilot Sjaak Selen finished in 2nd place.

After three races and despite finishing 5th today, Makato Ichikawa, Japan retains his leading position with Sjaak Selen and Greg Beecroft not far behind. Not to be overlooked was consistent performer Tom Arscott, Great Britain who was just behind in 4th place overall.

In 15m Class, the Belgian team Andre Litt and Francois Delfosse had a great day, taking 1st and 2nd places. Steffen Goettler, Germany, came home in 3rd place. The Belgians finished the 421km course at

LEFT and ABOVE:

James Nugent, the new World Gliding Champion, Club Class, in the LS3 he flew to victory at WGC Narromine.

BELOW: Australian Team Captain Miles Gore-Brown who led the Australian Team to the best result in memory.

continued over page





ABOVE; Tobi Geiger in his Ventus 2. Tobi finished in 10th place in 15m Class.

112kph. This is similar to the achieved speed yesterday despite the weaker conditions.

Overall, Christophe Abadie, France was in the lead, staving off the hungry Polish duo Sebastian Kawa and Lukasz Grabowski by just 4 points.

In Club Class, 12 of the fleet of 30 gliders landed without completing the 356km task. James Nugent came home 5th on the day and maintained his lead at the top of Club Class.

RACE 4 – CYCLONE JASPER AND AN INLAND TROUGH

The contest had got off to a good start but now the question was how many more races will there be? The weather conditions are forecast to be strong for the next few days but forced rest was looming on the

horizon. Cyclone Jasper was forming in the Coral Sea and heading for North Queensland. There was also a deepening trough developing in inland Australia. If these two systems collided they had the potential to deliver a week of rain over the whole region.

James Nugent flew 412.98 km at 117.32 kph in an AAT task, taking 3rd place for the day in Club Class. The 932 points he earned were enough to keep him in the top position overall after Race 4.

Stefan Langer, Germany lost his joint top position with Nugent, but he was only 10 points behind him. James' teammate Daniel Summers is not far behind in 6th position with Club Class World Champion Uwe Wahlig in 5th place. With little more than 100 points between the top seven pilots and ten potential race days to go, the competition was far from decided.



In 15m Class Uys Jonker, South Africa won the racing task of 544.51km with a speed of 147.55 kph. Riccardo Brigliadori, Italy, was not far behind with a speed of 147.13 kph. Erik Borgmann, Netherlands came 3rd at 145.27 kph. Current 15m World Champion Sebastian Kawa, Poland was even faster at 149.25 kph. However, he incurred 50 penalty points for starting outside his PEV, putting him in 4th place.

The top ten pilots for the day all improved their overall positions including Adam Woolley and Tobi Geiger who were in contention at 12th and 13th places overall. Sebastian Kawa took over the lead by a thin 12 points.

The reigning World Champion in Standard Class, Simon Schröder, Germany, won the day flying the 422.21km racing task at a respectable speed of 128.40 kph. Philip Jonker, South Africa followed in 2nd place at 126.02 kph and Makoto Ichikawa took 3rd place at 122.86 kph.

Greg Beecroft and Bruce Taylor finished together at 119 kph to secure positions 7 and 8 and consolidate their position on the overall table.

continued over page

TOP: Adam Woolley in his Ventus 3 at Narromine. Adam finished in 7th place in 15m Class.

RIGHT: The Opening Ceremony at Cale Oval Narromine. A shower passed by just before the ceremony making for a pleasantly cool evening.

The event included a heartfelt and gracious welcome to country from Ruth Carney, Elder of the Wiradjuri people. Gliding Australia Chairman Steve Peglar also gave a welcoming speech.

FAI Awards were also presented on the day. Beryl Hartley received the Paul Tissander Award from Grahame Hill the President of ASAC and Vice President FAI.



continued over page

RIGHT: International Night was a great success, held outside Narromine Gliding Club with a typical Narromine golden sunset.

All the teams served delicacies and beverages from their home countries.

Lithuanian Team Captain Linas Miezlaiskis tastes some Japanese Sake, served by Japan Team Captain Nobu Sashida





ABOVE: Daniel Summers flew his ASW 20C in Club Class finishing in 11th place.

RIGHT: Team briefing fuelled with donuts.

BELOW: Team Coach Pete Temple describes the task.



PHOTO: Jarek Mosiejewski

ABOVE and RIGHT: Gregory Beecroft won the Silver Medal in Standard Class. This was his first ever international competition. Congratulations to Greg on a terrific performance.

Mak Ichikawa retained his top place overall ahead of Sjaak Selen, Netherlands with Beecroft holding 3rd, Tom Arscott, Great Britain 4th and Bruce Taylor 5th place.

BIG WEATHER DAY

For Race 4 the Narromine region put on a big weather day. As you can see from the speeds achieved on the racing tasks, days like these are basically excellent soaring days. But if you look at the results in Club Class where they flew an AAT task, you can see the wider story.

As the inland trough approached the Central West of NSW from the west, it pulled hot and humid air from the northern tropics, and soon the eastern tropical regions including the Coral Sea joined the mixed air mass as well. The meeting air masses were being forced into a tightening band producing conflicting winds, rapid convective uplift, clouds at levels above 10,000ft.

The clouds were forecast to reach an inversion top and spread out. More clouds were forecast towards the east over the ranges, with increasing cloud developing in the west.

It was not a uniform sky. The gliders on the racing tasks – that is, point-to-point all flying the same number of kilometres – had the easier day. The Club Class flying an AAT, where they had three circles of varying sizes that they had to fly into, either just touching the circle or flying well into them, meant they had to judge for



themselves which route would make the best combination of distance and speed to win the day.

However, not only was it not a homogeneous sky, but there was also a clear wave influence above the thermals. This would have made conditions more difficult than they looked as the wave downdrafts 'crashed' the thermal tops, making the areas of good lift hard to find. This puzzled and frustrated some pilots as they found sinking air where they expected strong lift.

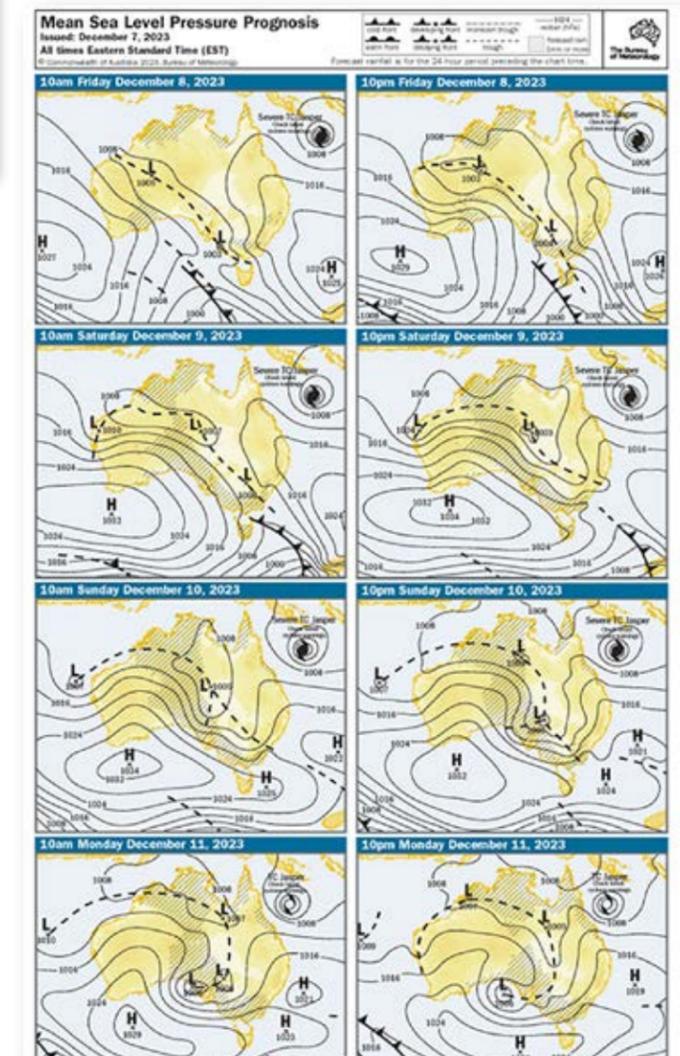
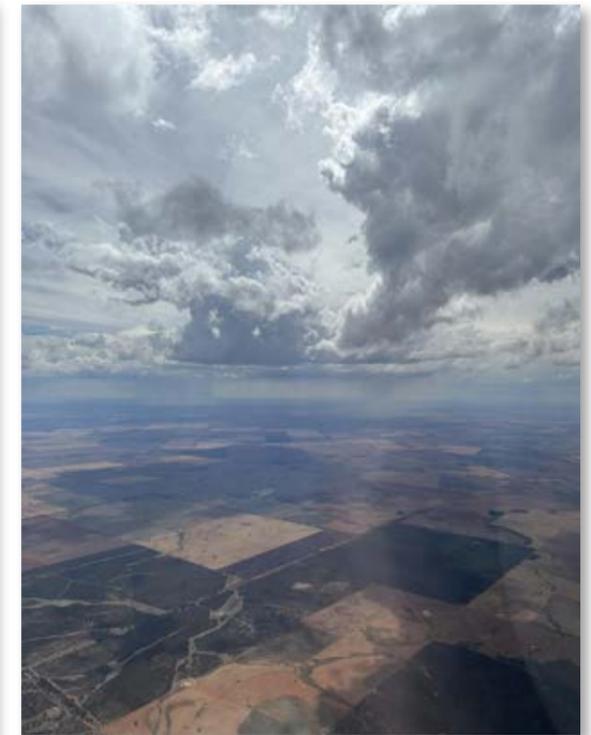
CLASSIC NARROMINE SETUP

That night the weather deteriorated and the following day was a rest day. But looking at the four-day BOM weather chart, the next few days looked very strong to me.

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PHOTO: Jarek Mosiejewski



Glider pilots all around the world spend their days sitting in their offices at home or at work checking the weather for the coming days to see if they should drop everything, kiss the girls goodbye and head out to the airfield. The question is, when should I drop everything and make the six-hour trip to Narromine?

The BOM four-day chart showed a large high pressure air mass off the coast of Western Australia and another high centred off the coast of Eastern Australia. Tropical cyclone Jasper was continuing to grow in the Coral Sea off the coast of northeastern tropical Queensland. However, the chart showed no low pressure area off the coast of northern Western Australia – in other words, the Pilbara Low.

This was significant, because when moist air from the Pilbara Low feeds into the trough depicted between the two high pressure systems, it can result in too much moisture in the trough, resulting in rain and washed out soaring conditions.

RACE 5 - UNPREDICTABLE

It is the inland trough that produces the classic soaring conditions in Eastern Australia – that is, the pressure difference between the two high pressure systems, east and west. When the setup of the high pressures is just right, the low pressure line, or trough, between the two will have unstable air with high convection up to and above 13,000ft. If the air is too humid, then showers, often severe, will result. If the moisture is very low, then blue convection will occur. If

ABOVE: Sebastian Kawa, Poland, flew his Diana 2 to win the 15m Class Gold Medal. This was his 18th World Gliding Championship title and the 2nd time he has won 15m Class in Australia.

RIGHT: The cloudscape in flight with the trough approaching.

RIGHT LOWER: The BOM Four Day Forecast showing the predicted path of Cyclone Jasper which had the potential to funnel bad weather into the contest area.

the cooking pot is just right, there will be cumulus and the 'classic Narromine days' that we all wait for. Looking at this four-day chart, I would have been on my way to Narromine.

Oh, a note about Cyclone Jasper. Cyclones behave unpredictably. But according to the BOM chart, this 'friendly ghost' was not, as feared, going to feed a wet tropical stream of air into inland NSW – at least not for the next few days.

The weather forecast for the day predicted thermals up to 10,000 ft. However the trough to the west brought associated high cloud that covered the Narromine area, and cloud at varying levels was evident on satellite images. After briefing, several pilots asked me what I thought. 'Oh, it'll burn off and be a great day,' I said. Looking unconvinced, they dutifully prepared to launch at 12 noon as instructed.

Soon the launch time was pushed back to 12:30 and B tasks were set. This is not unusual at Narromine – is it unusual at any gliding site?

A PICTURE SPEAKS MANY WORDS

The satellite image from the morning weather briefing was a caution to competing pilots. It showed a mush of cloud, high and low, slowly moving across New South Wales. High cloud covered Narromine for most of the day, while out in the task area it was nearly completely blue with low convection. It was not a great day.

The weather the pilots encountered out on track was very different from the forecast weather. The thermal tops were between 6 and 7,000 ft causing many pilots to struggle to climb above 4,000ft, particularly before the start.

Some pilots delayed starting in the hope of better conditions that did not arrive. Forced to set off before it was too late to complete the task, they struggled around the AAT tasks set for all three classes. However, nearly all pilots completed the course and made it back to Narromine, albeit with far slower speeds than on Race 4.

SLOW DAY

Tom Arscot, Great Britain won Standard Class flying 325.88km of the AAT Task at a speed of 106.55 kph to win a full 1,000 championship points. After this win, Tom was now in 1st place and Makoto Ichikawa was relegated to 4th place.

Australian Race 1 winner Greg Beecroft dropped to 5th place. Bruce Taylor landed out, succumbing to the weak conditions at the start time, and was now well



down the rankings in 16th place. Uys Jonker, South Africa flew 335.16km at a speed of 110.58 kph to win his second day in a row in 15m Class, and Jacek Flis, Poland won the day in Club Class flying 332.61km at 99.44 kph. These AAT distances and speeds – from the best pilots in the world – indicate how tough the day was.

RACE 6 – STRONG CONDITIONS

Although the soaring forecast at daily briefing was for a good soaring day, pilots and their teams were worried by the strong morning winds and uneasy about the

overall weather situation. However, in the end, it was an excellent Narromine day with high cloud bases and strong thermal conditions over the entire task area.

Crossing the finish line at a blistering 151.54 kph, flying 546.93km, Adam Woolley won the day in 15m Class. He was closely followed across the finish line by his team mate Tobi Geiger, who finished the task at 151.38 kph.

The 15m and Standard Classes ended up with the strongest cumulus conditions with southern orientated tasks of over 550km. But even to the bluer north where the Club Class was sent on a 470.46km 'B Task', the

conditions were strong with climbs above 10,000ft.

Standard Class also had a very fast day, won by Lukasz Blaszczyk, Poland who completed the 545.63km task at 151.71 kph.

The Club Class were set what was probably the most difficult task. The tasks for 15m and Standard Classes were mostly to the south, towards the inland trough with cumulus over a wide area. In contrast, Club Class were tasked to fly north into the predominantly blue area.

Nevertheless, the soaring conditions were strong with convection to well over 10,000ft. However some pilots flew from cloud base near Narromine at 10,000ft and more, straight towards the next turnpoint on the western edge of the Warumbungles nearly down to circuit height before finding a low, weak thermal to climb away in. James Nugent won his first day in Club Class.

The day was not all plain sailing and featured some early land outs. Some pilots were still getting to grips with the Australian conditions, such as the large distance between thermals on these high, convective days, for the top place getters.

RACE 7 – NUGENT WINS AGAIN

The next day James won his second day in Club Class, cementing his lead at the top of the table flying the 470.46km task at 114.37 kph. As always, consistency is the key to victory and Nugent was firmly in the lead after a sterling performance with a 110 point lead over reigning world champion Uwe Wahlig.

However, Monday 11 December was declared a no fly day, citing the ongoing heatwave and uncertain soaring window. The next day the area was enveloped in bushfire and the day was cancelled.

RACE 8 – SHAKING UP THE RESULTS

The trough moving towards the task area was predicted to produce a storm front in the late afternoon and evening. The three tasks were well set, sending the fleet to the north first, away from the front, then back

TOP LEFT: German pilot Uwe Wahlig flew an LS3 in Club Class, finishing in 2nd place overall.

BOTTOM LEFT: Narromine Airfield benefited from many improvements in the run up to the championships. The north south grass runway was widened, new access roads were put in, and hangars were built.

Rain prior to the contest and during practice week kept the grass runways green and dust free for the 79 gliders and 10 tow planes. By the last day of the comp the conditions were dusty, but compared to other drier years the runways held up very well.

ABOVE: Tom Arcscott, Great Britain in his LS8. Tom won the Standard Class title, his second World Championship win at Narromine. He also won Club Class at the Junior WGC at Narromine in 2015.

BELOW: Bruce Taylor won Race 3 in Standard Class. During the contest he landed out twice, which cost him badly in the final placings.





ABOVE: A mixed cloudscape was typical of the conditions during the championships.

BELOW: A classic Narromine Sky



towards the front and finally away from the front into a stiff northerly headwind.

It seemed counter intuitive to fly the final leg into a 20kt plus headwind, but the squall line was approaching from the south as the gliders made their turn in the final sector, enabling them to out-run the severe weather home.

The thermal conditions were predicted to be good with some cumulus. The day did indeed prove to be strong, but the tricky weather shook up the results, as should be expected in a World Championship.

In Club Class, Jacek Flis, Poland won his second day of the championships flying 363.65 km at 111.89 kph. James Nugent came 4th, leaving him in the lead overall by 198 points.

Lukasz Grabowski, Poland had his first day win in 15m Class. He flew the racing task distance of 381.34km at a speed of 136.83 kph. Adam Woolley did not have the best day and finished in 16th place. However, he retained his 5th place overall while Tobi Geiger moved up one place to 7th overall.

Sebastian Kawa was leading the 15m Class 40 points ahead of Uys Jonker who was followed by the stealthy German pair Henrik Bieler and Steffen Goettler. Neither of the German pilots had won a day but, like two peas in a pod, they had always been near the top of the table. Similar to the performance of the Germans in all three classes, they demonstrated the power of team flying and that a consistent high level of performance will result in a top of the table position.

In Standard Class, Tom Arscott came 14th just ahead of Greg Beecroft. Tom retained a comfortable lead overall with Greg still in 2nd position overall.

VOLUNTEERS

Fifty-four volunteers from around Australia worked tirelessly for many weeks to make WGC Narromine a success.

Championships Director Mike Durrant (centre kneeling) was joined by tug pilots, launch marshals, scrutineers, weatherman, task setter, scorer, office and IT support and others including the Safety Team.

Congratulations to the whole team for putting on a safe and extremely efficient operation. They did a superb job for Australia.

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PHOTO: Jarek Mosiejewski



PHOTO: Stephan Raddi

FINAL TWO RACE DAYS – CHANGING FORTUNES

The weather for the final two days looked good. The question was – would task setter David Jansen be content to set two more AATs? Or would he opt for more aggressive racing tasks?

The trough that produced the squall line passing through the task area the previous evening, was still visible to the east of Narromine in the morning. The air mass on the other (western) side of the trough felt decidedly different – and it was. Unstable air with thermals and cumulus were forecast. As to be expected with the passing of a trough, the wind changed direction and was brisk.

As well as the strong winds, up to 30kts at thermal top altitude, the ground in the task area was once again wet. Just how wet was determined by exactly where the squall line dumped water as it went through.

Several pilots, some champions and very experienced competitors, were caught out and landed in paddocks after only a few kilometres on track. However, for the

pilots who were lucky enough, or good enough, the day was an opportunity to change their fortunes.

In 15m Class, Dutch duo Erik Borgmann and Jeroen Verkuijl, who had done so well early on in the contest, took the top two places flying the 375.32km racing task at 140.99 kph and 140.06 kph. Sebastian Kawa, Poland finished in 11th place but kept his lead overall.

Rasmus Ørskov, Denmark won his second day in Club Class flying 372.64km at 109.66 kph in the AAT. After 9 races, James Nugent was in 1st place 153 points ahead of German Uwe Wahlig with Stefan Langer in 3rd place overall.

With one more race day to go, the top three pilots looked secure in their positions. But with the possibility of landing out or other tactical failures, it was still all to play for.

Greg Beecroft, Australia finished 3rd in Standard Class, putting him in Silver Medal position in his first ever World Gliding Championship with just one more race to go.



PHOTO: Jarek Mosiejewski

FINAL DAY – RISKS AND OPPORTUNITIES

The trough was to the east of Narromine on the final competition day. The air mass on the other (western) side of the trough was unstable but the ground and air were drying out. A few cumulus were forecast with good thermal conditions throughout the task area up to 10,000ft. The strong winds up to 30kts at thermal top altitude, which had been a feature of the previous day's race, were abating.

For the pilots who were still in contention for a podium place, the day was the last opportunity to change their fortunes. For those at the top of their class, this was a day to minimise risk, doing just enough to stay near the top for the day and maintain their leads.

Roelof Corporaal, Netherlands won the day in Club Class. James Nugent came home 2nd, which was far more than enough to secure his World Gliding Champion title. James dominated the Club Class in this contest. He never gave the impression that he would be a shooting star and fade as the days passed. Each day, he was at the top of the scoring table and won this championship emphatically, 211 points ahead of Uwe Wahlig.

Tom Arcscott, who was already in a commanding lead at the top of the scoring table, came home in 3rd place winning the Standard Class WGC title in style.

Gregory Beecroft and Bruce Taylor finished 4th and 5th on the day in 15m Class. This was Greg Beecroft's first international competition and he secured a Silver Medal. Greg has been flying competitions in his home state of Western Australia and around the country for many years. It seems he has been hiding his talents from the rest of the world for all this time.

Sebastian Kawa finished in 12th place but this was still enough to secure the 15m World Championship

LEFT: Lukasz Grabowski, Poland landing his Diana 2. Lukasz was Kawa's team mate, but after landing out he finished the competition in 14th place in 15m Class.

ABOVE: Uys Jonker, flying a JS3, finished in 6th place in 15m Class.

title, the second one he has gained in Australia after winning at Benalla in 2017.

This was Kawa's 18th WGC title, which is an incredible achievement.

TEAM CUP

This championship produced the best team results for Australia in memory. Australia finished with Gold and Silver medals. Adam Woolley finished in 5th and Tobi Geiger in 7th places, which are excellent results and the best Australian result for many years. Daniel Summers finished in 11th place in Club Class also an excellent result. Bruce Taylor was set back by two land outs and finished in 18th position. This was enough to put Australia in 3rd place in the Team Cup behind Germany and Netherlands.

Though they missed out on a Championship Title, Germany nevertheless gave an outstanding performance winning Silver and Bronze medals in 15m and Club Classes and Silver and 4th place in Standard Class.

Australian Team Captain Miles Gore-Brown in interview noted the difficulties the team encountered in preparing for the championships during COVID, which disrupted the team selection and training process.

The results at WGC Narromine are a great credit to Miles, Team Coach Peter Temple the team crew and, of course, the six flying members of Team Australia. **GA**



WANT TO SEE MORE?

VIDEOS - STORIES - PHOTOGRAPHS

To get the full picture of how the championships unfolded, you can watch videos including interviews with many of

the daily winners, other videos that were made during the competition. In addition, there are photographs and daily news stories.

WGC NARROMINE WEBSITE

wgc2023.com.au

YOUTUBE

[World Gliding Championships Narromine tinyurl.com/2x9y7856](https://www.youtube.com/channel/UCx9y7856)

FACEBOOK

More information is available on the [facebook.com](https://www.facebook.com/wgc2023)

[World Gliding Championships 2023](https://www.facebook.com/wgc2023)



World Gliding Champion Club Class, James Nugent, Australia. Left, Silver Medalist Uwe Wahlig, Germany. Right, Bronze Medalist Stefan Langer, Germany.



World Gliding Champion Standard Class, Tom Arscott, Great Britain. Left, Silver Medalist Gregory Beecroft, Australia. Right, Bronze Medalist Enrique Levin, Germany.



Team Cup Winners: Bernd Schmid for Germany 1st place. Left, Bart Renckens for Netherlands 2nd place. Right, Miles Gore-Brown for Australia 3rd place.



World Gliding Champion 15m Class, Sebastian Kawa, Poland. Left, Silver Medalist Henrik Bieler, Germany. Right, Bronze Medalist Steffen Goettler, Germany.



ABOVE: The Australian Gliding Team.

TEAM CUP

| | | |
|---|---------------|--------|
| 1 | GERMANY | 900.3 |
| 2 | NETHERLANDS | 881.57 |
| 3 | AUSTRALIA | 871.17 |
| 4 | GREAT BRITAIN | 870.88 |
| 5 | FRANCE | 852.95 |
| 6 | POLAND | 851.28 |



Race Six winners, from left: Tobi Geiger who came 2nd with team mate Adam Woolley who came 1st in 15m Class. James Nugent with his second day win in Club Class. Lukasz Blaszczyk, Poland winner in Standard Class.



Bruce Taylor won Race 3 in Standard Class.

37TH FAI WORLD GLIDING CHAMPIONSHIPS NARROMINE

2 - 16 DECEMBER 2023

CLUB CLASS

| | | | | |
|----|----------------|-----------|---------|-------|
| 1 | JAMES NUGENT | AUSTRALIA | LS3 | 9,438 |
| 2 | UWE WAHLIG | GERMANY | LS3 | 9,219 |
| 3 | STEFAN LANGER | GERMANY | LS3 | 9,148 |
| 11 | DANIEL SUMMERS | AUSTRALIA | ASW 20C | 8,586 |

STANDARD CLASS

| | | | | |
|----|------------------|---------------|--------|-------|
| 1 | TOM ARSCOTT | GREAT BRITAIN | LS8 | 9,013 |
| 2 | GREGORY BEECROFT | AUSTRALIA | LS8 | 8,638 |
| 3 | ENRIQUE LEVIN | GERMANY | LS8NEO | 8,552 |
| 18 | BRUCE TAYLOR | AUSTRALIA | LS8A | 7,199 |

15M CLASS

| | | | | |
|----|------------------|-----------|------------|-------|
| 1 | SEBASTIAN KAWA | POLAND D | IANA 2 | 9,121 |
| 2 | HENRIK BIELER | GERMANY | VENTUS-3T | 8,995 |
| 3 | STEFFEN GOETTLER | GERMANY | VENTUS 2AX | 8,978 |
| 7 | ADAM WOOLLEY | AUSTRALIA | VENTUS 3TS | 8,919 |
| 10 | TOBIAS GEIGER | AUSTRALIA | VENTUS 2AX | 8,851 |

FULL RESULTS SOARINGSPOT - [TINYURL.COM/4MH5BD9S](https://tinyurl.com/4MH5BD9S) -

VINTAGE GLIDING RALLY AT WARWICK

By Kevin Rodda



Earlier in the year, Laurie Simpkins sent out the word to an eccentric group of glider pilots and their eclectic group of vintage/classic gliders to join a rally at Warwick Aerodrome at Massie. Located 14km northwest of the City of Warwick on the beautiful Darling Downs in Southeast Queensland, the group enjoyed a week of fun, flying and friendship.

When the VGA's Dave Goldsmith thanked him for organising an excellent week of gliding, Laurie humbly commented, "I just told them that the tug was organised and that they should come to Warwick for the week!"

A great time was had by all as can be seen from the pictorial report included here. Most of the nine days – Saturday through to Sunday of the following week – were very productive. Although

we were grounded on a couple of days due to windy conditions, some spectacular sunrises and sunsets featured as well.

Pilots and gliders were on hand from Warwick, Grafton, Hunter Valley, Mangrove Mountain, Caboolture and Bendigo and we had visits from Bert Persson, Peter Pretorius, Sid Decker, Denis Costigan, Dieter Hildenbrand and John Zoenetti, which made for lots of social catching up opportunities.

Bert Persson has recently retired from flying gliders after a legendary career in gliding as a world class pilot that included flying back home to qualify and represent Sweden for many years. Bert was also an excellent aeronautical engineer. He and Ingo Renner were good mates and worked together for Bill Riley at Sportavia (Tocumwal) for



many years.

Bert has been to Tasmania only twice. On both occasions, he landed there in a non-motorised glider after releasing from aero-tows behind a tug piloted by Bill Riley, and flying from Tocumwal on the NSW/Victoria border across Victoria and Bass Strait. Bert also mentioned to us that the last time he had been at Warwick Airfield was when he flew an L-13 Blanik over the Great Dividing Range from Caboolture to compete in a gliding competition there.

It was also great to welcome Graeme Manietta back to Warwick. He is in the process of reinstating his gliding credentials allowing him allow him to fly his 1963 Cherokee II (VH-GNR).

OPPOSITE, LOWER: Laurie Simpkins' 1965 SZD 32A Foka5

THIS PAGE FROM TOP TO BOTTOM:

Rob Moffatt 1967 Carman M-200 Fohen

Kevin Rodda 1976 Schweizer SGS 1-35

Peter Rundle 1970 Scheibe SF27-MA

RIGHT Bottom: Bernard Gonsalves 1970 Schleicher Ka6Crr



A CHALLENGE OR THREE DOESN'T DAMPEN THE DAY

BY BERNARD ECKEY
AUSTRALIAN AGENT FOR ALEXANDER
SCHLEICHER



Some readers might recall my report after flying Schleicher's unflapped electric self-launching AS 34 Me during a trip to Germany last year. This year I was faced with an equally exciting task. Yes, you guessed it, I had to fly the AS 33, not the petrol-powered sustainer version but the prototype of their very latest creation, the flapped self-launching fully electric AS 33 Me.

Being an agent for a German glider manufacturer can present unexpected challenges. Did I hear you say that I have got to be joking? Well, it started with my drive to the factory. Thick morning fog turned the usual 2½ hour drive into a dangerous trip lasting almost four hours. Luckily the driving conditions improved the closer I got to the town of Poppenhausen, the home of the Schleicher factory. On arrival I went straight to the production line to take photos of gliders for customers in my area of responsibility. By around lunch time, the sun had already burned big holes into the low clouds.

PLENTY OF POWER

By early afternoon the sky had turned blue, at least in the vicinity of the little factory airstrip, which only tolerates take-offs in one direction and landings in the other. Thankfully, none other than Uli Kremer, the Schleicher MD, was on hand to get me into the air. He was proud that the AS 33 Me received its EASA type certificate before the second aircraft went into production.

While we pushed the AS 33 Me from the hangar onto the narrow runway, I commented on the stiff tail wind on take-off. "Don't worry about it Bernard," Uli said, "You have plenty of power at

your disposal and you can even commence your take off run with the flaps in thermalling position. You will have aileron control right away and, if you keep some back pressure on the stick, you can wait for the aircraft to lift off by itself."

I did as I was advised and found myself airborne much quicker than expected. That's because of the flaps, I thought, and figured that they provide a little more lift compared to the wing of the Standard Class AS 34 Me. Also, the rate of climb seemed to be at least as good as the AS 34 despite the AS 33's comparatively tiny wing of only 10 m². After a minute or so I felt comfortable enough to reduce the 35 kW take off power to around 25 kW which maintained a climb rate of around 5kts.

TOUGH CLIMB

The air was very rough and I thought that the lower power setting would make it easier to feel the air and find a thermal. But that was wishful thinking. All I found was severe turbulence in the blue and, with the motor still running, I was in and out of lift all the time. Perhaps I should turn it off, I thought, and promptly moved the throttle lever all the way to the bottom stop. The propeller stopped immediately and a quick glance in the rear-view mirror confirmed that it automatically moved into a vertical position for retraction. Then it disappeared from view followed by the unmistakable 'clonk' sound indicating that it was properly stowed in its box again.

This didn't make climbing any easier and presented the second challenge of the day. It was very frustrating indeed! Any promising gust was

straight away followed by sink. Without the agility of the AS 33, it would have been difficult to climb at all. Hoping that it would get better, I rallied all the patience I could master. Yes, I was slowly climbing but well before getting to 3,000ft AGL, a darker layer of air indicated a solid inversion.

Several attempts to find a higher, more organised thermal failed and made me think of landing again. But then I spotted the first sign of a cumulus cloud on the horizon, which was estimated to be around 40km away and about 1,000ft higher. OK, I thought, there might be tricky outlanding terrain below, but I have the best performing 18m glider under my bum and I also have a very reliable electric power plant on board.

AIR START

Before making a bee line for the cumulus cloud I figured that it would be a good idea to practice an air start. When the throttle lever was moved to the first indent, a humming noise confirmed that the propeller was coming up. As soon as it was fully extended, the throttle was moved into the power range and the beast came alive without delay. All power plants should be as easy to

operate as this, I thought, and then turned the motor off again. Afterwards, I repeated the entire procedure once more, just for the fun of it.

With the air start practice under my belt, I pointed the nose towards the cloud on the horizon. A few haze domes on track became welcome stepping stones and helped me to get there with ease. The lift proved not only a lot smoother but also stronger, which finally made for quite relaxed flying. Thermalling the AS 33 Me at around 55kts with my wing loading of 50kg/m² felt quite comfortable now and the agility can only be described as superb. The airflow noise is the lowest I have ever encountered, probably due to newly developed canopy seals, which eliminate the escape of cockpit air into the ambient airstream.

HANDLING CHARACTERISTICS

Equally remarkable are the glider's pleasant handling characteristics with well coordinated controls. Obviously, the design team has pulled another rabbit out of their hats and developed a new wing section capable of handling high to very high wing loadings with ease. There isn't any doubt in my mind that even at the maximum wing loading of 60 kg/m² the AS 33 can comfortably be thermalled at 60 kts.

By now I had already been airborne for well over an hour and it was time to find out what this aircraft is capable of. Think positive with the flaps in negative was my motto from here onward, with the day's earlier weather challenges not yet forgotten. At long last, the bird was in its element and it became obvious that it loves to be flown fast. After all, that is exactly what the design team was aiming for and what the polar curve indicates.

With wisps of clouds now only 5 or 6 km apart it was simply a matter of slowing down under them to retain my 4,000ft cruising altitude. The





retractable tailwheel and the smallest wing area in 18m Class obviously gives the AS 33 the lowest amount of drag, and even as an Open Class pilot I thought that the resulting glide performance was nothing short of stunning. One can be forgiven for thinking that an angel is pushing from behind. Now I was thoroughly enjoying myself and wondering what it would be like to fly it at 60kg/m2.

FLAP SETTINGS

No stopping for lift made the countryside go past very quickly indeed. It was time to try out the bottom end of the speed range to find out what effect the high wing loading has on the bird's stalling behaviour. After selecting neutral flaps the stick was slowly but steadily pulled back until it hit the stop. The nose came up and it got very quiet in the cockpit. With the stick still hard against the back stop the nose came down gently and the aircraft resumed safe flying speed.

So far so good I thought, but is it the same with positive and negative flap settings? In a word, the same procedure resulted in almost exactly the same outcome. Stalling at a medium bank angle and a slightly excessive rudder input was tried out next. Yes, this made the inner wing drop but in a docile and easily manageable manner. Relaxing the back pressure on the stick was enough to bring the situation under control again.

With all that mucking around I had lost enough height to drop well below glide to the factory strip. Another thermal was needed but now I was under a blue sky. Luckily I met up with the pilot of the AS 34 Me factory demonstrator who must have launched some time after me. We briefly climbed

together, and when I realised that I've been airborne for almost four hours I radioed Uli with my intention to land. He promptly hopped on his pushbike for a dash to the airstrip and helped me put the AS 33 Me back in the hangar.

ELECTRIC INVESTMENT

After he connected the battery charger, we discussed the advantages of electric propulsion systems and the rapid acceptance of this technology by the worldwide gliding community. We agreed that it has every potential to revive our sport and I congratulated Uli for recognising this and for investing heavily to cement Schleicher's leading electric self-launch position.

The AS 34 Me came in to land and, after it was also put to bed, Uli's long working day came to an end. However, he still took the time to update me on Schleicher's latest developments and product refinements. We also talked about the AS 35 Mi, the new Open Class glider – I might tell you more about it some other time. It is very pleasing to know that Schleicher is clearly not resting on its laurels!

The only thing left for me to do was to say "Thank you" and drive back to my brother's granny flat. Unfortunately, I met with bad luck once again and got stuck in a traffic jam on the German Autobahn for several hours - so much for high speed Autobahn driving. Hence, being the agent of a German glider manufacturer can have its challenging moments but it also comes with the privilege of flying the latest and greatest when you are on your annual pilgrimage to Germany.

BY ALLAN DARE, AVIATOR

Addiction is a complex beast, a siren call that beckons even as it betrays. Throughout my life, I've danced with many potential vices—alcohol, narcotics, caffeine and the digital-age demons of screen time and social media. I've indulged, certainly, but addiction? I stop short of labelling myself an addict. Rather, as I see it, each vice, in moderation, has added a certain spice to life's rich tapestry.

There's an Australian tradition of unwinding with an ice-cold drink, especially after a day of aviation under the fierce sun, in our case, around the unforgiving expanse of an aerodrome. Bloody hell, this ritual, I would argue, is as quintessentially 'Aussie' as a Bunnings sausage sizzle, revealing swimwear at the beach, or a hearty "g'day" to passing acquaintances. It's cultural tapestry, a communal exhale.

A BRIDGE AND A BULLDOZER

When Doug Flockhart of Gliding Australia invited me to weigh in on the delicate interplay between alcohol and aviation, I felt a tightrope tension and briefly considered a "stuff that!" Although I'm known for my unfiltered candour, a trait that has served both as a bridge and a bulldozer in my relationships, alcohol and its consumption is an increasingly delicate subject in Australia. But decline the invitation? That was never on the cards, given my long-standing rapport with Flockhart.

Let's be clear: this wasn't to be a sobriety tirade. Flockhart is a staunch advocate for the Australian spirit of joviality and jousting with fate, albeit within the bounds of reason. He's as far from a fun-sucking bureaucrat as one can be, and our camaraderie is built on respect, not romanticism.

Fundamentally, this article is really a tale of mates looking out for mates, with my reference to 'mates' being non gender and ethnicity non-specific, for those of you in the audience who might be a little precious.

BASELINE

For the record, I'm a drinker, a BIG drinker at times, and I've been a pilot for four decades, threading the sky on wings and whimsy. I'm also a biker, a swearer, a learner (twice over, university-wise), a father, a divorcee and a helping hand. But this wasn't to be my life story as much as a reflection on accountability among mates and people we respect.

In aviation, we're taught the sacred rule of '8-hours from bottle to throttle'.

But I'm here to state that that rule stands only as a baseline: where it ends is where good judgement takes over. For instance, a blinder of a booze session at day's end demands a longer grounding. And what about the beer handed to a pilot fresh from a triumphant flight at the cessation of the ground roll, or changing a flat tyre in the hangar after a couple of beers, or scheduled maintenance the morning after? To be clear, I am talking about almost anything that you do in relation to the preparation for, or the operation of, an aircraft or equipment used to launch an aircraft.

THE SCIENCE

The science is evident – alcohol may be a temporary salve for our miseries and lubricant for our triumphs, but it is also a pathway to poor mental health. There's the famous 'Harvard Grant' study for example, which tracked men over a period of 75 years, with the conclusion that alcohol was one consistent predictor of unhappiness.

**ALCOHOL AND AVIATION:
A CRITICAL BALANCE**



Photo by Wil Stewart

It often leads to broken relationships, poor physical/mental health and derailed careers. Shittay, you might be thinking, given it took 75 years of research to confirm what many had known innately.

Though we have become more attuned to mental health, sadly, a stoic silence among men remains. In some settings we're losing the art of real, live connection, replaced by digital interactions that often leave us more isolated. There's also a line of thought from behavioural experts (people way smarter than yours truly), that if I spend 5% of my waking hours getting angry on Twitter, for example, I become a 5% angrier individual. The same is true if I spend more time with my children expressing and receiving love. We become where we spend our time, so think about that next time you raise your elbow!

NO-BRAINER

Another question lingers: does an esky in the hangar or car boot, or the conviviality of a clubhouse bar with cheap booze, contribute to our sport's alcohol quandaries? Could these spaces, some unmonitored by the normal principles of responsible service of alcohol in a public space, be inadvertently laying the groundwork for poor decisions? Conversely, some clubs have no bar, or just tea, coffee and softies, with recreational facilities for members to enjoy their own private tipples when the hangar doors are closed. Which is the better model? Check out the local bottle shop. Have you tried the new ranges of (tastier) zero or low alcohol offerings? There are some acceptable drops now!

It's a no-brainer that aviation and alcohol are a lethal cocktail. The rules are black and white, but our responsibility doesn't end with our own adherence to the regulations. Gliding demands clarity of mind and a sober grasp on reality. When someone (a mate) in our circle falters, a supportive chat or intervention can be life-altering. Yet, if subtlety fails (noting also, that a clip in the ear 'out the back', is no longer politically correct), we must turn to formal channels, guided by club protocols and regulatory bodies. The responsibility lies with all of us, not just those that are consuming the alcohol.

Hell yes, we can still enjoy the camaraderie of a shared drink or two, but when it comes to aviation, the lines are unequivocally drawn. So, for the record, in a no bullshit blokey way, look after your mates and partners, and people you respect, with the same vigilance you'd give to your aircraft. After all, safety is the truest form of care we can offer.

Stay SAFE!

NAVIGATING THROUGH THE SAFETY MANAGEMENT SYSTEM

DREW MCKINNIE
SAFETY MANAGER
safety@glidingaustralia.org

WE ALL WANT SAFE OPERATIONS AND AIRWORTHY GLIDERS AND SYSTEMS

WE RELY UPON MANY OTHER PEOPLE IN DIVERSE ROLES TO MAKE THAT HAPPEN.

WE WANT TO ENJOY OUR SPORT WITH MINIMUM OVERHEADS AND ADMINISTRATION AT CLUB LEVEL.

WE SHUN BUREAUCRACY, COMPLEXITY AND CONTRADICTIONS.

WE PREFER INTUITIVE, SIMPLE NAVIGATION THROUGH RULES AND MANUALS

WE NEED READY ACCESS TO ESSENTIAL INFORMATION WHEN THINGS GO WRONG.

WE PREFER GUIDANCE THAT CAN BE TAILORED TO CLUB AND LOCAL ENVIRONMENTS. AND LOCAL ENVIRONMENTS.

Most pilots have a huge interest in preserving their freedom to fly, in getting airborne, and having a great time up there, safely. No scary stuff!

Most pilots have minimal interest in laws, rules, manuals, administration.

Most people I talk to are grateful that someone else is doing administrative stuff, keeping all the Part 149 transition work at arm's length.

That said, every pilot needs a basic knowledge of what our Safety Management System (SMS) does, and how to access key information to keep themselves safe in the future.

Most people in gliding have great interest in learning from the misfortunes of others, hearing constructive guidance on avoiding or reducing risks.

So, here's a navigation guide, with a building block diagram.

Aviation safety is governed by laws, regulations and standards. They are hard to navigate. Civil Aviation Regulations, Civil Aviation Safety Regulations, Manuals of Standards and so on, govern our activities. CASA is the regulator.

Gliding Australia now has certain approved functions, defined in CASR Part 149, that allow us to administer gliding activities as an Approved Self-Administering Aviation Organisation (ASAO). Those functions, and compliance obligations, are described in our Part 149 Exposition document.

How do we comply with the regulations and standards, and deliver those approved functions?

That is defined in our Manuals of Standard Procedures, or MOSPs:

MOSP 1 covers our Administrative activities,

MOSP 2 describes our Operations procedures and requirements,

MOSP 3 describes our Airworthiness procedures and requirements,

MOSP 4 covers Soaring Development, sporting activities outside Part 149, and

MOSP 5 describes our Safety Management System. It's a new MOSP.

MOSP 6 is being drafted, and will cover Marketing and Development activities outside Part 149.

Figure 1 shows a summary block diagram of the SMS and administrative links.

So, what's in MOSP 5 SMS? That's the green block in the top centre. The SMS is approved by CASA as meeting Part 149 compliance requirements. To avoid duplication, MOSP 5 SMS has coloured stars to aid navigation – sections with red stars apply to clubs and members, green stars apply to regional associations, blue stars to the national organisation, and gold stars apply to everyone.

The SMS contains the Gliding Australia Safety Policy Commitment, then the context of our organisation, processes for risk management, policy and objectives, accountability and responsibilities at club, regional and national levels. Safety plans, Emergency Response Plans and safety reporting systems are described, then safety assurance, safety promotion, plus our safety links with other organisations.

Where can I find MOSP 5 SMS? In our online documents folders, in both the MOSP folder and Safety Management folder. You will also find templates for Emergency Response Plans (ERPs) for clubs, competitions and events. Clubs, CFIs, Presidents and Safety Officers need to develop club or aerodrome user group versions of these.

The Safety Management folder includes safety links and references, videos, seminars, safety posters, and Safety Bulletins. All important stuff in staying safe, useful for awareness and education, building a positive safety culture.

Gliding Australia does not have a safety department because all departments drive safety – operations, airworthiness, soaring development and all executive functions. So the Exposition and all other MOSPs form part of the SMS, along with their supporting manuals and processes. Everything about how we operate and maintain gliders, train and qualify pilots and maintainers, issue alerts and notices, bulletins and advice, or handle occurrence and defect reports, audits and safety reviews, forms part of the bigger safety system.

That logic also applies to personal safety and wellbeing. The integrity framework manuals that describe member and child protection, smoking and alcohol, fatigue management, complaints discipline and appeals processes, provide an improved framework for member safety.

Under Part 149, CASA also prescribes four key positions – the CEO (Accountable Manager), Safety Manager, Executive Manager Operations and Executive Manager Airworthiness – who perform aviation safety functions. Hence the position descriptions manual, recruiting and selection processes, change management and records management policies also affect how we achieve safety outcomes.

Gliding Australia interacts with other organisations in delivering safe operations – Defence (AAFC), the Air Sport Australia Confederation (ASAC), ATSB, Airservices Australia, and CASA. Those relationships and working groups influence how we maintain and assure safety.

Club officials and individual members can help by promoting a positive safety culture, enhancing information flow between members, building safety awareness, linking constructively with the right people, and using the overall SMS to advantage. It's not someone else's problem – everyone's interests and collective safety are at stake. If all else fails, email safety@glidingaustralia.org, preferably with options and proposed improvements.

Gliding Australia Safety Management System SMS Summary



Note: Includes some elements outside of CASA approved Part 149 ASAO Framework
Note: AAFC within Gliding Australia system as per Memorandum of Understanding

| | | |
|---|--|---|
| MOSP Part 2 Operations | MOSP Part 5 SMS Manual Including 4. Safety Policy Commitment 5. Safety Risk Management 6. Context for Effective SMS 7. Safety Policy & Objectives 8. Safety Accountability Responsibilities 9. Safety Plans Risk Action Plans 10. Coordination of Emergency Response Plan 11. Reporting Systems 12. Safety Assurance 13. Safety Promotion 14. Interface Management | MOSP Part 3 Airworthiness |
| Aerotowing Manual | Club Emergency Response Plan ERP Templates | Airworthiness Delegations Procedures |
| Winch Launching Manual | Risk Matrix Template | Airworthiness Auditors Guide |
| Training Manual | Gliding Australia Executive ERP / Comms Plan | Basic Sailplane Engineering BSE |
| Training Principles & Techniques Manual | Safety Bulletins SB | MTARs Mandatory Tech AW Reqmts |
| Operations Directives ODs | Safety Posters | Airworthiness Directives ADs |
| Operations Advice Notices OANs | Safety References & Links | Airworthiness Notices ANs |
| Operations Safety Bulletins OSBs | Safety Committee & Seminars Webinars | Airworthiness Alerts |
| SOAR Reports & Occurrence Summaries | | SDR Service Difficulty Reports |
| Operations Audit Forms Reports | | Airworthiness Audit Forms Reports |
| Operations Panels Seminars Webinars | | Airworthiness Summaries |
| MOSP Part 4 Soaring Development | | Airworthiness Panels Seminars Webinars |
| Position Descriptions Manual | Gliding Australia Part 149 Exposition Including 1. Administration 2. Activities and Functions 3. Operations 4. Sailplanes & Continuing Airworthiness 5. Registration 6. Safety Management System | Fatigue Management Policy |
| Recruiting & Selection Process Manual | Gliding Australia Constitution | Complaints Discipline Appeals Manual |
| Records Management Policy | MOSP Part 1 Administration | Alcohol & Smoking Policy Manual |
| Management of Change Manual | National Integrity Framework | Member Protection Policy |
| | | Child Protection Policy |
| Gliding Australia – Defence MOU | | Gliding Australia – ASAC Membership |
| Gliding Australia – ATSB Relationship | Gliding Australia – CASA Relationship | Gliding Australia – Airservices Australia |

GLIDING AUSTRALIA SAFETY POLICY UPDATED

DREW MCKINNIE

Gliding is a wonderful sport. It's not risk free, has high rewards, wonderful friendships and experiences – when all goes well. Every day we indulge in our sport, we strive to combine our collective efforts to ensure safe, fun and exhilarating flying.

No-one sets out to have accidents or make errors. We have faith in our friends and gliding colleagues, understanding risks and making sound decisions, working both individually and in teams to achieve safe operational, airworthiness and competition outcomes.

This takes layers of activity across all departments, at flight line, club, regional and national levels, and in our engagement with other aviators. To drive this we need clear safety cultural focus and priorities, sound safety guidance and policies.

So 2023 has seen a huge level of activity to develop useful SMS manuals, club guidance materials, Emergency Response Plans and policies. The efforts to achieve Part 149 approval have aligned with our recognition of importance of better support to clubs and competition staff, to tackle known risks and make our sport safer.

Safety Bulletin **SB 04/23** tinyurl.com/5n82vs8h Safety Policy and Priorities has been issued by Gliding Australia, approved by our CEO, Board Chair and CASA. It discusses the new Safety Policy Commitment that forms part of the new **MOSP Part 5** tinyurl.com/2vzrzy2m Safety Management System.

So what, you ask? It gives an overview of what Gliding Australia commits to, to achieve safe gliding activities at

all levels. It acknowledges national safety occurrence trends and priorities for addressing the risks that drive those occurrence categories:

Aircraft / Glider Control,
Aircraft / Glider Separation and Collision,
Runway Events,
Airframe Occurrences, and
Terrain Collision / Hard Landing Events.

We all need to stand with clubs, members, friends and families of those affected by recent mid-air collisions. We are supporting ATSB investigations and need to carefully manage our mixed operations. **SB 03/23** <http://tinyurl.com/2x74jmbb> Safety considerations in aerodrome environments refers.

A key safety focus in 2023-24 will be “mixing it safely with other airspace users”, involving the gliding community, general aviation, other sporting aviation, as well as the commercial and military aviation sectors. That will become more complicated with expanded RAAF airspace zones, along with changes to airspace near major cities.

This is inextricably linked with situational awareness and vigilance, knowledge of where and how we operate, our knowledge of where and how others operate, plus changes in airspace, air routes, surveillance, and electronic systems.

Other occurrence categories are still important! Risk reduction measures are being pursued at both National and club levels.

continued over page

PREPARING FOR AN ELECTRIC FUTURE

BY ANTHONY SMITH
 CHAIR AIRWORTHINESS DEPARTMENT
 cad@glidingaustralia.org

A hot El Nino summer appears likely. It's timely to remember the importance of avoiding dehydration, heat stress and fatigue (SB 01/22), managing proper hydration (SB 02/22), preparing well for summer soaring (SB 08/22), and for those who have not been flying much lately, noting the difference between currency and proficiency in handling multiple high skill tasks at a high performance level, when resuming operations after a long break (SB 01/21). Please take care with ground towing too, (SB 02/23) <http://tinyurl.com/2x74jmmb> when tired and hot after a long task. Please look after your winch drivers and tug pilots too, with hot days and high density altitude sapping both equipment and human performance.

We will all benefit from open constructive dialogue and feedback on how we can operate more safely. It's a shared cultural commitment, collective safety with a practical focus.

GLIDING AUSTRALIA BOARD SAFETY POLICY COMMITMENT

The Gliding Federation of Australia Inc (GFA), trading as Gliding Australia, an Approved Self-Administering Aviation Organisation, supports clubs and members in pursuing safe, accessible, and enjoyable sporting aviation with a simple vision – **ONE TEAM – ONE SPORT – ONE GLIDING.**

Our purpose is to provide the safest practicable environment for all people to experience the thrill of gliding, provide opportunities and foster excellence in all areas of the sport whilst recognising our responsibility to the wider aviation community. We wish members to achieve lifelong enjoyment through development, inclusion, training, and leadership.

This means doing the right things, to high standards, the right way. The right way means the safest practicable way, in a sporting aviation environment.

Commitment: We are genuinely committed to safety. We do not regard safety as an add-on, rather as an outcome of our collective activities, at national, regional and club levels. We achieve safety through our commitments to resourcing and doing the right things in airworthiness, training, operations, sporting events, administration, member care, all specialist aspects of our sport.

Culture: We wish to cultivate and embed a Positive Safety Culture in gliding activities, encouraging free and open reporting within a Just Culture, with open discussion of safety feedback to members and clubs. We encourage members to seek improvements and support high standards of airmanship, airworthiness, training, airborne and ground operations, personal behaviour, and positive example. We strive to communicate and share our best insights.

Key Factors: Gliding Australia gives highest priority to not harming members, other airspace users and the public, minimising fatal and serious injury accident rates, operating responsibly and safely in a multi-user aviation environment, and cultivating a Positive Safety Culture that encourages open reporting within a Just Culture.

Risk: Risk management principles and processes are intrinsic to specialist panel and club processes, developed over decades through hard-won experience with attention to professionalism in gliding operations

and airworthiness. We strive to minimise risks associated with gliding operations to reasonable levels, so we can enjoy freedom to fly in shared airspace, whilst protecting the wellbeing of members, other airspace users and the public. We support using Threat and Error Management in mitigating risks. We share obligations to report and address hazards.

Emergencies: With the best will in the world, things can still go badly wrong. Gliding is an inherently dangerous recreational aviation activity, with obvious risks. We have responsibilities to plan for emergency events, to be best prepared to respond and minimise adverse consequences. We support emergency response planning at national and club levels, including supervisors at operational level. We offer regional and national level support to clubs facing emergencies and serious accidents, particularly in interactions with emergency services, CASA and ATSB, and in supporting their investigations.

Errors: It is vital to acknowledge the inevitability of human errors, that we all sometimes make mistakes. They should be openly admitted, with responses tailored to better prevention, stronger defences against adverse consequences. We must learn from mistakes, report, share insights, talk openly about how we can "do safety better".

Policies and Processes: We are all bound by rules, regulations, standards, and obligations to operate as responsible, risk aware aviation participants. We seek to simplify their application wherever possible. We provide online access to them, in the clearest manner possible. We expect members to know and understand them, appropriate to their respective roles and responsibilities. If we find rules and processes impede safety outcomes, we must raise those concerns to responsible officers and panels, preferably with proposed remedies. We strive to maintain freedom to fly and equitable access to airspace. Wilful rule violations and workarounds are contrary to Positive, Just Culture. We willingly support reporting processes.

Reporting: This means all members supporting a safety occurrence reporting and analysis system, that monitors trends and actions, provides safety awareness feedback and education to members. This in turn drives improved operational and airworthiness safety systems and processes, informed by occurrence investigations and member feedback. We acknowledge that occurrences may be driven by pilot and member errors, or design, maintenance and technology failures, sometimes exacerbated by external, systemic, organisational, and cultural factors.

Reviews: We support and implement audits and independent safety reviews, ensuring risk mitigation actions are taken. We must continuously monitor and review our safety performance, adjusting our practices and controls. We encourage all members, clubs and Gliding Australia officials to exercise vigilance, counter complacency, support safety awareness, for our mutual benefit.

Priorities: Gliding Australia priorities for safety improvement, noting Australia's Aviation State Safety Program and SOAR reporting trends, are: Aircraft / Glider Control, Aircraft / Glider Separation and Collision, Runway Events, Airframe Occurrences, and Terrain Collision / Hard Landing Events.

Several new electric self-launching sailplanes are expected to arrive in Australia in the coming months, in addition to the handful already in the country. To meet the future maintenance requirements, Jonker Sailplanes was contracted to provide a training course in electric propulsion systems maintenance.

The practical element of the training was provided at Tocumwal in mid-November. The course was very successful, attended by 37 Gliding Australia members, a CASA representative and a RAAus member. A further six Gliding Australia members attended the webinars only.

One of the unique aspects of this training was that the entire electric propulsion system was assembled on the bench, which gave easy access to all of the components for learning, rather than peering into the confined corners of a fuselage. The success of the training inspired Jonker Sailplanes to propose to EASA that they carry out the same training in Europe.

The implications for airworthiness training in the future are quite profound. Electric sailplanes are very much 'powered by wire' in two senses of the phrase – the power to the electric motor is carried by wires, and a large amount of firmware controls the system.

Previously, airworthiness training has been largely mechanical in nature – airframes, control systems, internal combustion engines and electrical systems were relatively simple, low voltage and low power. With electrically powered sailplanes we have a 400V DC and a 400V AC electrical system, up to four individual units with firmware, and a CANbus that links it all together.

When the pilot asks for more power in the cockpit, the firmware then needs to agree that it can provide more power without exceeding any



ABOVE: Students watch as Uys Jonker demonstrates the electric self launch system.

BELOW LEFT Uys Jonker demonstrating battery removal and installation.

BELOW: Uys Jonker describes the battery assembly.

limits. Thus, the airworthiness training needs to pivot to cover high voltage electrical systems, CANbus systems and firmware.

At the moment, updating the firmware is not necessarily straightforward on these electric powered sailplanes. Access may be difficult and components may need to be removed, or partially removed, for access. After the Jonker course, the Airworthiness Panel discussed the issue of what level of training was required to update the firmware on electric propulsion systems.

The decision was that **members will need Electric Motor Routine Inspection authorisation to update the firmware on electric propulsion systems, and that a record of the firmware updates will be maintained in the sailplane logbook.** A future update of MOSP 3 will be published to cover these new requirements.





I WANT MY SPIRIT TO SOAR

I want my spirit to soar,
Yet I can't find the words;
Instead of finding lift in my thoughts,
There's sink and flightless birds.

I'd like to fly along cloud streets
With my vario pegged up high;
Not flat tyres or tubing breaks
Or batteries that die.

I'd take a launch in a buoyant sky
If it weren't for the hangar rash;
Another ground job while others fly,
More expensive drains on cash.

Then wind picks up with flooding rains
Four no fly days in a row;
Chasing software bugs with upgrade pains
And varios that don't want to go.

At last, it's done and forms are signed,
Towed to the runway edge;
High launch ok then altitude unwinds
In strong sink like a laden sledge.

I want my spirit to soar again,
Not choking in bushfire smoke;
To rise aloft from ground-fixed chains
What's that ringing? It's time I woke!

The sun is now up and light winds stir;
I was trapped in a fitful dream!
My escape is here in real life fair,
Airworthy, ready and keen.

My spirit is about to soar at last;
Clean graceful wings are shining.
Bright cumuli are growing fast;
Happy smiles, I'm up and climbing!

DREW MCKINNIE
NOV 2023

SYDNEY BASIN AIRSPACE CHANGES FOR WESTERN SYDNEY INTERNATIONAL AIRPORT



named after Nancy-Bird Walton, a remarkable lady. I had the privilege of meeting her and talking with her on the phone twice during the project.

The draft EIS and associated documents can be viewed up to 31 January 2024, at Penrith City Library (601 High St, Penrith) and at the State Library of NSW (1 Shakespeare Place, Sydney) and at other locations. For further information, visit www.wsiflightpaths.gov.au or call 1800 038 160.

To download the EIS, go to www.wsiflightpaths.gov.au

Community information and feedback sessions will be held. Information about session dates and locations will be at: www.wsiflightpaths.gov.au/community-events

Persons are invited to comment on the preliminary documentation by 31 January 2024.

Written submission can be made to:

www.wsiflightpaths.gov.au

eis.submissions@infrastructure.gov.au

While Gliding Australia cannot dictate to members what submissions should be made, preservation of our rights to fly, and access to reasonable airspace to do this flying, would be appreciated.

DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
emo@glidingaustralia.org

A number of changes have occurred in Sydney Basin Airspace due to the Western Sydney International Nancy-Bird Walton Airport, calling for a dedicated process focussed on preserving Gliding at Camden. **Bob Hall and Henk Meertens** were instrumental in assuring our rights to fly at Camden, and I was a willing apprentice in the process.

Many years later, here we are, facing new challenges. I have been involved with airspace change process affecting Camden since very early days. At time of writing, I am still in non-disclosure.

The Environmental Impact Statement (EIS) included here shows flight paths and other information that relates to airspace. I am buoyant with the outcome shown so far in the EIS. Yes, it will be very difficult for gliders to see the area around Warragamba Dam or the Blue Mountain area to the west of the new airport.

But, on the plus side, airspace around Camden Airport should be the same to the east, southern areas, and most of the southwest. There will be changes to the west although, at this stage, it looks as if this area will still be useable airspace for gliding, at least to The Oaks airfield. However, airspace will be different in that western direction. The airspace north of Camden will change, but that area has rarely been used by gliders.

The airspace for RAAF Richmond Gliding Club will be restricted to the south.

The general training area to the north of Camden, south of Richmond and west of Bankstown will be greatly affected. We expect increased General Aviation training in the Class G airspace around Camden.

As an aside, it wonderful that the new airport is



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 propeller 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** bit.ly/3VykaS3

Come and Fly with US!



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

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

Tel: (02) 6769 7514
Email: manager@keepitsoaring.com
www.keepitsoaring.com

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/lmk056

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



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

| Sum of Count | Region | | | | | | Total Result |
|---------------------|--------|-----------|----------|----------|----------|----------|--------------|
| Extent of Damage | GQ | NSWGA | SAGA | VSA | WAGA | (empty) | |
| Minor | | 1 | 1 | | | | 2 |
| Nil | | 8 | 3 | 2 | 5 | | 18 |
| Substantial (empty) | | 1 | | | | 1 | 2 |
| Total Result | | 10 | 4 | 2 | 5 | 1 | 22 |

| Sum of Count | Region | | | | | | Total Result |
|---------------------|--------|-----------|----------|----------|----------|----------|--------------|
| Extent of Injury | GQ | NSWGA | SAGA | VSA | WAGA | (empty) | |
| Fatal | | 1 | | | | | 1 |
| Nil (empty) | | 9 | 4 | 2 | 5 | 1 | 21 |
| Total Result | | 10 | 4 | 2 | 5 | 1 | 22 |

| Sum of Count | Region | | | | | | Total Result |
|---------------------|--------|-----------|----------|----------|----------|----------|--------------|
| Phase of Flight | GQ | NSWGA | SAGA | VSA | WAGA | (empty) | |
| In-Flight | | 4 | | 1 | 3 | | 8 |
| Landing | | 2 | 2 | 1 | 1 | 1 | 7 |
| Launch | | 4 | 1 | | 1 | | 6 |
| Thermalling (empty) | | | 1 | | | | 1 |
| Total Result | | 10 | 4 | 2 | 5 | 1 | 22 |

| Sum of Count | Region | | | | | | Total Result |
|------------------------|--------|-----------|----------|----------|----------|----------|--------------|
| Nature of Flight | GQ | NSWGA | SAGA | VSA | WAGA | (empty) | |
| AEF | | | 1 | | | | 1 |
| Competition | | 1 | | | | | 1 |
| Cross-Country | | | | 1 | | | 1 |
| Local | | 7 | 3 | 1 | 2 | 1 | 14 |
| Training/Coach (empty) | | 2 | | | 3 | | 5 |
| Total Result | | 10 | 4 | 2 | 5 | 1 | 22 |

| Sum of Count | Region | | | | | | Total Result |
|----------------------|--------|-----------|----------|----------|----------|----------|--------------|
| Classification Level | GQ | NSWGA | SAGA | VSA | WAGA | (empty) | |
| Airspace | | 3 | 2 | 1 | 1 | | 7 |
| Operational | | 2 | 2 | | 3 | 1 | 8 |
| Technical | | 1 | | | | | 1 |
| (empty) | | 4 | | 1 | 1 | | 6 |
| Total Result | | 10 | 4 | 2 | 5 | 1 | 22 |

DATE: 18/3/2023
REGION: NSW
AIRCRAFT TYPE: LS-8A AND LS8-18
CLASSIFICATION LEVEL 2: AIRCRAFT SEPARATION

Under investigation. During the second leg of a competition flight, the pilot of a glider established in a received a FLARM alert indicating an immediate threat. The pilot was unable to identify any reason for the FLARM warning and could not see any glider or any part of a glider while looking for signs of conflicting traffic. The FLARM alert was in response to another glider entering the thermal from directly behind and below and in the thermalling pilot's blind spot. The entering glider then turned inside the other glider as its pilot opened the turn to sight the conflicting glider.

DATE: 20/3/2023
REGION: NSW
AIRCRAFT TYPE: MOSQUITO AND LS8
CLASSIFICATION LEVEL 2: AIRCRAFT SEPARATION

Under investigation. Two gliders nearly collided while thermalling.

DATE: 22/3/2023
REGION: NSW
AIRCRAFT TYPE: DISCUS B AND LS8-18
CLASSIFICATION LEVEL 2: AIRCRAFT SEPARATION

Under investigation. Two gliders nearly collided while thermalling.

DATE: 18/3/2023
REGION: NSW
AIRCRAFT TYPE: MOSQUITO AND LS4

Classification Level 2: Aircraft Separation
Under investigation. Two gliders nearly collided while thermalling. Approximately six gliders in the same thermal.

DATE: 2/4/2023
REGION: QLD
AIRCRAFT TYPE: STANDARD LIBELLE 201 B
CLASSIFICATION LEVEL 2: WILDLIFE

While thermalling near the Bunya Mountains a wedge tailed Eagle dived from above with legs extended and collided with the port wing of the glider. Inspection the left wing identified delamination of subsurface materials, chipped gelcoat and cracking in several areas extending over an area approximately 30cm diameter. Although birds and glider pilots often share the same thermal and can operate near each other with relative safety, birds can and do occasionally encounter a glider. While it is uncommon that a bird strike causes any harm to aircraft crew, many result in damage to aircraft. Wedge-tailed eagles are territorial and are known to defend around their nest sites from other wedge-tailed eagles and the occasional model airplane, hang glider, glider, fixed-wing aircraft or helicopter.

DATE: 6/4/2023
REGION: QLD
AIRCRAFT TYPE: JANTAR STANDARD 3
CLASSIFICATION LEVEL 2: TERRAIN COLLISIONS

Under investigation. On the return leg of a competition task conditions deteriorated, and the

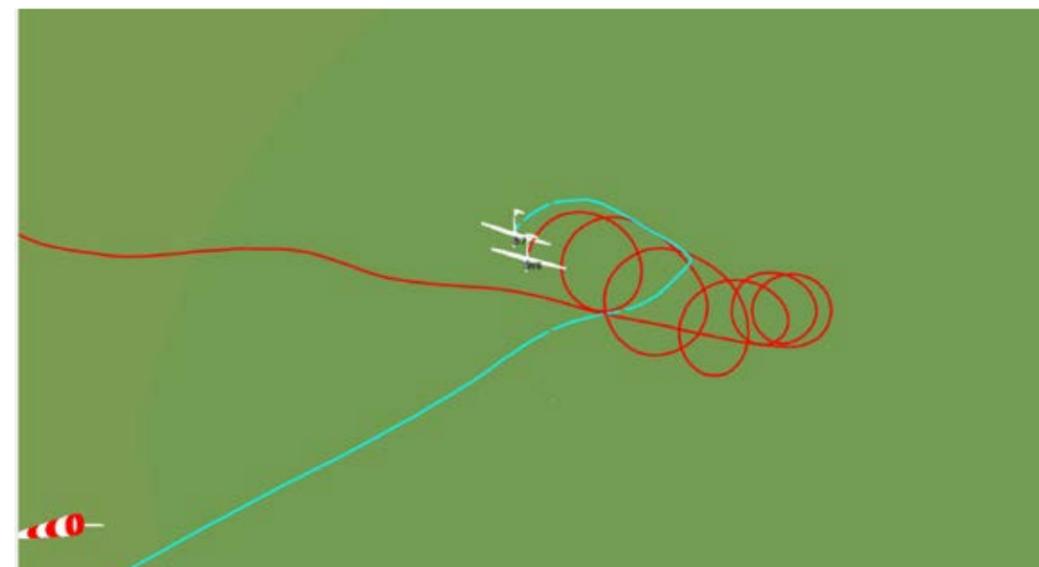
pilot conducted an outlanding into a cultivated paddock. During the flare, the pilot noticed a picket and wire fence across the landing run. The pilot conducted a ground loop to avoid contact with the fence.

DATE: 6/4/2023
REGION: QLD
AIRCRAFT TYPE: NIMBUS-2C
CLASSIFICATION LEVEL 2: MISCELLANEOUS

An inexperienced launch crew hooked the glider on for an aerotow launch but did not properly engage the rings in the release. At 150ft AGL the rings pulled free, and the glider was safely landed in a paddock. The glider was being launched from the CG release, as a nose release was not fitted, and the crew was unfamiliar with its operation.

DATE: 6/5/2023
REGION: QLD
AIRCRAFT TYPE: LS8-18 AND ASW20B

Under investigation. On the day of the accident, 10 gliders were competing in a local Grand Prix event and flying around a 150 km task. The task was a polygon with 5 turn points. The collision occurred in a thermal just after several gliders rounded the third turn point. The thermal was occupied by six gliders flying at similar heights. An LS 8-18 glider was the last to enter and, about halfway around its first turn, collided with an ASW 20B glider. Investigation is ongoing, but a review of the flight traces suggests the pilot of the LS 8-18 entered the thermal slightly below and possibly in a double-blind position with respect to the ASW 20B and stayed in this position until the moment of impact. If the pilots of both aircraft were in a position such that they could see the other, they did not, and this was possibly because they were looking at one or other glider in the thermal at the time. The pilot of the ASW 20B eventually noticed the other glider in close proximity, and the collision occurred when he took evasive action by rolling out of the turn. The gliders suffered no structural damage. The port aileron of glider the ASW 20B suffered a 150mm abrasion to the trailing edge, and the leading edge



TOP: 8/3/23 Aircraft separation

ABOVE: 6/4/23 Terrain collision

of the port wingtip of LS 8-18 suffered minor paint abrasion. Unfortunately, this is a known hazard in gliding competitions and Airprox events continue to occur despite pilots being trained in risk management for flying in proximity to other gliders. Since the introduction of Flarm, the incidence of actual collisions has dropped significantly. However, see-and-avoid remains the primary defence.

There is a theme in this month's SOAR reporting. Flying near other gliders requires great care and concentration. Start gaggles, near airports, and turn points, are places where gliders congregate. Flying along cloud streets can create potential head on situations. As mentioned above, see-and-avoid is our primary defence. Clearing both left and right and above and below during entering of turns and exit of turns is very important.

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-GAJ LS10-st 18 metre 950 hours total airframe time from 420 launches, 11 hours engine time. Fully equipped in as-new condition. Latest LX8040, V8 vario, Powerflarm with ADSB (I), Becker radio, Mountain High O2 system, NOAH Emergency Bail-out System, blue tinted canopy. Aluminium topped Cobra trailer. Package includes: Cloud-Dancer all weather covers; canopy cap cover; one-person rigging aid; water-ballast filling system. Form 2 valid to 21/12/2024. \$200,000 ono. **Contact Rod 0439412702 or Stewart 0418622597**



ZK-GTI HPH 'Shark' 304MS Brand new and ready to go. Self-launch glider with a full specification including acrylic paint, Oxygen, LX 9070 with V8 vario, ADSB, Power flarm, AHRS functionality and much more. Cobra trailer together with single person rigging and ground handling equipment. Only has test flying time and is completely new. Company owned and unexpectedly for sale, free of tax on export. NZ\$315,000 plus GST in New Zealand. Contact **Tim Harrison timhar@xtra.co.nz** Tel: +642102249401



VH-GGU Glasflugel Standard Libelle 201B, 2960 hours. LXNAV S7 vario, new instrument panel, near new harness. Form 2 October 2023. New tyres and tubes. Newly built trailer ramp for easy rigging. Recently flew in NSW State comps. Hangared at Boonah. Contact **jeremythompson213@gmail.com 0403679995**. \$12000



VH-XPM ASH31mi 21m Open Class motor glider. Finished in 2-component Acrylic paint. Spacious cockpit with leather interior. Tinted canopy. Steerable tail wheel. Why wait 3 years and pay far more when you can have superb performance now? Airframe hours 1327. Engine 56 hours of which 16 with new core. Form 2 valid to 1/9/2024 LX9000 with Flarm, Remote stick, Borgelt Vario, Winter ASI and Altimeter, Airpath compass, Radio Becker AR6201, Transponder Becker AR6401. Cobra trailer. \$300,000 ono, **Pam Kurstjens, 0429898872 pam@kurstjens.com**



VH-GFY 1996 Discus B. Approx 350hrs since total rebuild, reprofile and new finish in PU by Maddog Composites. Open Vario flight computer with stick controller interfaced with Power Mouse flarm/IGC recorder. LX V7 vario, Nano recorder, Winter 57mm ASI,ALT and Vario. Full set of Kerry Covers. Cobra trailer. Nice handling, excellent performing glider in a very user-friendly, easy rigging set-up. Asking \$75K ono. rossodelle@gmail.com **Phone 04 904 78 126**



VH-FFR Schempp-Hirth Mini Nimbus HS7

- 2343hrs 768 landings.
- Excellent condition.

- Second owner. No prangs.
- Fully refinished in 2 pack polyurethane by Peter Holmes. New blue tinted canopy fitted.
- Instruments include Zander SR 820 BE electronic and Winter mechanical varios, Dittell ATR 720, ASI, Altimeter.
- Instrument panel and cockpit vinyl linings replaced. Cockpit re-painted.
- Tow out gear in excellent condition.
- All AD's done.
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- Price \$40,000 ono.

Contact **Lyle at lylemclean@gmail.com**
Phone 0410 536 052



VH-GBX Libelle H201b 15/17m. Serial No. 346. Launches 999. Hours 1738. Form 2 just renewed, expires Oct 2024. Equipped with Flarm and Borgelt B 500 Vario. Mylar seals. Power outlet for phone or Oudie. (Oudie is optional). Parachute, recently packed, on condition Notes: B 500 displays wind, final glide plus bearing and distance to waypoints, audio tones for lift/sink and speed to fly. 17 m span increases best l/d by 10% and 1% at 90 knots. Overall increase in handicap, 2%. Recent maintenance performed by Lockwood Sailplanes. Enclosed trailer. Hanger space subject to negotiation with Bendigo Gliding Club. Price \$18,000. **Contact Colin Campbell, 0428509461**



GWK Pik 20d 4202h 1709 landings 82 to 98kg cockpit weight. Since rebuild 1990 has done several 750 FAIs, placed highly in state comps and done many long X/Cs each season. Basic instruments, chute, original Pic trailer. F2 9/24. \$17000neg **PH 0411475183**



VH-UKT Jantar Std 2 SZD 48-1 3,728 hours, 1,354 flights. Includes Borgelt B50 & B57 vario and flight data systems, Garmin III GPS, Microair 720 radio, winglets, tow out gear, aluminium clad steel frame trailer. Wing pins replaced at 3,000 hours (AD-304 Bulletin BE-037-89). Form 2 to 10/10/24 and test flown. \$16,500. Allan Gartland 0417 094 557, email: **ani6474@bigpond.net.au** Note: previous ad showed older paint scheme, below is current.



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 \$100 and oudie included. Tow out gear \$18,000 **1945primary@gmail.com**



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**



MOTORGLIDERS & TUGS

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



ZIP Professionally built Shadowlite in South Africa and imported new in 2010. The Whisper is an experimental 16m wing span aircraft. Features are : a 6 cylinder Jabiru engine, Airmaster 3 position constant speed feathering propellor, a Dynon EFIS, new tyres and tubes, 27:1 Glide Ratio. Airframe and engine have under 150 hours and the propellor under 70 hours. \$45,000 including tie down equipment, tools and some spares. Bob Email bsprague@westnet.com.au or Phone 0414 670 320



2P Self-launching ARCUS M 2.0. Ultimate package, as-new condition, ready for immediate sale! The glider is in immaculate condition, located in Slovenia. Assistance with shipping and transport available.

- Glider: S/N 218
- Built December 2019, First registration January 2020
- TTSN 157 hrs
- Engine 18hrs
- Exterior 10/10
- Interior 10/10
- Painted in Polyurethane-Acryl
- Equipment: Blue-tinted racing canopy
- Nose wheel & steerable tail wheel
- Wing tank
- Arcus-M engine control with automatic extension retraction in the rear seat
- Airbatt Dual charger 2x
- 2x Transponder antenna Dolba BD1
- Flarm antenna Dolba BD9
- BWS bug wiper electrical Bug wiper wings for garages
- 2x Airspeed Winter 7FMS421
- 2x Altimeter Winter 4FGH20
- Compass Airpath C2300
- ELT ACK E04 inkl. Antenne RAM AV 100
- Meißner Solar Unit 7a (4 modules)
- LiFePo4 Battery 12 V / 15 Ah
- Airbatt Dual charger 2x 2A
- LX9070PF ADSB with V8
- Power Flarm with RFB option

LX9070D with i8
LX remote stick with START Button
Radio AR 6201,022
Transponder TRIG TT21
LX S10 vario
Interior Gagula DELUX
Installed Oxygen with two bottles and two separate MH EDS systems
Arcus M - asking price 295.000 EUR (~490,000\$AUD)
Additional: Cobra Trailer for New model ARCUS M – composite version Asking price 15.000 EUR (~25,000\$AUD)
All ground handling included:
<http://tinyurl.com/2p8jjj6p>
Contact: info@soaringxx.co



GEO Dimona H-36 Motorglider \$72,000
Great condition, flies well and recently flown from Benalla to Burketown and return for the Morning Glory problem free. Limbach L2000 80hp engine. Hoffman 3 position prop.
Well maintained. Re-finished in 2000. New harness belts. 80 litre fuel tank. Second Australian owner. Form 2 due Jn 2024. Many spare parts including magneto, carburetor's, heads, cylinders, valves, push rod tubes, spark plugs, oil change kits, fuel pump kits many different gaskets, seals and small parts. Canopy cover and light all weather wing covers.
Year built – 1983 Airframe hours - 1700 Engine hours - 230
Photos and other information can be provided by contacting kirk.amos@hotmail.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



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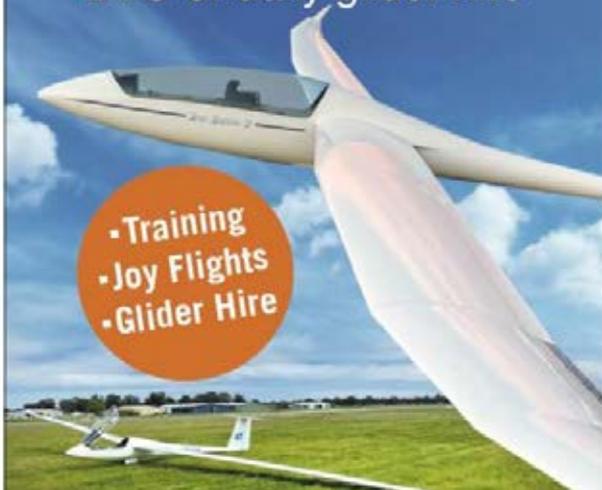
Please do not submit articles regarding events that are the subject of a current official investigation. Submissions may be edited for clarity, length and reader focus.



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