

GLIDING

AUSTRALIA

Issue 71 May - July 2025

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TEMORA NATIONALS

2 SEAT AND CLUB CLASS

JOEYGLIDE - HORSHAM WEEK - AVALON - SAFETY - CLUBS



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GLIDING
AUSTRALIA
MAGAZINE

No. 71 MAY - JULY 2025

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You've no doubt heard the saying, 'the grass is always greener on the other side'.

Many times, across my professional life, I've been drawn in by that notion – thinking I could do it better. That mindset led me to launch several successful ventures in hospitality, comedy and consulting, all sparked by personal experiences with underwhelming offerings.

Was sustained success easy in any of these ventures? Absolutely not.

Early on, I underestimated the behind-the-scenes effort required to consistently deliver quality and had mixed results. But with persistence, tenacity and sheer bloody-mindedness, improvements came. Consistency and quality became the norm, and success eventually followed. We, the business and its leadership, hit our stride and, through it all, the hunger to be the best never faded.

At Gliding Australia (GAus), we have a small paid team supported by a vast network of volunteers, without whom our achievements and daily functions would be impossible. As many of you know, gliding at every level relies heavily on volunteers – from operations, airworthiness and safety to administration, competitions and more. These selfless individuals are the backbone of our sport.

Thanks to their contributions, gliding remains the most affordable pathway into aviation, and I'd argue that glider pilots become the best pilots. (Plus, those bucket hats are truly iconic... but that's a conversation for another day.)

A shining example of volunteerism is the work done on the Pawnee ADs by Anthony Smith, working alongside Ben Terrell, Richard Traill and Peter Brooks. Remarkably, this comes right after Anthony stepped down as Chair of Airworthiness following five years of dedicated service, and he's still pitching in every day.

Then there are the Regional Managers of Airworthiness (RMAs), Regional Managers of Operations (RMOs), Committees, CFIs, tug pilots, winch masters, safety officers, instructors, cooks, cleaners, annual inspectors – the list goes on. Thousands of people, from all walks of life, across five regions and 60 clubs, keeping gliding viable and affordable. Too many to name, but every single one of you matters.

So, going back to that opening phrase, is everything executed perfectly, at lightning speed and without

FROM THE CEO DOUG FLOCKHART

complaint? Of course not. But it does get done – safely, with care, with consideration and with diligence. Please, at every opportunity, recognise and thank the people who make this community what it is, a place where learning, achievement and fun take flight.

Hot off the press: To further support our volunteers, GAus is developing a Volunteer Management Framework and Volunteer Action Plan Templates to help clubs and regions with volunteer recruitment, retention and recognition. These will be released shortly, alongside a new Clubhouse Tab on the GAus website, filled with useful resources. Thanks to Amanda VanderWal and Drew McKinnie for your efforts on this project.

Thank you to everyone who has provided feedback on our recently released Strategic Plan. It's been encouraging and appreciated.

As we mark the close of another vibrant summer soaring season, I extend my congratulations to all who achieved personal milestones and competition goals during this time. Whether it was going solo, a first cross-country flight, a badge achievement, or a podium finish – well done!

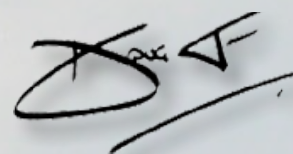
A special note of recognition and support is owed to those representing Australia at the upcoming World Gliding Championships and Women's World Gliding Championships in the Czech Republic mid-year. Congratulations and best wishes to James Nugent, Daniel Summer, David Jansen, Adam Woolley, Matthew Scutter, Allan Barnes and Sophie Curio.

Until next time, stay safe, stay connected, and keep pushing the boundaries of what's possible in our incredible sport..

Ciao and warm regards,

DOUG FLOCKHART
CHIEF EXECUTIVE OFFICER

ceo@glidingaustralia.org



IGC PLENARY MEETING

Mandy Temple attended the March IGC meeting in her role as Australia's IGC representative and as an IGC Bureau (Executive) member.

"The meeting was well attended and brought together delegates and experts, from around the world - but not Russia or Belarus, whose FAI membership is suspended - to deliberate on regulatory issues, technological advancements, and past and future championships," Mandy said.

"We were hosted by the Celje gliding club, Slovenia, which will be the venue for the Women's World Gliding Championships (WWGC) in 2026, which coincides with the club's 100th Anniversary."

KEY DECISIONS

Year 1 proposals, which need a second confirmatory vote in 2026:

- Junior Age Eligibility Adjustment: A modification of the age limit for junior pilots, moving the 25th birthday deadline away from the southern hemisphere championship season (Moved from 31 December to 31 March)
- Mandatory Proximity Awareness Transceivers: To enhance safety, the use of proximity awareness transceivers in tow planes at Category 1 events will be mandated, aiming to reduce mid-air collision risks during championships



- Flight Recorder Identification Checks: New protocols proposed to verify flight recorder identities at Category 1 events, ensuring the integrity and authenticity of recorded flight data.
- External Antenna: A requirement for all championship aircraft to be fitted with an external antenna was passed. In discussion, it was explained that in the previous week, working with international Search and Rescue, and correlating OGN data from aircraft flying in the Alps, Angel Casado of IGC was able to direct rescue services to find and save a pilot who had crash landed in the Alps
- Turn Point Geometry: Championships turn points will be "Thistles" with a 20km wedge rather than cylinders
- Sporting Code Revisions: The more commonly used earth model WGS84 to be used for distance calculations moving away from the FAI Sphere

YEAR 2 PROPOSALS COMING INTO IMMEDIATE EFFECT

- Change to bid schedule: A consolidated model to remove 'clumping' of events outside of Europe, which arose as each Championship had a separated rule and was governed by an independent schedule.

A complete list of all decisions is here: <https://tinyurl.com/IGC-decisions-2025>

CHAMPIONSHIP BIDS AND FUTURE EVENTS

The delegates voted on bids for upcoming championships:

2027

25th European Gliding Championships (EGC) awarded to Vinon, France

8th Junior European Gliding Championships (JEGC) awarded to Lithuania

2028

World Gliding Championships (WGC) awarded to Colommiers, France (beating South Africa)

Q AND A SESSION

Andrej Kolar of Naviter, Erazem Polutnik of LXNAV and Nik Salej of LX Navigation attended and spoke about their vision of the future of gliding. There was a lot of discussion about the future role of heads up displays (HUDs) in the cockpit.

Reports were received from the Working Groups and Sub-committees of IGC.

OSTIV - Organisation Scientifique et Technique Internationale du Vol a Voile

Annex A – WGC rules and handicaps

Annex B – GNSS approval

Annex D – IGC Pilot ranking list
ANDS – Air traffic, Navigation, Digital Systems
GNSS approval
Championship Management Group
Safety
Scoring
History
Virtual Gliding
Country Development
Bid Manager
Trophies
Decentralised competitions
CASI – FAI Air Sport General Commission
EGU – European Gliding Union
CIMP – FAI Medico-Physiological Commission
Championships – Reports from previous and future championships
SGP – Sailplane Grand Prix

GUEST SPEAKER – PROXIMITY ANALYSIS TOOL (PAT)

'What's next with PAT' – John Warrington from Australia spoke about the latest improvements of the IGC's Proximity Analysis Tool. Note that I have now completed training and have a log in to the PAT system and am learning how to analyse flights for my role as an IGC Steward at Category 1 events, and can also access traces from all Australian competitions, too.

PILOT OF THE YEAR

Stephan Langar was awarded IGC Pilot of the Year and presented with a trophy and certificate.

The complete minutes of the two-day meeting can be found here: fai.org/sites/default/files/documents/igc_2025_plenary_meeting_-_minutes_final_draft.pdf

The next Plenary meeting will be held in Lausanne Switzerland in March 2026. There are also monthly Bureau Zoom meetings with a physical Bureau meeting in October.

New items for discussion at the next Plenary meeting in 2026 must be notified to IGC by 30th September. Please contact me if you have any issues that you would like me to raise or if you have any questions about any aspect of IGC.

At the moment Australia does not have an Alternative IGC delegate, if you have any interest in this role please contact me for more information - igcrep@glidingaustralia.org.

MANDY TEMPLE
IGC REPRESENTATIVE



FAI GLIDING BADGES

TO APRIL 2025

750KM DIPLOMA
GRANT HEANEY
RICHARD TRAILL

TOCUMWAL SC
MELBOURNE GC

750KM DIPLOMA, 600KM DIPLOMA
MICHAEL STRATHERN

TOCUMWAL SC

DIAMOND DISTANCE, DIAMOND GOAL
KAZUO HIROMASA

TOCUMWAL SC

DIAMOND DISTANCE
DOMINIQUE BRASSIER

BATHURST SC

GOLD DISTANCE, DIAMOND DISTANCE, DIAMOND GOAL
MIYATO NITTA
TOMOAKI MASUDA

TOCUMWAL SC
NARROMINE GC

GOLD DISTANCE, DIAMOND GOAL
JARED BIGNELL
MICHAEL VINCE
STEPHEN ROSS

BATHURST SC
CENTRAL COAST SC
SC TASMANIA

GOLD DISTANCE, GOLD HEIGHT, DIAMOND GOAL
SARAVANAN MADAVAMANI

NARROGIN GC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION, GOLD DISTANCE, GOLD HEIGHT, DIAMOND GOAL, DIAMOND DISTANCE
MAREK VESELY

NARROMINE GC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION, GOLD DISTANCE, DIAMOND GOAL
NATHAN MAY
WOJCIECH SMOLAK
DAIGA MATSUO
KOHEI TAKASHIMA
KOHTARO MAKINO
SHOMU MURAKOSHI
TOKO HIRAKAWA

ADELAIDE SC
GCV
TOCUMWAL SC
TOCUMWAL SC
TOCUMWAL SC
TOCUMWAL SC
TOCUMWAL SC

SILVER/GOLD DURATION, GOLD DISTANCE, DIAMOND GOAL
TOM LENNON

TEMORA GC

SILVER/GOLD DURATION, GOLD DISTANCE, GOLD HEIGHT, DIAMOND GOAL
LEONARD FREITAG

MELBOURNE GC

SILVER DISTANCE, SILVER HEIGHT, GOLD DISTANCE, DIAMOND GOAL
SHION YOKOO

TOCUMWAL SC

SILVER DISTANCE, GOLD DISTANCE, DIAMOND DISTANCE

TOWA ONO

GCV

GOLD DISTANCE
ANDRE KOLODOCHKA

HUNTER VALLEY GC

GOLD HEIGHT
MAX SCUTCHINGS
OLIVER ROBERTS
ROB WOOD

ADELAIDE SC
TOCUMWAL SC
SUNRAYSIA GC

SILVER DISTANCE, SILVER HEIGHT, GOLD DISTANCE

FUMA SUZUKI

TOCUMWAL SC

SILVER/GOLD DURATION, GOLD HEIGHT
ALESSANDRO SIMEOLI

SOUTHERN CROSS GC

SILVER/GOLD DURATION, GOLD DISTANCE, GOLD HEIGHT

RYOTA KATO

TOCUMWAL SC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION, GOLD DISTANCE
CHARLES FRECHEVILLE

TOCUMWAL SC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION
PETER MACK
PIETRO CROVATO
SAO KAKIZAWA
STEPHEN POLE
TAKAFUMI MOTEGI
TOSHIKI TERADA
MAITO YAMADA

MT BEAUTY GC
SOUTHERN CROSS GC
TOCUMWAL SC
GEELONG GC
GCV
GCV
GCV

SILVER DISTANCE, SILVER HEIGHT

AIDAN LAWDOR
CHARLIE ABERCROMBIE
ALEXANDER BORGAS
ALISTAIR NICOLSON
CHRISTOPHER THORNE
HIROSHI ICHIKAWA
KANAMI WATANABE
KAORU SETOGUCHI
SAE KUGE
ANDREW ROBERTS

BATHURST SC
BATHURST SC
ADELAIDE UNI GC
NARROGIN GC
CANBERRA GC
SOAR NARROMINE
TOCUMWAL SC
TOCUMWAL SC
TOCUMWAL SC
TOCUMWAL SC

SILVER DISTANCE, SILVER/GOLD DURATION
JULIAN BARONS

SC TASMANIA

SILVER/GOLD DURATION
AYURI ITAKURA
VICTOR CHEUK YIN LEE

GSV
SOUTHERN CROSS GC

SILVER DISTANCE
ANGUS BLOUNT GREENE
BRYAN MCGRATH
JARED JACOBS
MAXIM SUPONYA

GCV
GEELONG GC
SOUTHERN CROSS GC
SOUTHERN CROSS GC

GA CALENDAR

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

39TH WORLD GLIDING CHAMPIONSHIPS CLUB, STANDARD, 15M CLASSES

7 - 21 June 2025

Czech Rep Tabor

13TH WOMEN'S WORLD GLIDING CHAMPIONSHIPS CLUB, STANDARD, 15/18M CLASSES

26 July - 9 August 2025

Czech Rep Zbraslavice

WAVE CAMP 2025-NARROGIN GLIDING CLUB

1 - 10 August 2025

Stirling Range National Park WA 6338

08 9827 9229

QLD STATE GLIDING COMPETITION

Kingaroy SC

28 September - 4 October 2025

NARROMINE CUP

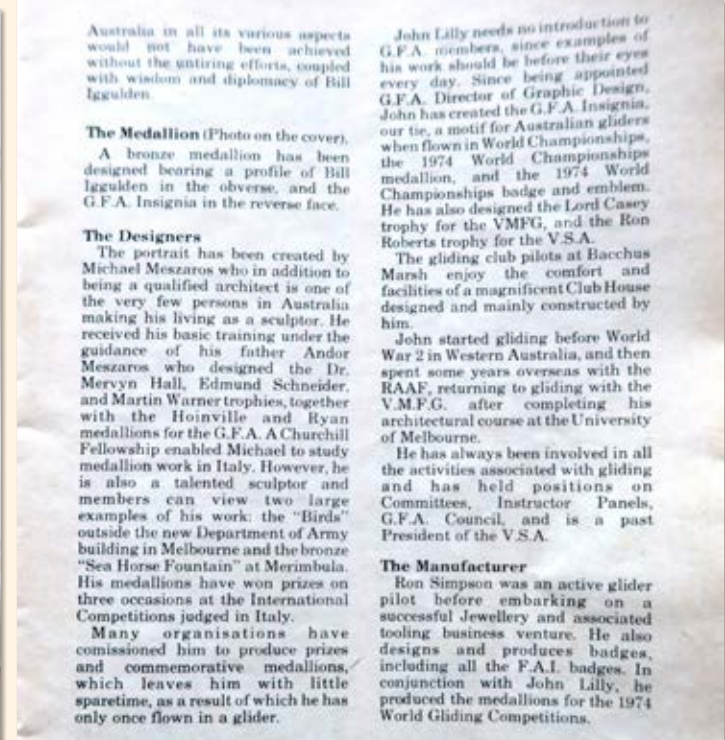
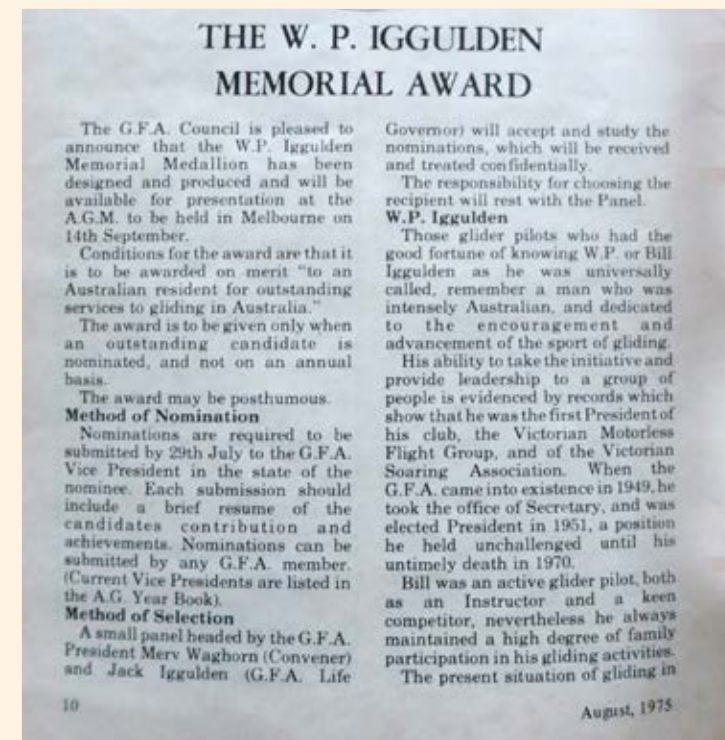
22 - 29 November 2025

Narromine Gliding Club

For more information, Contact Beryl Hartley

FROM THE ARCHIVES W P IGGULDEN AWARD

Keith Willis from Bordertown in SA has an extensive collection of Australian Gliding magazine issues going back to the very first edition. The article below is from the August 1975 edition of *Australian Gliding*.



Come and Fly with US!

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

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AROUND THE CLUBS



Gliding Club of Western Australia at Narrogin
A WIGWA development camp was held at Narrogin Gliding Club in March. Heather ticked off a few more boxes in her syllabus. Her favourite activity was an aerobatic flight. 'I was fortunate to have 2 days of diamond cross country coaching. The local eagles joined us on both days as spectators. What an experience for us both. Kudos to Narrogin Gliding Club for a successful camp.'



Hunter Valley Gliding Club
HVGC hosted a junior weekend in February organised by Rhiaan Bennett. The week prior she took her dad Neil around 300kms at Narromine in their matching Mozzies. The visiting juniors had a good time in the air and on the ground, and we hope to see them again at HVGC soon.



Gliding Club of Victoria

Congratulations to Angus for achieving his Silver Distance and completing his GPC on the last day of the season! Angus only went solo in November, and has worked exceptionally hard to make such excellent progress.

Congratulations also go to Kira Mack for her first solo. Kira showed off with two beautiful launches and landings.



Kingaroy Soaring Club

There was great soaring weather at Kingaroy over the Easter weekend.

'We had it all... training flights every day, incredible XC flights, lavish dinners and visitors from far and wide. The weather and company were outstanding.'





Tocumwal Soaring Centre

Ian is on his way back to the apple isle after a super campaign at TSC. Ian achieved some PBs during his visit flying the LS4. While he got to sample a few good paddocks around the Tocumwal area, displaying good judgement and discipline during the process ensuring a great result.



Melbourne Gliding Club

While the tug was receiving an oil and filter change, the students, under the instructors' guidance, learnt how to clean and prepare the gliders for the day. The DG-1000S and DG-505 Elan completed six training flights and scenic Family & Friends flights.



TSC had a great Easter weekend with super milestones achieved. These included 15 year old Jennifer Hunt going solo and 15 year old Skye taking his mum for their first glider ride together.



Southern Tablelands Gliding Club

Congratulation to Olivia Jones for her first solo. Olivia is one of our junior members at Southern Cross Gliding Club and is also an Airforce Cadet at 323 Squadron, City of Blue Mountains. She was sent solo on her cadet gliding course in Bathurst.



Narrogin Gliding Club

Mia and Colbi (daughter and mum) took to the skies today in their first mutual flight together. Today marked a milestone for Mia achieving her B certificate allowing mutual flying.

Southern Cross Gliding Club

We're thrilled to share that Jared Jacobs has received the prestigious Gerald (Dickie) Bird Trophy for the Outstanding Student Pilot of 2024. Jared's passion and dedication to gliding have been truly inspiring. He credits his success to the exceptional instruction of Jim Bannatyne and Greg Dillon, two of our outstanding instructors who continue to make a difference at the Southern Cross Gliding Club.



HUNTER VALLEY GC EASTER VINTAGE REGATTA



Once again HVGC hosted the Easter Vintage Rally. It was a weekend full of vintage planes, tiger moth flights, vintage car rally, dinner feasts and outlandings. Pilots and planes came from all across the country to attend this great display of community and love for vintage gliders.

Woodworking Course

A wonderful week of wood working was held at the HVGC facilities by the Vintage Gliding Club NSW. Attendees learned how to construct miniature versions of wing structures and perform minor repairs. Everyone had a fantastic time with lots of laughs.



MY JOURNEY TO XC FLYING

BY NICKI BOURLIOUFAS



That flight taught me many things. The need for good preparation, to be comfortable and for wind management in a light glider. I went downwind and followed the road to Young as I didn't know yet how to use a navigation device. Easy, I thought, just follow the road. But I battled strong winds to get back to Cootamundra. Every time I climbed a good thermal aiming for Cootamundra, I got high but went backwards!

However, the hardest part was the glider seat. I'd neglected to take a cushion so had to keep lifting my bottom off the seat to manage the pain. It was so bad that after I took off for the second time, I'd discarded the idea of flying for five hours and even complained of it over the CTAF, such was my lack of experience with radio use. But it fell together and I went with it – and I've improved my radio skills since.

WONDERFUL COACHES

I also flew cross country in a DG-1000 on that trip, and with Ian Steventon in his Duo Discus. I got a taste of high-performance gliding, which I enjoyed very much, amazed at the grace of the glider and all the information coming from Ian's flight computer! I then flew in the Darling Downs

Easter Regatta 2024, and flew with competition pilot Jo Davis, whose excellent coaching helped me build on some cross country skills I'd already gained by flying several times with Andy Aveling at Lake Keepit Soaring Club in a Duo Discus. Andy is a great coach, and relentlessly required me to centre thermals, maintain bank angle and leave poor thermals for better ones.

I again flew in a regatta at a Lake fund regatta with Chris Bowman in his ASG 32 in October 2024. I loved flying that glider with such a fun companion! In February 2025, I flew in another regatta at Lake Keepit with Justin Smith, and was again very appreciative of the opportunity to fly with senior pilots who are keen to share their skills and gliders with junior pilots. Initially, Justin was worried about whether I could fly his big bird, but after a few hours together, he realised I was OK, and he let me take the stick. We shared the flying over a near 500km flight, and my water too, since Justin forgot his own!

NAVIGATION CHALLENGES

I went back to Cootamundra in December 2024 to complete my Silver C distance, again in the Junior. I'd worked out how to use a navigation device and planned to travel north to Young again, coming back with the wind. I came straight down again after my first launch, but launched and stayed high, travelling over 60km north beyond Young and then back again to Cootamundra. With lots of high thermals and very little wind, it was fairly easy and a big relief to get it done.

The next day was even better, so I travelled a 170km triangle, again in the Junior, flying between Cootamundra, north beyond Young, on to Temora and back to Cootamundra, flying in the blue for the last 50km. It was nerve-wracking for me, as I'd never flown solo in the blue before. But the thermals were strong and I got my best climb to 11,000ft without clouds. Some words of advice from instructor John Jurotte inspired me to take that flight. He'd mentioned that with blue skies, you just have to have faith that there are thermals out there and go ahead. So I did, as nervous as I was!

I achieved another milestone this year. In January 2025, I transitioned to the DG-303 after flying a fair bit in the DG-1000 cross country with various instructors. That was a big achievement for me as I have wanted to transition to higher-performance gliders so I can think more about going cross country alone.

The skies – and outlanding fields – await me.

I started gliding in late 2021. I'd been up in a glider many times flying with a former partner and I'd enjoyed it a lot. But I was happy being a passenger and had felt no desire to learn.

Then, after that relationship ended, I realised that I missed gliding.

The thrill of climbing to the cloud base, the loops, the Chandelles! That bit of awesomeness was gone from my life and I decided that I would try to get it back.

So, I bought myself five gliding lessons at Southern Cross Gliding Club in Sydney, beginning in November 2021. I vividly recall the first time I flew at Camden, the thrill of controlling the stick, the rudder and elevator. Wow – it felt good!

WORTH A TRY

I decided to continue lessons through 2022, not sure at all if I could ever go solo, but I thought it worthwhile to try. Unlike more junior pilots, I didn't have the sense that going solo was inevitable for me. I often wondered if I had what it took.

It turns out I did. With support from some key people, I went solo in July 2023. Those people were Ian Downes, then at Lake Keepit Soaring Club, and Greg Dillon at Southern Cross Gliding Club and a few other instructors in between. With their help, I persisted despite several setbacks. I learned slowly. I was a middle-aged woman, sort of dedicated but managing other commitments, including my PR business and children. I took long breaks between lessons, sometimes 1 to 2 months at a time, which was a very expensive way of going backwards!

After some intensive lessons with Greg Dillon at Camden in June and July 2023, I finally went solo. What a thrill it was! After that, progress came more quickly and I soon moved to XC flying, mainly with others but desiring to do it myself.

LEARNING IN THE AIR

A few months later, over the skies of Cootamundra, I completed my 5-hour-plus flight in a Junior for the Silver C Duration and Height flights. I was the last pilot to take off, as it took me some time to get ready and I came straight down after the first launch. I went straight back up and completed a 5 hour 24 minute flight. I had a near outlanding when I got as low as 2,000 AGL, but after I prepared to land, I got back up and stayed up.

GLIDING AUSTRALIA GOES TO AVALON

BY DARYL BISHOP

The Gliding Australia display at the Avalon Australian International Airshow was a great success, attended by many people over the course of the event. The Show itself attracted over 200,000 attendees and featured around 350 aircraft on display, both airborne and on the ground, with 902 participating exhibitor organisations from 28 nations.

INSPIRE AND ENGAGE

More than 250 pilots of the future got behind the stick in the VSA gliding simulator, with a similar number exploring the cockpit of the DG300. Even better, 34 Air Experience Flight (AEF) vouchers were sold to new pilots, wanting to give gliding a go – hopefully on their way to clubs.

Behind the scenes, over 30 enthusiastic gliding volunteers contributed their time across the three public days.

Our presence at Avalon was driven by a clear vision to elevate the profile of gliding and demonstrate its accessibility to everyone. We aimed to ensure that every visitor left our display knowing that the dream of becoming a pilot was within reach.

OUR DISPLAY

Our display was designed to be immersive and interactive, where our experienced volunteers gave each visitor a personalised tour of gliding. We wanted to show gliding not just as a sport, but as a potential starting point on a career path, or simply a deeply rewarding pursuit. Central to this was the VSA simulator – a marvel of engineering featuring a genuine glider cockpit mounted on a trailer, powered by the Condor 2 flight simulation software. It proved to be a constant hive of activity throughout the airshow.

Adding to this immersive experience was a DG300 glider, generously loaned by the Geelong Gliding Club. This aircraft allowed us to share something truly special with attendees – the opportunity to climb into a real glider cockpit and imagine themselves banking hard into 8kts of lift. Complementing these interactive elements were a looping gliding video, information about APAC virtual soaring and informative handouts.

This year, we were incredibly fortunate to have the generous support of the Victorian Soaring Association (VSA), who funded a significant discount on AEF vouchers, making that first step into gliding more accessible.

To ensure an engaging experience, our display was staffed by dedicated volunteers. Some greeted visitors and sparked their initial interest, others guided them through their first hands-on experience in the simulator, and further volunteers were stationed at the glider, sharing their passion firsthand. This approach kept visitors engaged and minimised any wait times, ensuring that everyone had the chance to discover the magic of gliding.

OUR GLIDING AMBASSADORS

When we called for volunteers, we were thrilled by the overwhelming

response. Over 30 enthusiastic individuals stepped up to be gliding ambassadors at the airshow. Each volunteer arrived with energy and enthusiasm, embodying our goal of demonstrating that "gliding is accessible to everyone". Their dedication was evident as we had a great turnout and were almost always busy, except maybe when noisy machines like the F22 performed overhead.

Volunteers travelled from interstate, some flying in on the day and others braving the traffic to get to the airshow. Everyone arrived with a smile and got straight to work. In sales, there's a truism that people buy from people, and authenticity is key. In gliding, selling what we do is easy because it just comes naturally.

WE WON AN AWARD

The Avalon organiser, AMDA, awarded the Gliding Australia display as General Aviation's most interactive stand. The award was a testament to both the immersive and interactive nature of our display and the enthusiasm and energy of our volunteers.

As part of the General Aviation (GA) display, like other organisations, we were there to highlight the diversity to be found in general aviation. Although we were set slightly apart from the high-foot-traffic funded areas, we learned that a good display and proactive engagement can leave a positive impression and draw people in.

The foot traffic was excellent for our location, and we were busy across the three days. We can improve our communication with volunteers, which we will do better next time and need to have a good think how we can up the ante in 2027.

DEFINING SUCCESS

The 34 AEF vouchers sold served as a clear datapoint that 34 people are keen to have a go at gliding. However, this is just part of the story. Marketing and branding are not point-in-time activities, but rather are ongoing efforts that require time, reinforcement, repetition and capitalising of momentum.

Avalon is a platform to showcase our sport, raise awareness and encourage people to try gliding. It's now up to all of us to reinforce this message in our clubs and conversations. So, was it a success? Absolutely. But let's all keep the cadence up and continue talking about the sport we love.

The 2025 gliding Australia display at Avalon is dedicated to Grieg Wanless who defined what it means to be a volunteer and was dearly missed at Avalon.

THANK YOU

A big thanks to Gliding Australia, especially Sarah Thompson, head of marketing, for their unwavering support. No request was too difficult, no problem unsolvable.



As mentioned, the Victorian Soaring Association (VSA) provided the gliding simulator and helped fund the Air Experience Flight (AEF) vouchers, which were a great success at the show. The simulator was a significant win, and I cannot stress enough its importance in drawing foot traffic in. Thanks to Phil Henderson and David Meredith for their organisational efforts.

The Geelong Gliding Club (GGC) provided their DG300 glider, a standout feature of our display. It allowed visitors to sit in the cockpit, snap pictures and learn about the controls and instruments. Thanks to GGC and David Meredith for towing the glider trailer and facilitating the rigging and de-rigging process.

Thanks to Andy Davidson for introducing APAC Virtual Soaring, adding another dimension to our gliding showcase.

A special thanks to AMDA, the show organisers, for ensuring the event ran smoothly. Julie and Joelle didn't stop for the week.

Of course, a heartfelt thank you goes to the volunteers, too many to mention individually. Without volunteers, this display wouldn't happen, and gliding as a sport wouldn't happen.

JOEYGLIDE AT NARROMINE



JAMES NUGENT COMPETITION DIRECTOR

JoeyGlide 2025 celebrated 20 years of Junior Gliding in Australia by returning to Narromine for the Junior National Championships and National Junior Coaching Program. Entries were received from almost all regions of Gliding Australia, bar one, with a genuinely impressive level of talent and diversity in both the Competition and the Coaching program. A total of 19 junior participants flew in excess of 16,000km, with the highest number of female participants ever seen.

Thanks to the contributions from parents, visitors, coaches, general supporters of junior gliding, and the

organising team, the total attendance at JoeyGlide 2025 reached over 70 people, making this one of the biggest events on the Gliding Australia calendar at present.

The re-development of the Australian Junior Gliding community following the pandemic has been welcomed by the long-time supporters of Junior Gliding, including myself. Across the country, clubs and regions are doing good work in nurturing junior talent. The Junior Committee also deserves praise for its dedication and resilience in rebuilding events and increasing participation.

This development of Australia's junior talent is timely. In January 2029, Australia will play host to the 14th FAI Junior World Gliding Championships at Lake Keepit. Preparations for this world-class event are already underway. Since the bid was awarded, a dozen (and counting) junior pilots from across the country have started preparing for their shot at representing their country on home soil. JoeyGlide will likely see participation continue to increase in the lead up to the 2029 Championships.

When you consider that JoeyGlide is a gathering of like-minded, friendly 15 to 25 year olds from all across the country, coming together to compete with their friends and receive world-class coaching, it's a good place to be as a junior glider pilot.

I would like to give a big thank you to the JoeyGlide class of 2025 for being such a pleasure to work with. All participants, parents, friends and mentors really got into the JoeyGlide spirit and all played a role in creating such an enjoyable, rewarding and safe event for all.

Having been involved in the Australian Junior Gliding community for 15 years, I believe the current group would have to be among the most respectful and capable juniors I have seen. Kudos to the clubs across

the country who have nurtured this generation through their training systems. It does make it easy to commit time and effort when the reward is watching the rapid development of our home-grown talent.

Thank you also to the ever-professional coaching team of Matt Atkinson, Mike Durrant, Dan Summers, Andrew Edwards and Toby Freeland (GBR) for their dedication to the craft and thank you to the organising team of Beryl and Arnie Hartley, Neil Campbell, Matt Scutter and Lumpy Paterson for their efforts.

To anyone thinking of getting involved in JoeyGlide next year, I am sure the Junior Committee and the broader group would make you most welcome. The event will be hosted at my home club, the Gliding Club of Victoria, and I am happy to have been invited on to the organising team once more. So come along and join in the adventure, the challenge and the fun!

CHARLIE ABERCROMBIE

My experience of participating in JoeyGlide's Coaching program was one of the best flying experiences I have ever had. The group of people involved with both the competition and the coaching were both very kind and ready to listen to all you had to say. Everyone was very down-to-earth, and it was great to be a part of such a large group of young people that all had the same interest as me.

As a 15 year old kid, I had no idea what to expect, but after the first day I was already buzzing with excitement and ready to see what JoeyGlide had to offer. Seeing such a large amount of teamwork from all the competitors was inspiring. Instead of everyone keeping to themselves, everyone helped each other out, all conversing with one another and helping to form great friendships.

I learned so much through my time being coached that I went from achieving my first ever cross country flight at the start of the week, to completing my Silver C in a Discus at the end of the week. The coaches were all fantastic and had tremendous experience and different techniques to pass down in all sorts of weather conditions.

The food, accommodation and people involved with setting up the event, operations and cooking were all fantastic as well. There was even an aerobatics display on the rest day with Marek Vesely, the six time world aerobatic champion, which were some of the best aerobatics I have ever seen.

So many achievements and life long memories were packed into that short week that if I were to write them all down, this article would be at least 1,000 words long. So, if you are someone looking to join in, then don't hesitate. JoeyGlide was one of the BEST weeks of my life.



LEFT TOP: The view from Charlie Abercrombie's glider.
LEFT BOTTOM: Kira Mack in the front with coach Toby Freeland.

TOP: Charlie Abercrombie.
MIDDLE: Leonard Freitag in the front and coach Daniel Summers in the back ready to launch.
ABOVE: Aidan Curtis flew a Standard Libelle.

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AMELIA STEADMAN

My experience was incredible. It went beyond just flying. JoeyGlide was an opportunity to immerse myself in the gliding community, refine my skills, and grow as both a pilot and a person. The education and coaching were second to none, with highly experienced mentors sharing not just technical knowledge but their passion for aviation.

I gained countless new experiences, including my first cross country flights, advanced thermalling, longer flights and outlanding experience. These challenges pushed me to become more confident and capable in the cockpit. Adding hours of flight time to my logbook and flying multiple types of gliders also deepened my understanding of the sport.

JoeyGlide introduced me to a network of like-minded individuals, from mentors to friends. Whether we were learning together, encouraging each other, or sharing stories after a long day, the sense of community was amazing. By the end of the week, I felt not only more skilled but more inspired to continue pursuing my passion for aviation.

I'm incredibly grateful to everyone who attended, as well as the organisers who made it all possible. JoeyGlide is an experience I'll never forget, and I hope to return in the future to keep building on everything I learned and achieved. This program wasn't just about flying. It was about growth, connection, and setting new milestones in my gliding journey.

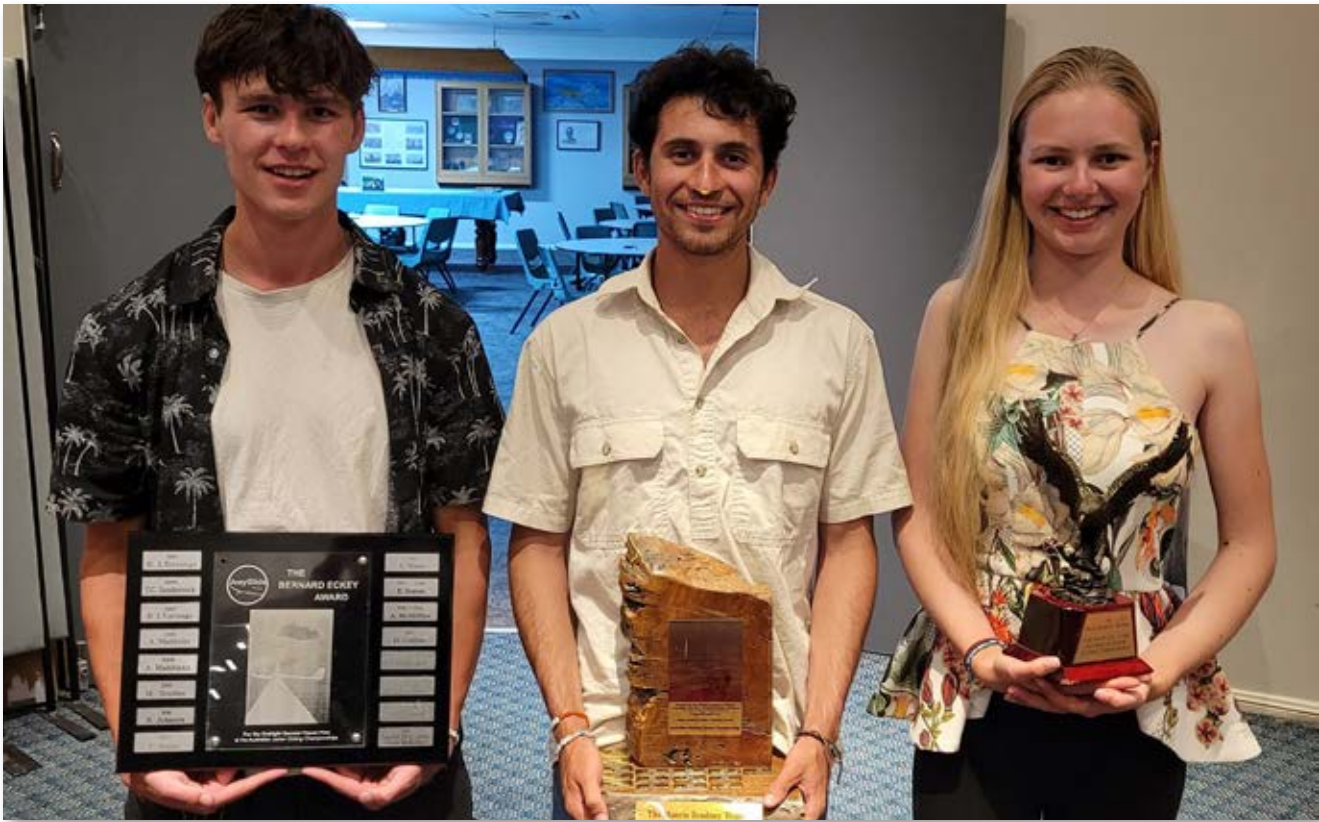
ETHAN BLUNT

Joeyglide 2025 took place at Narromine again this year, bringing together keen pilots from all around Australia. With a wide range of weather conditions this year, it was a great opportunity for everyone to test and extend their abilities across the board.

With Joeyglide being my first official competition, I wasn't entirely sure what to expect. Thankfully, with the help from Mum, Dad, Liam, Richard and Jacob we were able to efficiently make it up to Narromine and get the glider rigged and prepared for the practice day.

This competition offered a wide range of weather, from 8,000ft cumulus to broken, blue days, Narromine definitely tested us with nearly everyone outlanding at least once during the competition. The official practice day was set to be one of the good days, and with high cloud bases and fast cross country speeds everyone did an awesome job blasting around the task. The strongest climb I saw was 9.6Kts bottom to top peaking at 12kts through the middle!

Of course, it wasn't straightforward all the time, with everyone having low points. Personally, my low point was the day I outlanded. After pushing too deep into the second last turn point, I enjoyed a fast downwind run towards the last turn. Unfortunately by the time I was ready to turn around and hit the finish line I found myself pushing into a 20Kt+ headwind. With the day dying, I had to assess my options quickly. This was quite a unique situation for me. I found a couple of weak climbs, but in anything below 2kts I was blown further away from the airfield, and getting further below final glide. Eventually I had to give in and found a good paddock, where I landed and met a nice farmer, successfully completing my third outlanding. As it turned out, Amber outlanded just a few kilometres north of me and Mike outlanded just a few kilometres south.



LEFT BOTTOM: Charlie McKay in the front with coach Andrew Edwards in the back.
ABOVE: Ethan Blunt, Tom Jamieson, Anoushka de Chelard

Beyond the flying, Joeyglide was a great opportunity to make new friendships with other young, like minded pilots from around Australia and was an awesome experience. The days off were almost just as exciting as the days in the sky. As a collective we visited the Royal Flying Doctor's museum, swam in the local river and played a lot of backyard cricket.

In the end, Tom took home first place but everyone learned something, especially those who flew in the coaching program with highly experienced cross country coaches. Joeyglide proved to be fantastic experience and event and I'm so grateful to have been given this opportunity. I can't wait until next year's Joeyglide.

**ANOUSHKA DE CHELARD
AJGC VICE PRESIDENT**

Looking ahead, the 20th anniversary of the JoeyGlide competition is set to be our biggest event yet! From 17 to 24 January 2026, we're heading to the iconic Gliding Club of Victoria in Benalla for a week of unforgettable flying, camaraderie, coaching and competition as junior pilots from across the country come together to celebrate 20 years of JoeyGlide - Australia's premier junior gliding event. This milestone year promises incredible soaring, great fun and even better memories - whether you're a seasoned competitor or first-time participant.

Everyone is welcome, and we can't wait to see you all at Benalla to share in the excitement and spirit of junior gliding. We'd also like to extend our sincere thanks to the Gliding Club of Victoria for their ongoing support in hosting this event, and we're incredibly grateful to the surrounding clubs and dedicated volunteers who have already offered their assistance - your generosity and enthusiasm help make JoeyGlide what it is!

Entries are now open at joeyglide.juniorsoaring.org, so mark your calendars, grab your spot, and get ready to help us celebrate two decades of junior soaring!



**JOEYGLIDE 2025
NARROMINE
12 - 18 JANUARY 2025**

1 Tom Jamieson	Hunter Valley Gliding Club	Std. Cirrus	4,111
2 Mike Develin	Hunter Valley Gliding Club	LS 4	3,916
3 Ethan Blunt	Gliding Club of Victoria	Speed Astir II	3,905

Full results at soaringspot.com tinyurl.com/joeyglide25

TEMORA CLUB AND 2 SEAT NATIONALS

BY SEAN YOUNG



Anticipating what the weather will bring for a gliding competition is always a throw of the dice. Fortunately for the 20m and Club Class Nationals at Temora, the bad weather came during the weeks before the contest. The practise day task was cancelled and only a few pilots launched. But after that, the fleet was able to fly for the next seven days consecutively. The weather was certainly not easy, but it was soarable. After all, competitions are supposed to test the skill and tenacity of the pilots.

COMPETITION UNDERWAY

The first day was – you guessed it – low and blue. Even so, all but one of the Club Class pilots completed the 278km task. The day was won by Sophie Curio, who gained 939 points on the slightly downgraded scoring day.

In 20m Class, Justin Smith and Matthew Atkinson from Lake Keepit won the 350.64km racing task at 124.04 kph, gaining 940 points. However, Brad Edwards and Bruce Taylor actually had a higher speed at 124.07 kph and, after handicap adjustment, received 938 points and made 2nd place. The scene was set for the rest of the contest, with pilots in the top places finishing very close together until the end.

Justin Smith commented, 'Happy with day 1 Nats Temora. There was wave prestart 7,000ft but lost it and started after some others at 6,000ft and played catch up, finally enjoying some company final leg mostly a blue day occasional 9 knots.'

A few pilots encountered the wave pre-start, but it wasn't enough to make much difference to the start of the race. This day, as throughout the competition, most pilots left soon after the start gate opened. Even on the strongest weather days, there was always the worry about the sky shutting down early, as the long summer days were now getting shorter. Most pilots thought the task setters had judged the weather well, setting tasks that stretched the competitors but were definitely achievable.

TOUGH FINISH

Bernie Sizer won the second race in Club Class. He flew the 241.3km task at 94.43 kph winning 822 points on another downgraded day. Brown and Anderson won

ABOVE & RIGHT : Sophie Curio, the new Australian Club Class champion with her LS4a. Sophie will be flying for Australia in the Women's World Gliding Championships Czech Republic in July.





the 20m Class race in a DG1000. They finished the 348.33km course at a speed of 100.50kph to win 1,000 points. They kept Adam Woolley and Keith Gateley flying an Arcus in 2nd place, followed by David Jansen and Steven Evans from Kingaroy in an ASG23.

The results belie the tough conditions on course, particularly the last 100km of both of tasks. Both classes spent the day flying between 4 and 6,000ft. There were many reports of near landouts and slow progress. In the end all but one pilot in each class completed the their tasks.

KIWI WINS DAY IN CLUB CLASS

There was uncertainty at the launch point as to whether the A Tasks would be feasible. The day did not seem to be shaping up as planned. Scorer Ian Steventon busily prepared the B task instead. But in the end,

Competition Director Tom Gilbert made the call to continue with the original tasks. The day turned out to be as forecast, with climbs to about 8,000ft and reasonably strong climbs.

Michael Strathern from Nelson Lakes in New Zealand had been flying in Australia this season. He flew his ASW20 310.89km at 103.63 kph to win the 3 hour AAT task in Club Class.

Brown and Anderson won the 2 Seater race, flying their 349.41km racing task at 110.39 kph. Adam Woolley and Keith Gateley were pleased with their performance taking 2nd place and gaining 972 points. Adam said, 'We started 2nd last, after what seemed like the whole fleet flying past us with Brad and Bruce leading the way. Being behind has its benefits, you can observe those ahead and make smart decisions with plenty of time.

'The first came when I saw Temple and Taylor, way up ahead, down low as they approached the Leeton hills. I decided that they just hadn't hit any good climbs. So I decided to deviate 30° left of track and ran 5km abeam their track in the hope that I'd at least get the same air. I was rewarded with a good climb that caught us up with them.

'I saw the main gaggle go on track, only to note that they hadn't climbed and were generally low. Sometimes it pays to be behind. I simply flew left of track, hoping for a better run. This is exactly what happened – big climb then run run run! All the club competitors



completed the task and only one 2 Seater didn't make it around. So at this point in the comp, the pilots were very pleased with the task setting.'

LOW AGAIN

The next day the conditions deteriorated. But there were still climbs to 8,000ft, which was enough. In Club Class, Ailsa McMillan had her best performance, winning the day for 1,000 points. She completed the 295.83km racing task at 97.67 kph. Sophie Curio came home 2nd. She had won the first race and then came 2nd for the following three days, keeping her at the top of the Club Class table.

Lumpy Paterson and Thomsen won the 2 Seater race flying 392.46km at 117.52 kph. The day was again undervalued and Lumpy gained 921 pts. Jansen and Evans came 2nd and Woolley / Gateley finished 3rd, giving them enough to stay in the lead overall.

GET HIGH, STAY HIGH

Although the first four days had been more difficult than the results indicated, the fifth race was just too tricky for some.

TOP LEFT: Jack Hart in his ASW20b. Jack came 2nd in Club Class.

LEFT: After flying in the Temora club house.

ABOVE: Adam Woolley waving while Keith Gateley is (hopefully) on the controls for takeoff in 20m Class.

RIGHT: Michael Strathern preparing for launch with his family and competition Safety Officer Mike Cleaver.





had another good day coming 2nd and Neil Bennett took 3rd place. Sophie came home 4th for her worst result of the contest, but still maintaining her lead in Club Class.

In 2 Seater Class, there were two paddock landings and three engine starts. The 458.77km task was won by Jansen and Evans at 121.87 kph. David said he almost landed out on the first leg, but found a climb just as he flew over a paddock, preparing to land. Woolley and Gateley took 2nd place, but also kept their position in 1st overall.

CUMULUS FILLED SKY

On Friday, the sixth consecutive flying day, the contestants were rewarded with a forecast for a cumulus sky with climbs to over 8,000ft. On the grid waiting for launch, it seemed less certain. Launching

was delayed as the sky looked still and was cloudless, however, once launching commenced CUs started forming and the fleet set of on track for what promised to be a fast race in both classes.

Woolley and Gateley won the 2 Seater race, flying the 3-hour AAT at a blistering 141.4 kph with a distance of 459.28km.

Adam said, 'A sweet day in the skies, the whole sky was going up today it seemed, so my focus was just on clean flying. When I got mid-convection, we topped up in 6kts for insurance and just continued on our merry way. Overall, I was looking for 7 to 8kt climbs and cruised everywhere at 100 - 110kts following the energy.'

Jack Hart won Club Class flying 375.69km at 114.89 kph after flying a mixed contest, coming 7th three days in a row. But this win put him right up in 2nd place



behind Sophie, who came 3rd on the day, keeping her lead overall.

FINAL RACE

With just two further days of the contest to go, the leaders knew they had to fight to hold on to their positions. However, the competition rules state that after seven days, there must be a rest day. So the task setters were faced with a choice of having the rest day on the Saturday or Sunday, the final day of the comp. But the decision was made for them, as conditions on Saturday looked to be as good the day before. So this was to be the final race.

Jansen and Evans won the day in 2 Seater Class flying the 425.62km racing task at 138.46 kph. Woolley and Gateley came 2nd and won the championships. Jansen and Evans came 2nd overall with Paterson and Thomsen in 3rd place.

In Club Class, Michael Strathern had his 2nd day win flying 327.25km at 107.85 kph. The day he landed out cost him places, and he finished the contest in 5th place overall. Jack Hart came home 2nd on the day and in 2nd place overall. Sophie Curio came 6th on the day. However her consistent performance made her the new Australian Club Class Champion.

Adam and Keith represented Australia in the Uvalde WGC in 2024 in 2 Seater Class, and will also fly at the next WGC in Poland in May 2026. Sophie will be flying for Australia in the Women's World Gliding Championships, Czech Republic in 18m Class in July - August this year.

Michael Strathern will be flying for New Zealand in Club Class at WGC Tabor, Czech Rep in June. He will be competing against the Australian team - reigning World Champion James Nugent and his teammate Daniel Summers.

The competition could not have been better organised and was perfectly run from start to finish.



TOP LEFT: David Meredith in his Std Jantar 2. David won his first day in a national competition on day 6 in Club Class.

LEFT: Daryl Speight from Darling Downs took 3rd place in Club Class.

ABOVE: Temora pilot Scott Lennon flew with his son, the youngest competitor, Tom in a 'Sharkus' in 20m Class.

CLUB - 2 SEAT NATIONAL CHAMPIONSHIPS
TEMORA

16 - 23 FEBRUARY 2025

20M 2 SEAT CLASS			
1 Woolley & Gateley	Kingaroy & Bathurst	ArcusM	6,57 6
2 Jansen & Evans	Kingaroy	ASG32Mi	6,442
3 Paterson & Thomsen	Tocumwal	Arcus	6,139

CLUB CLASS			
1 Sophie Curio	Kingaroy	LS4a	6,212
2 Jack Hart	Bendigo	ASW20B	6,137
3 Daryl Speight	Darling Downs	DiscusB	5,719

Full results at soaringspot.com tinyurl.com/TEMORANATS

VICTORIAN CHAMPIONSHIPS AND HORSHAM WEEK

BY MICHAEL DURRANT

Another excellent Horsham Week Competition, the 59th in an unbroken series, was held from Saturday 1 February to Saturday 8 February 2025.

The Victorian State Championships 2025 were held in conjunction with the Horsham Week Competition, with State champions declared in 15M, Open/18M and Club Classes.

The Horsham Week Competition was preceded by the Horsham Coaching Week during the last week of January. The coaching week is scheduled by the VSA Coaching team as a lead-in event for pilots planning to fly their first competition at Horsham Week, and to develop cross country flying in general.

As some visiting pilots from New Zealand and NSW found, Horsham has ideal terrain for cross country flying and competitions with huge flat paddocks across the tasking area. This provides very safe conditions especially for those new to cross country or competition flying.

Horsham Flying Club members were again fantastic hosts for both events, providing accommodation, briefings, catering and operational support. These events are only possible because of the dedicated support and volunteer effort provided by HFC, with the same small group of members committing their time every year to make these events happen. Those who attended were hugely grateful for this support.

A complicating factor this year was sourcing tugs, due the Pawnee airworthiness issues impacting the Ararat and Horsham tugs. Fortunately, our Tug Master, Peter Kingston, was able to work with the Geelong and Melbourne clubs, and with South Gippsland to make their Pawnees available for both events. George and Diana Schuit also helped by providing their Scout for both launching and paddock retrieves.

As always, it is the volunteers and the support of the Victorian clubs that makes it possible to run these events.

HORSHAM COACHING WEEK

Tim Shirley from GCV led the team organizing the coaching week, while Michael Durrant led three coaches supporting 17 pilots to develop their cross country soaring skills.

Unfortunately, the coaching week was severely impacted by the fires in the Grampians and Little Desert and had only two flying days.

At one stage, evacuation orders were in place for Pimpinio, which is only 10km north of the airfield, and we were starting to contemplate evacuation. A pyro-cumulus loomed over the airfield with ash fall and showers combining to cover the gliders in soot.

This storm subsequently caused dry lightning strikes in the Grampians and yet more fires. It all felt quite apocalyptic for a few days. Fortunately, the anticipated change in wind direction meant that we did not need to evacuate. However, instead, the fire burned in a northerly direction to threaten Dimboola.

LOCAL COMMUNITY IMPACT

The fires in the Little Desert and Grampians have been devastating for the local community, requiring a huge effort to contain the conflagrations and limit property damage. The fires were only contained on the outskirts of Dimboola, just saving this lovely town and the Victoria Hotel, a favourite destination for thirsty pilots. Sadly, the Little Desert was almost completely burnt out, and recurring fires over the past year have burnt almost 90% of the Grampians. Our thoughts are with all those who have been affected.

For a few days, Horsham Airport was the base for fire fighting. Fire bombers, fire spotters and infra-red scanning aircraft operated continuously with a movement every 10-15 minutes.

Despite the fires and intensive firefighting operations, one pilot was able to attain his GPC, achieving the required outlanding checks, theory and demonstrated cross country flights during the week.

On the two days we could fly tasks, several two seat and single seat coaching flights were completed with subsequent de-briefing and discussions.

Most pilots were planning to stay and fly in the Horsham Week Competition, so we continued to run the theory sessions and undertake some local flying where possible. However, we decided to close the coaching week one day early, to give everyone a break before the start of the competition.

Overall, it was as successful an event as could be achieved given the challenging conditions, and we look forward to a better year in 2026!



HORSHAM WEEK COMPETITION

Thankfully, the fires and associated suppression activities settled down for the competition. The smoke from the bush fires mainly stayed away to the west and south of Horsham enabling tasking to the north and east.

The Horsham Week Competition started on Saturday 1 February with 26 entries at briefing. This included strong competition from the women pilots. Leonie Furze, Diana Schuit and Anoushka De Chelard kept the men honest in Club Class. It was great to see such strong female representation this year with women achieving several podium finishes and day wins.

We hope to see more female competitors and more younger entrants in the future to ensure we keep the Horsham Week tradition alive for many years to come.

The Horsham Week Competition is run by the pilots, for the pilots, with participants agreeing to take on the key roles of Competition Director, Scorer, Task Setter, Weather, Briefing Coordination, Treasurer and Safety Officer on a rotating basis every few years, ensuring that the competition is sustainable for the long term.

Craig Dilks was CD this year and ran a great competition, ably supported by a strong team pictured here who ran another safe, fun and fair competition.

TASK, WEATHER AND WINNERS

Tasks were flown on five of the possible eight days, with adverse weather and smoke from the fires in the Grampians and the Little Desert challenging the

TOP, OPPOSITE:
Ryan Driscoll
landing in his
Nimbus 3T.

LEFT: Mark Hunt in
his JS3 RES in 18m
Class.

TOP:
Jaroslav
Mosiejewski came
3rd in his PIK 20B
in Club Class.

ABOVE: Club Class
winners Jaroslav
Mosiejewski, Michael
Strathern, Terry
Cubley.

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competition. Tasking was influenced by the smoke and the need to avoid ongoing fire suppression operations.

The first two days were under CU with heights of 8,000 to 11,000ft and strong climbs making for fast and enjoyable tasks for all classes.

Day 1 Speed tasks were set to the northwest of 293km for Open/18M with Ryan Driscoll winning at a speed of 137 kph. Jack Hart won 15M/Std Class at 125 kph. Club was won by Steve Jinks at 110 kph.

Day 2 Pilots flew an AAT of around 400km to the north and then west, returning over the Little Desert where we saw nothing but ash and cinders. Storms over the airfield led to several pilots in Club Class landing out, rather than completing their return to the airfield. Ryan again won Open/18M at 126 kph. 15M/Standard was also won by Jack Hart at 120 kph. Diana Schuit won Club Class in her Cirrus at 96 kph.

Day 3 The day was cancelled on the grid after the required Task B call, and the sniffer flailing around at low level.

Day 4 Conditions brought another CU day with heights to 10,000ft, with an AAT to the north and east. Ryan won Open/18M Class with a task distance over 400km at 139 kph. Jack Hart won Std/15M at 109 kph, and Club Class was won by Steve Jinks, also at 109 kph.

Day 5 Open/18M Class pilots were set a speed task of 344km to the northeast in smoky conditions with poor visibility, requiring some caution on track. There was CU to the north and east of the task, returning home with smoke or haze domes at the top of the inversion giving fast speeds and good flying. Ryan again took 1st in 18M/Open Class with a speed of 128 kph. Std/15M was won by Jack Hart at 111 kph. Club Class winner was Michael Strathern at 100 kph, with Leonie Furze in 2nd place.

Day 6 The final day featured a speed task of 252km for 18M/Open with Ryan completing a clean sweep, winning the day at 111 kph. Neil Campbell won in Std/15M Class at 88 kph, spoiling Jack's clean sweep! Club Class was won by Steve Jinks at 84 kph, with Diana Schuit taking 2nd place.

OVERALL PLACES

After a clean sweep, winning every day, the winner in Open/18M was Ryan Driscoll in his Nimbus 3t. Michael Durrant came 2nd in his LS8ST-18M, and Chris Thorpe/ Noel Vagg came 3rd in their DG500M.

Ryan was awarded the VSA Open Class trophy. After winning every day except the final day, the winner in Std/15M was Jack Hart in his ASW20B. Neil Campbell finished 2nd in his ASW24 and Tim Shirley came third in his ASW28.

Jack Hart was awarded the VSA 15M trophy. The winner in Club Class was Michael Strathern in his ASW20. Terry Cubley was 2nd in his Mosquito and Jarek Mosiejewski took 3rd in his PIK20B.

Michael Strathern was awarded the VSA Club Class trophy.

IN CLOSING

Horsham Week 2025 was another safe, fun and challenging competition with pilots attending from NSW and Victoria as well as New Zealand.

It was pleasing to see three female pilots (Leonie, Anoushka and Diana) all competing strongly in Club class. It was also great to see some new faces and some younger pilots competing this year.

We look forward to again offering the Coaching Week and Horsham Week as the key pathway for new cross country and entry level competition pilots in Victoria and encourage everyone to plan to be at Horsham Week starting the first Saturday of February 7th Feb, to be preceded by the coaching week starting 31st January.

Next year it would be great to have more two seat gliders entered in both the coaching week and Horsham Week 2026, to develop the next generation of cross-country pilots, and develop new competition pilots.

This is a fantastic competition with a great social aspect, as well as being a wonderful development opportunity for both newer and more experienced pilots. This is an unmissable experience, and the proof is in the number of pilots – including myself – who return every year!

TOP, OPPOSITE: Chris Thorpe and Noel Vagg in their DG500.

LEFT: Ash from the Grampians fire covered the airfield and gliders.

TOP: Andrzej Wroblewski in his LS6.

RIGHT: Open Class winners, Mike Durant, Ryan Driscoll and Thorpe/Vagg.



HORSHAM WEEK

1 - 8 FEBRUARY 2025

CLUBCLASS

1 Michael Strathern	Nelson Lakes GC	ASW20	4,359
2 Terry Cubley	GCV	Mosquito	4,109
3 Jaroslaw Mosiejewski	Geelong GC	PIK 20B	3,927

15M - STANDARD CLASS

1 Jack Hart	Bendigo GC	ASW20B	4,428
2 Neil Campbell	GCV / Horsham	ASW 24	3,704
3 Tim Shirley	GCV	ASW28	3,419

OPEN - 18M

1 Ryan Driscoll	GCV	Nimbus 3T 25.5m	4,213
2 Michael Durrant	Bendigo GC	LS 8T 18m	3,574
3 Thorpe & Vagg		DG-500M	3,010

Full results at soaringspot.com tinyurl.com/horshmaweek

HORSHAM COACHING WEEK

BY RYAN DRISCOLL

This coming season marks the 60th Horsham Week flying competition in western Victoria. By comparison, the Han Weide Wettbewerb, one of the longest running and best known competitions in Europe, is only up to its 57th iteration. This rates Horsham Week one of the longest continuously running gliding competitions in the world – and for many good reasons. The event is always held in the first full week in February, which historically marked the end of harvest for many of the local farmers.

The Horsham Flying Club hosts two weeks of gliding – the competition week itself, as well as the week preceding devoted to cross country coaching, self-declared tasking and Silver C based training.

Horsham's location boasts many advantages. To begin with, the airport is the smallest paddock in the local

area. Based on the original royal subdivision of land, most of the predominately cropped wheat paddocks that surround the airport and extend in all directions into the task area are still fenced to the original 2 mile by 2 mile division. Consequently, outlanding options are as plentiful as they come. Additionally, Grampians National Park is a short drive away and makes for many great rest day walks and explorations.

The coaching week is a fantastic event for new GPC pilots to begin to explore their abilities in a safe and fun environment. Someone is always ready to lend a hand with rigging, tasking and outlanding retrieves if required. Throughout the week, many presentations are given on topics such as navigation and weather, and coaching flights are available with the attending clubs' two-seaters. All in all, the Horsham Coaching week provides a distinctly 'flying for fun and self-development' social atmosphere.

The competition week that follows is a model pilot-run event. Thanks to a rotating roster of volunteers hailing from clubs across the state, all organising positions are filled and thus attendance costs can be kept to an absolute minimum. Total fees, including entry to the competition, are similarly as fair as they come. For example, last season's fees for entry and facility only totalled \$230, plus aerotows at \$70 each.



Accommodation is readily accessible with many reasonably priced Airbnb properties in town and budget airfield camping/bunkhouse rooms available. Bringing the competition together is the wonderful Lorelle Esmore who leads the catering team at the Horsham flying club and ensures meals are always accessible and social.

This recent Horsham Week was well attended, as have been the previous five comps I've experienced. A total of 26 pilots competed in club class, Standard/15m and 18m/open class, although numbers most years ranged between 30 and 40. This year, catastrophic fire conditions were raging to the south of the town in the Grampians and to the west in the Little Desert. Many fingers and toes were crossed concerning the containment of these bushfires, first of all, and then with hope of clear air returning.

Unfortunately, most of the coaching week was lost to extreme smoke haze. Luckily, by the time the competition week started, the wind had swung around and tasking became possible as we managed five tasks out of a potential seven days.

Additionally, I also enjoy flying at Horsham Week because of the uniquely varied weather conditions. You truly never know what the weather will bring. This year included thunderstorms, trough lines, low blue days and high cumulus days. Task setting accommodates the conditions with an attitude of always intending to fly, while also keeping the tasks achievable. But no matter the weather, if there's one thing that does remain



constant at Horsham week, it's the grins on display at the Presentation Dinner.

So if you're a keen glider pilot of any ability and looking for a safe and friendly new place to fly, I encourage you to put the Horsham Week(s) on your calendar, and together let's celebrate the 60th Horsham Week with a fun couple of weeks of flying.

31 January to 6 February 2026
Horsham Coaching Week

7 to 14 February 2026
Horsham Competition Week
horshamweek.org.au



MY WEEK AT TOCUMWAL

BY ROSS MCLERNON



In March I was privileged to be invited by Mark 'Lumpy' Paterson to fly for a week at Tocumwal. He first notified us over a year ago of his intent to have this week, where a group of us that knew him when he was a youngster at Beverley, would have a reunion and enjoy the unique and exceptional soaring environment that he has created at Tocumwal. It was amazing that everyone invited was able to make arrangements to attend, one coming from the UK. It was a fantastic get together.

Tocumwal has a rich history in gliding and aviation. It was built as a bomber repair station during WWII. The installation included five large hangars, one of which Lumpy now owns. This hangar was able to house five B24 Liberators. I believe it is still the largest wooden structure in the southern hemisphere.

Bill Riley ran Sportavia from this hangar in the 1960s and '70s. He imported Blaniks, IS28s, Pilatus and several other glider types and had a large gliding operation. The famous World Gliding Champion, and all-round nice guy, Ingo Renner also flew from Sportavia. I know Lumpy treasures the time he was able to spend with Ingo at Tocumwal.

Lumpy's hangar is the only one of the original big hangars left on the airfield. It has offices, bar, kitchen, dining area, briefing room, repair and maintenance facilities, an outdoor BBQ area and swimming pool. There are also several caravans and a new four room motel-like accommodation unit opposite the hangar. The airfield also has an Aviation Museum with a brilliant and popular café, The Drome.

WEATHER AND TRENDS

I travelled via planes, trains and busses to the airfield from Perth. Briefing the next morning was thorough and included everything you could possibly want to know about the weather and trends. The week before we came was terrible, with a cyclone bearing down on Brisbane that brought flooding rain and masses of cloud to eastern Australia. But we were fortunate to have seven wonderful, flyable days with climbs from 6,000 to 9,000ft and mostly under cu.

After the weather briefing each day, Olly, one of the instructors, gave a safety talk on a nominated topic ('Did you know you should tuck your shirt in before alighting, because a loose shirt can blow over your head and prevent you from deploying a parachute?') We then filed out into the huge hangar to prepare our aircraft.

The airfield is excellent, with grass and dirt strips as well as sealed runways. It's not a terribly busy airfield and the power and gliding fraternities seem to get along very well. The scenic 'Mighty Murray' river runs through town and makes an excellent landmark. The country is very flat with plenty of landing options.

I flew all seven days in six different aircraft with 24.5 hours flying time in total.

SEVEN FLYING DAYS

On Day 1, I took the Duo Discus front seat with Kim Taylor in back. We had never flown one before, or indeed together before – Kim drives a JS3jet back at Beverley. We took an extended local flight within 50km, and thoroughly enjoyed the flight and aircraft.

Day 2 brought the chance to fly the wonderful Boomerang, after a 47 year absence from it, on a short cross country. I never thought I would have the privilege of flying a Boomerang again. The last time was when I was 17, back in 1978 at Cunderdin in WA.

For my birthday on Day 3, I flew a solo in the Blanik on a local flight – best birthday ever. Lumpy has the only operational Blanik with the Llewlyn mod. It flew just like I remembered, and I loved it.

Day 4 brought a cross country flight to Benalla and Corowa in the Ventus 2CXT, accompanied by Phil Levins and Kim, both in LS4s. We turned north of Yarawonga to the NE to follow streeting cu's out to about 75km from Toc and a 100km+ glide with no circling.

I spent time on Day 5 in the Janus I had been trying to buy when I came back to gliding, with me in front, Kim in back. Our cross country trip to Echuca was great fun.

Day 6 was another cross country day, this time in a Ventus B to Moulamein accompanied by Phil in a Ventus2.

On Day 7, we were back in the Duo Discus with Kim in command in the front seat and me in the back, for an extended local flight.

I loved every flight – my favourite was in the Boomerang for nostalgic reasons. The Ventus 2 was fantastic and has made me super keen to get my Shark going. The month before, I had purchased a Glasflugel 304 S Shark, once owned by Lumpy, from Waikerie and have yet to fly it. The Duo Discus was superb, light and well coordinated. It's almost like flying a single seater. Having now flown with Kim for the first time, I can see how he made the Astir go so well and does well with the JS3. He is a talented pilot.

PASSION FOR GLIDING

Lumpy has an absolute passion for gliding, which he is keen to share. He has over 20 gliders there and three tow planes and all the extras you need. He and his staff are exceptionally helpful, friendly and easygoing. It was great to meet and talk with Ian (Chief instructor), Olly (Instructor), Bluey (Tow Pilot – from near Toulouse in France), Milly (Tow Pilot) and Peter (Maintenance and Gliding Guru).

I had the privilege of sitting next to Peter at dinner one night while he regaled me with his adventures from the Bill Riley days. He told stories of towing gliders from Darwin to Townsville and Cairns and Alice Springs and all over the country. He was doing double tows and triple tows, towing into primary controlled airports - try that today, no chance! - both as tow pilot and glider pilot. It was an incredibly interesting and entertaining chat with a humble legend of gliding.

Lumpy's operation is fantastic. The gliders are all in good condition, maintained by Peter, and well equipped. After a day of flying in those great conditions, it was so good to come back and fall in the pool and sit around in the outdoor area, enjoying a drink and a chat in the shade of that massive hangar. Tocumwal is a very friendly



LEFT BOTTOM: Ross ready to fly in the Blanik.
TOP: The enormous wooden hangar at Tocumwal.
ABOVE: Tocumwal Airfield

town with a number of eating establishments to choose from.

I can't finish this article without mentioning Sharon. She supports Lumpy with the gliding, has worked in the local shire office and hospital and has recently been elected to the Tocumwal Shire Council. Sharon made us all very welcome and organised a BBQ one night, a Chinese food night another, and town and koala tours. She always has a smile on her face.

On Chinese night, Lumpy had prepared a slide and video presentation with many photos and videos from the old days. It was a wonderful night with many, many laughs, and a fantastic way to finish our week. Everyone that attended had a great week and are sporting smiles that will take a long time to erase.

If you are considering a gliding holiday, I can't recommend highly enough Lumpy's and Sharon's operation at Tocumwal Soaring Centre.



SAFETY INSIGHTS

DIGGING INTO SAFETY ISSUES

DREW MCKINNIE
SAFETY MANAGER
safety@glidingaustralia.org

Let me call a spade a shovel. We can, and must, do better in gliding safety – particularly our attitudes to gliding safety. Let's dig into this issue.

SOAR REPORTS

First, raising SOAR reports cannot be seen as a punishment. That is contrary to our safety policies and building the desired positive safety culture. I have heard of reportable incidents not being reported, of some members seeing SOAR reports as a negative on themselves or their club. Yet all pilots and members are fallible, environmental factors can change, decisions be taken, circumstances combine to generate a potential problem, a new risk exposure, near miss, or mishap.

Our SOAR reporting system must be seen as a positive, preventive tool that enables improvements or changes to reduce the future probability of risks being realised.

MOSP5 SMS contains our Safety Policy Commitment, which emphasises Culture and Reporting aspects.

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.

REPORTING

This means all members supporting a safety occurrence reporting and analysis system that monitors trends and actions, and 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.

We all stuff up. I stuffed up recently, and raised a SOAR report on myself, even though there were no adverse consequences. It enabled conversations in our club about what we can do to preserve safety margins, allowing for optimism bias, execution errors plus mission focus on reducing turnaround times. Sharing those insights is important.

Most pilots are aware that blame (for non-violations) is contrary to just culture. Yet any suppression of reporting diminishes generative safety, the learning and questioning culture aspects of a positive safety culture. MOSP5 SMS Figure 12 refers.

Blamestorming is a natural emotionally-driven response to mishaps. How often do we hear the flippant attribution of blame, "ah yes, that was pilot error", shortly followed by "I would never do that!" This response is often unhelpful,

particularly when we need to dig deeper into what the latent issues were that contributed to that occurrence.

For example, consider a launch accident arising from a cross-wind or quartering tailwind operation? What sequence of decisions, operational supervision choices, led to continued operations when the wind changed? What pressure was on the pilot to accept a launch in such conditions? What consideration was given to pilot currency on type in squirrely conditons?

As another example, consider a ground towing accident when someone towed a glider into an obstacle. What judgement errors led to that occurring? What distractions were present? What changes had occurred in that area? What false cues were there, like wheel tracks, lines on taxiways, incorrect drawings on towing pathways? What prior training was provided? Why was supervision not present in the towing area or towing vehicle?

In both cases, contributing latent issues outside the cockpit or car may well have set up the conditions for the accident occurring – or recurring in future! So it's vital that safety conversations in clubs allow for objective, dispassionate review of these latent issues, affecting club culture and organisation, normalised deviance, shortfalls and omissions, no matter who was responsible. It's what we do to prevent recurrence that matters!

For inexperienced members who have never raised SOAR reports before, positive training value can be derived from an instructor or senior member assisting them in drafting their own report, filling in holes or gaps, describing contributing factors – and considerable damage can be done by censoring reports! That's where CFI comments are important, in clarifying the account and commenting on remedial actions taken.

We are working on ways to improve member and CFI feedback on SOAR reports. I commend the recent efforts by EMO, RMOs and CFIs to address the backlog of investigations and improve feedback in this magazine, through webinars and occurrence summaries.

Gaps and shortcomings in approving and recording Certificates, Endorsements and Qualifications have been noted as risks to flying organisations. The consequences of flawed decisions outside CASA-approved and ASAO-approved criteria can be serious! Heaven forbid these problems are ever aired in a coronial environment.

I ask all members and instructors to be particularly attentive to ensuring that when members are awarded GPC or glider towing certificates, or pass annual or biennial flight reviews, or gain new endorsements such as self-launching gliders or low level finishes or coaching or instructing, that they scan copies of relevant documents and upload them to JustGo promptly. Make sure you have all required signatures in your flying and maintenance logbooks, for your own and your club's protection! The integrity of our systems governing pilot authorisations is important to you as individuals, as well as to our organisations.

If you do not have required logbook signatures and approved current credentials for a particular operation or activity, then you must not perform them.



SAFETY PLEDGE

In March at Avalon 2025, CASA released their Aviation Safety Pledge education program.

<https://www.casa.gov.au/index.php/resources-and-education/aviation-safety-pledge>

Gliding Australia has signed up to the program to demonstrate its commitment to ongoing safety and leadership in the avenue of aviation safety, promoting a safety culture and joining with others to promote aviation safety in general.

A copy of our pledge, slightly amended to read from the first person plural and to align with GA values, is at the end of this article. A Word version is available for clubs to amend with their name to display in briefing rooms and distribute as they see fit. Email safety@glidingaustralia.org for a copy. Clubs can also elect to individually sign up for the pledge.

Let us all, as clubs and individuals, either publicly or privately, pledge to uphold aviation safety by being responsible operators, continuously learning and getting better at what we do, being a part of a strong safety culture and displaying a high level of airmanship.

While I did not attend the Avalon event, many great gliding folks did, providing brilliant gliding promotion and simulator stands for our collective benefit. Thank you.

AVIATION SAFETY PLEDGE

CASA INITIATIVE, 2025

Gliding Australia commits to the following actions -

Our safety actions

1. Always prioritise pre-flight preparation

We will diligently encourage checking weather, NOTAMs, and the aircraft's condition before every flight, ensuring the pilot is fully prepared for safe operations.

2. Adhere strictly to flight regulations and airmanship standards

We will follow all airspace rules, flight procedures, regulations, and maintain the highest standards of airmanship, understanding that these are designed to keep everyone safe.

3. Continuously improve skills and knowledge

We will regularly engage in safety training and keep our pilots' knowledge up to date, knowing that ongoing learning is critical to their success as safe pilots.

4. Respect the skies and our peers

We will be considerate of other pilots, air traffic control and all aviation professionals, fostering a safety-first culture in the aviation community.

5. Speak up for safety

We will actively promote safe practices and encourage the reporting of unsafe conditions or behaviour, knowing that we all share responsibility for the safety of our skies.

6. Stay alert and focused

We commit to promoting flying only when the pilot is physically and mentally fit, avoiding fatigue or distractions that could compromise safety.

7. Foster a culture of safety and continuous learning

We will guide our peers, mentees or students in developing safe flying habits, exemplary airmanship, critical decision-making and a commitment to continuous learning throughout their aviation journey.

WHY WE ARE MAKING THIS PLEDGE BY PUBLICLY PLEDGING, WE ACKNOWLEDGE THAT:

- Safety is not just our responsibility – it's an expectation. Every member of the aviation community looks to us to uphold these commitments.
- Public commitment matters. By making our pledge public, we demonstrate to ourselves and others our resolve to prioritise safety in all aspects of our flying.
- Together, we set the standard. By joining other pilots in making this pledge, we help reinforce a culture of safety, exemplary airmanship and professionalism that benefits all of us.

JANTAR CONTROL RIGGING



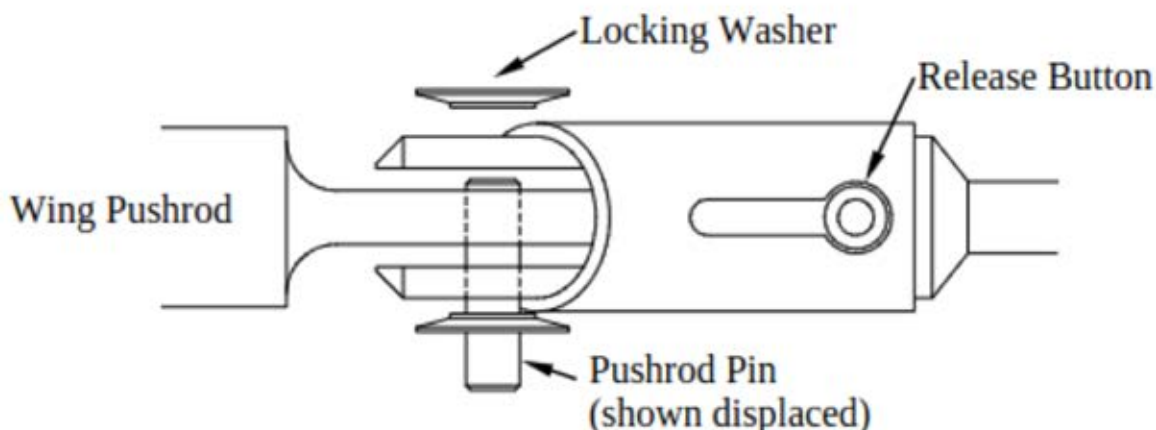
Over the years, there have been a significant number of SOAR and defect reports involving incorrect rigging or connection of Jantar aileron and elevator controls, and this seems to be a perennial problem. Recently, there has been another instance of a Jantar being incorrectly rigged. In this instance, as in several previous cases over the years, the ailerons were found to be improperly connected. The problem was discovered after a flight when the pilot lost roll control after touchdown. Upon inspection, it was found that the left aileron pushrod was completely disconnected from the aileron lever in the fuselage, despite the release button on the connector being in the locked position. Inspection of the right aileron connections showed that the connection to the right aileron pushrod was incorrect as well. The release button was close to the correct position but was not properly locked, and the yoke of the connector was only engaged on one side of the wing pushrod fitting. An article on Jantar pushrod connections was published in Gliding Australia Number 51 in early 2020 (pp. 38 & 39).

The flight on which the recent defect was found was the fourth flight after an annual inspection. An independent inspection, followed by a positive control check, was performed before a successful evaluation flight. The aircraft flew twice more before the problem was discovered upon landing after the next flight.

This aircraft had not been derigged/rerigged since the annual inspection. This means that the aircraft was subject to more than one DI after the evaluation flight, where the incorrectly connected ailerons were not discovered.

The Jantar control locking mechanism is used on both the aileron and elevator connections, but it is not a foolproof system. It needs careful examination by someone familiar with the system to ensure that the connections are properly made. To complicate matters, the connections are in positions that are difficult to see directly, and this may be exacerbated by the orientation of the connector. The aileron connections are accessed through an inspection panel in the turtleback of the aircraft, and the elevator connector is under the horizontal stabiliser. Neither can easily be seen. The release button may be on the far side of the connector and not visible through the inspection hatch or hole.

The connector, which is unique to PZL aircraft, is intended to have both locking washers inside the yoke when properly



connected, but it is possible to make the connection with one locking washer outside the yoke or, as in this case, to engage one side of the pushrod fitting only.

In these cases, the fact that the release button is in the correct position does not prove that the connection has been correctly made. Only a careful visual inspection can confirm the correct connection. Feeling the indicator pin in the correct position is also not proof that the connection has been achieved correctly. Proper inspection of this connection is best ensured by a visual inspection, and the aileron system in particular may require use of an inspection mirror and a torch.

In this case, it would appear that the people doing the rigging, the daily inspection and the independent check after the annual inspection all overlooked the misrigging of both ailerons, and that only luck prevented a far more serious outcome. More disturbing is the fact that subsequent daily inspections also failed to catch the faulty connections.

All pilots who conduct a DI on a Jantar need to have a clear understanding of its control connection system, and that applies also to pilots who are asked to do the independent inspection. A pilot who is not familiar with the Jantar system is not the best person to do the independent inspection.

If the inspector carrying out the aircraft rigging and control connections, or inspector performing the duplicate inspection, is not familiar with the aircraft type and/or control connections, extra due diligence is required. Either assistance should be sought from someone familiar with the system, or the aircraft's flight and/or maintenance manual must be consulted to confirm correct control connection and assembly. A torch and mirror are essential to confirm correct assembly.

INDEPENDENT INSPECTIONS

MOSP3 requires that after a control system is reconnected for any reason, an independent check for 'correct assembly and safetying' is to be carried out by someone holding a DI authorisation or higher (MOSP3 10.7.2 d. and 11.2 refer). Such a check should be:

- Made by a person with knowledge of the system to be inspected.
- Independent of the person making the connection and conducting the initial inspection. An inspector who is shown what to do by the person who made the connection is not 'independent'.
- Documented in the Maintenance Release of the aircraft inspected.

Just because a pilot holds a DI authorisation does not make them an appropriate independent inspector. A person asked to do an independent inspection who is not familiar with the aircraft or system to be inspected should politely decline – remember, if there is an incident or accident, someone will be asking the independent inspector to explain what they did and how.

DAILY INSPECTIONS

The purpose of a Daily Inspection is to establish that the sailplane is fit for flight for that day's flying operations (DI Handbook reference). This means that all critical systems of the aircraft, including its rigging and control connections, should be checked. Step 2 of the Daily Inspection Schedule contained in the Maintenance Release makes that plain. All these connections should be carefully checked at each and every Daily Inspection. In some types – and the Jantar is one – this means the opening of an inspection panel and may require tools such as an inspection mirror and a torch. Other types may need a screwdriver or other implement to open a panel. Tape and a knife or scissors may also be needed to reseal the panel after inspection – and, of course, all tools used to do a DI must be accounted for afterwards!

There is never a reason to shortcut a DI, even if you are the only person to fly the aircraft. Mechanical systems are subject to failure and human error. Unintended passengers (think mice, snakes and spiders) are also a hazard that can be addressed through a careful DI. Failure to check something important because "I checked that when I taped the panel closed after the last time I rigged it" is never a good idea – your life, and that of others who may fly the aircraft, are worth much more than the extra five minutes needed to do the DI properly.

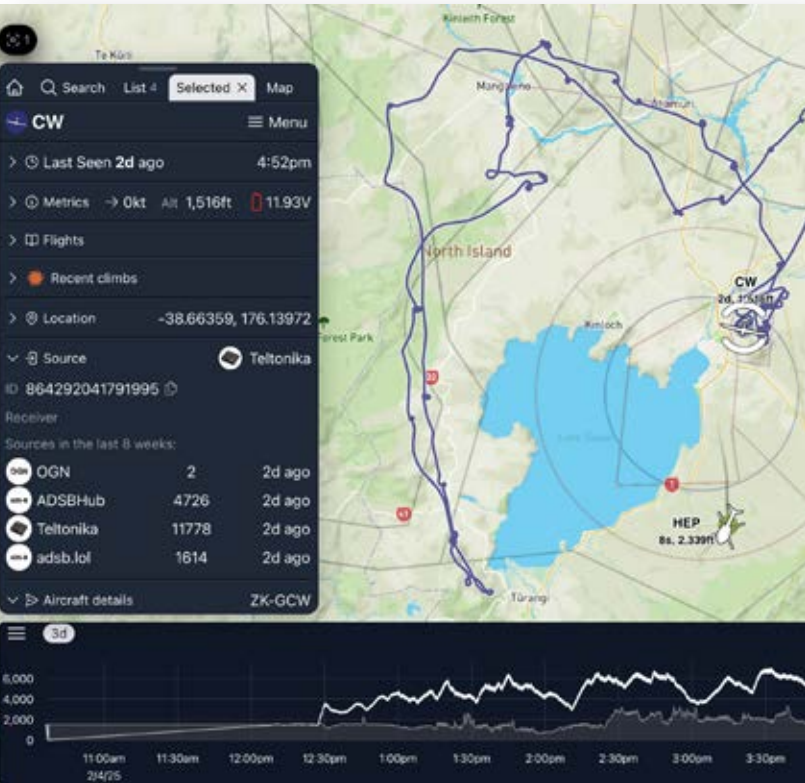


David Villiers
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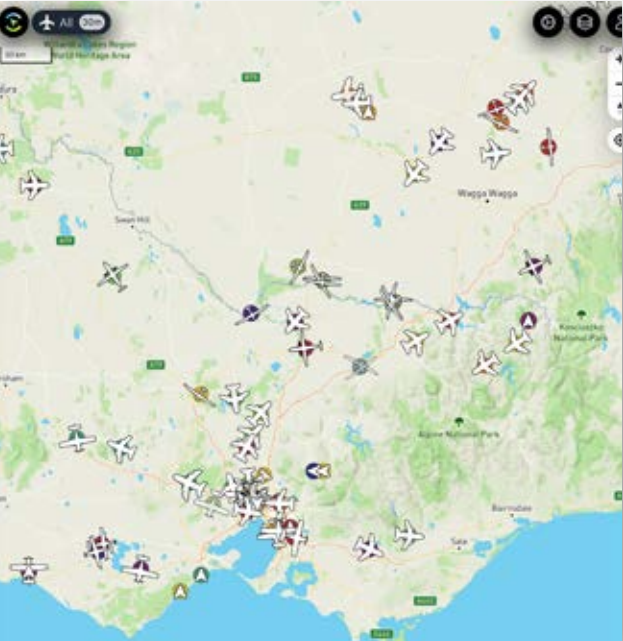


HOW TO CONFIGURE YOUR GLIDER FOR LIVE TRACKING

BY TIM BROMHEAD



If you go missing or have an accident, the quicker you're found, the better. Now, technology and software have developed to a point that allows you to be tracked no matter how remotely you fly. Tracking needs to be set up before you need it, so it's worth taking a bit of time to ensure your aircraft will be tracked correctly. Generally, the setup only has to be done once, until you buy or sell an aircraft, or upgrade equipment. If flying shared or club aircraft with an Oudie N or SeeYou Navigator, make sure you configure your device properly before flying.



STEP ONE. CONFIGURE YOUR FLARM

FLARM devices come configured out of the box with a unique ID hex number, starting with FD for example, FD7C75. This can be changed by editing the config file in the FLARM. You can leave it as is, but there are several reasons to change the code:

1. The FLARM has previously been used by a different glider. For example, you may have bought the FLARM device second hand, or moved a FLARM device between gliders.
2. The OGN database has been configured by someone else, and you can't access it.
3. If your aircraft has ADS-B, you should match the ADS-B code.

Matching the FLARM code to your ADS-B code is critical. This will ensure your devices can merge the two codes together to be the same aircraft, and your FLARM won't alert you to that suspicious ADS-B aircraft that keeps following you around. It also guarantees your FLARM code is unique for that aircraft. All Australian registered aircraft ADS-B hex codes start with '7C'.

If you are going to change the code to a random code, check that it's not already in use in the OGN and Flarmnet databases (see below). Avoid obvious patterns such as 123456. Otherwise, you are likely to conflict with other people around the world.

STEP TWO. CONFIGURE THE OGN DATABASE

Open Glider Network (OGN) is the glider tracking network used worldwide by gliders, paragliders, helicopters and, increasingly, other aircraft. It primarily receives data from FLARM devices transmitting to a ground based receiver, so FLARM tracking will only work when in range of a receiver. Some devices such as Oudie also send tracking data to OGN when online.

The OGN data is used by almost all tracking systems including PureTrack, FlightRadar24, Glide and Seek and WeGlide, so it's well worth making sure this is set up correctly.

Configure your FLARM device and aircraft here:
wiki.glidernet.org/ddb

STEP THREE. CONFIGURE THE FLARMNET DATABASE

Flarmnet is the official aircraft database used by devices and flight computers to map hex codes to aircraft, for example, LX9000s. It is also important to ensure that it is correct, so people can identify you on their devices.

flarmnet.org/flarmnet

REGISTERING A NEW DEVICE

flarmnet.org/flarmnet/device/add

If configured, the Flarm-Radio-ID is the 6-digit hexadecimal ICAO aircraft address of your aircraft (also known as Mode S Code) or the 6-digit hexadecimal Flarm-Radio-ID. It is NOT the serial number of the device!

STEP FOUR. CONFIGURE YOUR OUDIE

The Oudie N and SeeYou Navigator on your phone can transmit your location into the OGN network via the cellular network. This is handy for more complete coverage when you're out of range of a FLARM receiver, but in range of cell phone towers.

Oudies, like FLARM, will by default broadcast as a default random

number. But it's important to configure your aircraft with the same hex ID as the actual FLARM - and possibly ADS-B. Recent software updates have made this easier by getting the data from the OGN database automatically when adding/editing an aircraft. So go and check it, if you haven't already. It's another reason to ensure the OGN database above is correct.

You should do this for each aircraft you fly with your Oudie. Critically, don't forget to change the aircraft setting when flying in a different aircraft, otherwise you'll stuff up the tracking for both!

STEP FIVE. CONFIGURE YOUR PHONE, SPOT, INREACH, ZOLEO AND OTHER DEVICES

PureTrack has made it as easy as possible to support your portable satellite tracker, along with many other apps and devices. Follow the instructions from puretrack.io/trackers

PureTrack can also forward this data back into the OGN network, so that other tracking systems can make use of the data.

Using multiple tracking data sources gives you the best chance of coverage, meaning that if you go missing, search and rescue have the best last known location possible. FLARM/OGN tracking range is often limited in Australia and New Zealand, while cellular coverage is more extensive, so using a cell phone app while flying can work well. Just watch your battery - using tracking apps will drain it quickly! If you're often flying well out of cell signal range, a satellite tracker is the best option.

SELLING/MOVING FLARM UNITS BETWEEN AIRCRAFT

When selling a FLARM, it's a good idea to do a couple of things first to make life easier for the future owner:

- Remove the code from the OGN database.
- Remove the code from the Flarmnet database.
- Remove any custom hex code and configuration from the device.

A common issue occurs when a previous owner (or someone helping them) has already configured a FLARM in OGN under a different account. You can't add a duplicate entry, but what can be done if the person who configured it can't be contacted?

YOU HAVE TWO OPTIONS

1. Wait 1 year for the hex code to expire. OGN recently added this system to free up IDs that aren't in use any more.
2. Change the hex code. As above, you should change it to match your ADS-B hex code for the aircraft anyway. Or just change it to a new random code.

TRACKING WEBSITES

PURETRACK.IO

PureTrack provides worldwide coverage with almost all available glider tracking systems. Primarily this is OGN and ADS-B as well as satellite trackers, cell phone apps and dedicated cellular trackers. This is very useful in countries outside of Europe without an extensive FLARM network, such as Australia, South Africa, New Zealand, Brazil and the USA.

- Add SPOT, InReach and Zoleo at <https://puretrack.io/trackers>.
- Add cell phone tracking if you can spare the battery usage.
- Make sure your ADS-B is showing up correctly.
- Optionally configure your PureTrack data to be sent into OGN so other tracking systems can also see it.

WEGLIDE.ORG

WeGlide performs live tracking for gliders only, using OGN data.

- Make sure your FLARM/OGN devices are configured correctly, as above.

- Configure your registration at weglide.org/settings/live

GLIDEANDSEEK.COM AND OTHER OGN APPS

Apps like Glide and Seek use data from OGN, so don't need any extra configuration other than ensuring the OGN network database is correct. See a complete list of apps on the OGN website:

wiki.glidernet.org

ABOUT THE AUTHOR

Tim Bromhead has been developing tracking systems for over 10 years including PureTrack.io, used by thousands of Glider and Paragliding pilots worldwide. Tim flies a Ventus cT in New Zealand, and can be seen flying on the PureGlide YouTube channel.

FROM THE EDITOR

I have four devices that are linked to PureTrack - the FLARM in my glider, my OudieN, InReach and SeeYou on my phone. But even if they are all turned on, they will show up on PureTrack as one aircraft. In particular, having InReach, Spot or other satellite trackers display on PureTrack could be very handy for retrieves. Anyone looking for you, or following your progress in flight, will see where you are whether you are in proximity to an OGN receiver or phone tower or not. This is also a good safety back up. People following your flight will not have to go to a special web page to see where you are (as with inReach) or wait for you to send a text message with your coordinates. SY



SOARING DEVELOPMENT PANEL REPORT

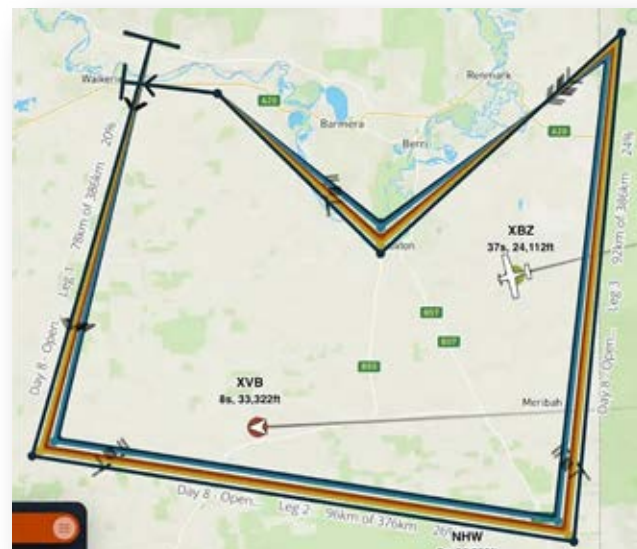
The 2024/25 competition season is largely behind us, with mixed outcomes in terms of attendance. Highlights included Joey Glide and the 2 Seat and Club Class Nationals, which saw strong participation. However, the Multi-Class event struggled to fill the 15 Meter and Standard classes. It was encouraging to see many talented juniors engaged in both competition and coaching. That said, this marks the third consecutive year we have been unable to hold a standalone or even combined 15 Meter/Standard class competition.

Adding to our challenges, many clubs have been affected by the ongoing Pawnee issue, which is likely to impact next season's competitions.

Last season, we made changes by reducing the number of Nationals from three to two and resting the Sports Class. We believe these changes should remain, with additional adjustments aimed at increasing participation, particularly in the 15 Meter class.

INTRODUCING DISTANCE HANDICAP TASKING (DHT)

Next season, we will trial and implement Distance Handicap Tasking (DHT) as a new tasking option. This method adjusts task lengths based on each competitor's glider handicap. Higher-handicapped gliders will follow a scratch course around set turn points, while lower-performing gliders will have modified turn points to ensure their task distance is proportional to their handicap. Unlike SkyRace/F1GP, all adjusted waypoints will use the traditional 500m cylinder rather than variable radius turnpoints. The tasks are to be



set for the highest performance gliders.

Tasks will be set and scored using SoaringSpot. Each competitor will receive a customised task (in a CUP file) based on their handicap. Pilots will upload or email their IGC trace, which will be automatically scored via SoaringSpot. Task finishers will be scored based solely on elapsed time, as handicapping occurs during the flight.

DHT is expected to be used in preference to standard racing tasks on days without an Assigned Area Task (AAT). This system ensures that lower-performance gliders spend a comparable amount of time on task as higher-performance gliders, reducing the disadvantage of flying in deteriorating conditions.

CALL FOR EXPRESSIONS OF INTEREST (EOI) – 2025/26 NATIONAL EVENTS

The NCC is now accepting EOIs for the 2025/26 National events:

- Multi-Class Nationals – Including Standard, 15m, 18m and Open classes.
- Club Class Nationals – Held in conjunction with the Two-Seat Nationals.

We ask that EOIs specify the proposed duration (8 or 12 days), with a preference for 8 days, as well as proposed dates. Given the current Pawnee situation, organising clubs must be confident of their ability to secure sufficient tow planes.

GUIDELINES FOR CLASS COMBINATIONS AND SCORING

To ensure fairness, the following guidelines will apply when classes are under-subscribed:

- National champions will only be awarded where at least eight gliders compete in a class.
- If an under-subscribed class is combined with a fully subscribed class, the two will be scored separately. For example, 15 Meter gliders will not be merged into Open Class for championship purposes.
- If two under-subscribed classes are combined, the class designation will be based on the higher-performance gliders (eg, 15 Meter and Open Class would be designated as Open Class).

These guidelines provide clarity for event organisers and prevent last-minute decisions at the start of a competition.

Please submit your EOI to Lumpy Paterson, Chair of the NCC, at lumpy@lpcontracting.com.au no later than 18 April for consideration.

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
csdp@glidingaustralia.org



A CHANGING OF THE GUARD AT WAIKERIE – MARK MORGAN'S LEGACY AND THE FUTURE OF GLIDER MAINTENANCE

After many years of dedicated service to the gliding community, Mark Morgan has retired and stepped back from full-time glider maintenance. This marks a significant transition, with Grant Windle taking over the workshop facilities. Morgy's Glider Works is now operating under the new name Riverland Sailplanes.

Mark has been an invaluable contributor to the gliding movement for decades, and his wealth of knowledge will be greatly missed. Countless pilots have benefited from his expertise in glider repair and maintenance, making his departure from active work a bittersweet moment for many. However, as with all things in life, change is inevitable, and Mark has certainly earned the chance to relax and enjoy this next chapter. We extend our best wishes to him in his well-deserved retirement.

MARK'S JOURNEY IN GLIDER MAINTENANCE

Mark's journey began in 1980 as a trainee pilot at Waikerie, where he developed an interest in aircraft maintenance. Under the guidance of Rob Webber and Bill Edwards later on, he gained valuable experience before joining the commercial operation at Waikerie. He initially worked on the flight line during the summer season while obtaining his basic airworthiness ratings.

His skills continued to develop under Rudi Gassmaier, and after obtaining both basic and major repair ratings, he began working full-time in the workshop alongside Mark Stanley. Visitors to the workshop will fondly remember the 'Marks Bros' sign that humorously declared "You screw 'em... We glue 'em!"

In 2004, following the closure of Waikerie's commercial operation, Mark took a bold step and founded Morgy's Glider Works, an independent business separate from the Gliding Club. Over the next 20 years, the business flourished, establishing a reputation for excellence.

Mark's dedication to craftsmanship led him to Germany, where he honed his skills in engine maintenance at manufacturers' facilities. He also supported Australian pilots by crewing at international competitions. His passion for continuous learning, combined with his natural technical abilities, made him a walking encyclopedia of glider maintenance. His commitment to high-quality workmanship extended to glider finishing, leading him to install a spray booth at the club to perfect paint finishes.

THE FUTURE – RIVERLAND SAILPLANES

Last year, as word spread of Mark's possible retirement, Grant

Windle reached out to explore opportunities. After visiting Waikerie, Grant decided to take over the workshop, leading to the creation of Riverland Sailplanes (www.riverlandsailplanes.com.au).

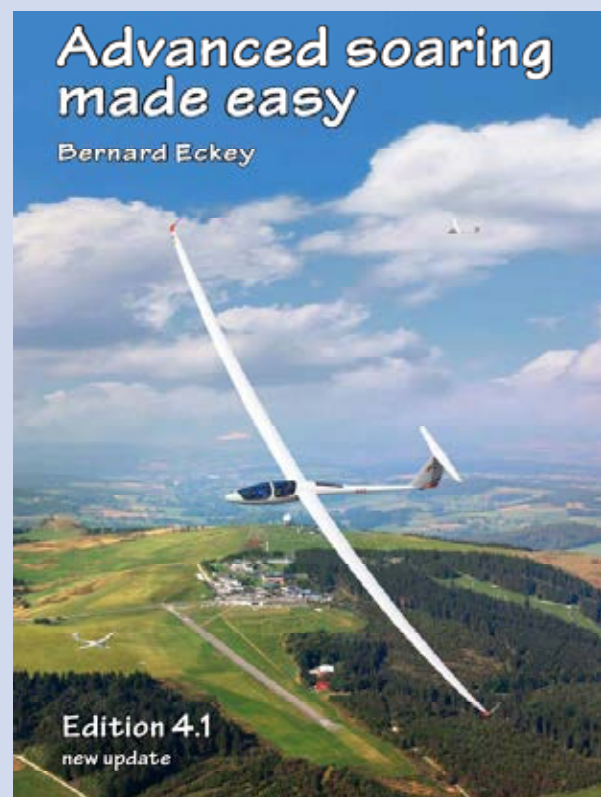
Grant brings six years of experience from Maddog Composites in Queensland and was eager to take on the opportunity presented by Mark's retirement. He began working alongside Mark in October 2024 and officially took over the business in December 2024.

While Mark has stepped back from ownership, he remains actively involved – mentoring Grant, assisting him in obtaining his major repair rating and guiding him through engine certifications. This invaluable transfer of knowledge ensures continuity in expertise and high standards of workmanship.

A BRIGHT FUTURE FOR GLIDER MAINTENANCE AT WAIKERIE

Grant has already demonstrated his skills, recently refinishing the undersurface of the Waikerie Gliding Club's LS4 wings to an exceptional standard. He is currently undertaking repairs on our Discus, approaching the work with precision and professionalism.

With Grant at the helm we can be confident that glider maintenance at Waikerie remains in excellent hands. Now, more than ever, it's important for us to support and encourage this changing of the guard.

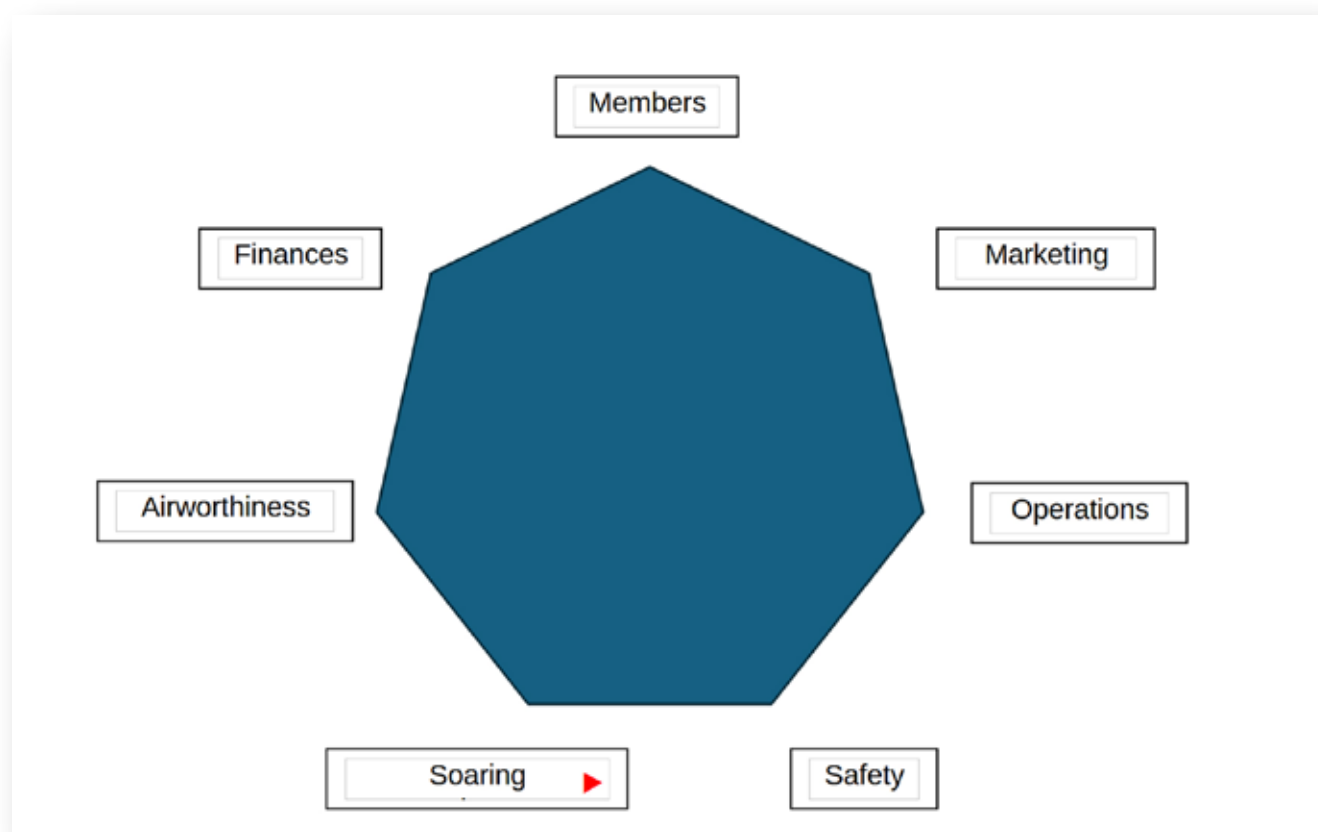


This latest edition by Bernard Eckey is a 'must have' for any Glider pilot who's interested in honing their skill and knowledge.

Available from the Gliding Australia online



A BALANCED GLIDING CLUB



In a previous chapter of my career, I had the privilege of serving in senior corporate management. One of the tools we used was the concept of a 'balanced business'. While this is not necessarily a gliding 'operations' subject, please stay with me, as I believe it has relevance.

Consider your gliding club. It has various functions and areas of focus. Some of these are members, marketing, finances, airworthiness, safety, soaring development and operations. This can be represented the diagram above.

"THE KEY TO KEEPING YOUR BALANCE IS KNOWING WHEN YOU'VE LOST IT."

It is normal for any club to prioritise one or two areas. If the club concentrates on Finances for example, the other areas generally have somewhat reduced focus and energy. The focus on Finances may be 'increasing income' or it may be 'cost reduction'. It may be "how are we going to get the Pawnee airworthy again?" This can flow to or impact the other areas of the club.

Imagine if your club put all of its energy into Airworthiness. There would be little time left for flying. Although some members may be very happy working on Airworthiness, others may want to fly more often.

Conversely, if your club focuses strongly on Soaring Development with local Grand Prix competitions, and the pilots were mainly interested in long distance flights in their own gliders, the club may find itself short of

Instructors to run day-to-day operations. Training may suffer and the club fleet gliders may need more attention in the Airworthiness area.

EVERYTHING IS A BALANCE

It can be worthwhile to devote resources to certain areas of the club for a short period of time. However, eventually the other areas will need attention as well. The solution is to regularly review where your club is positioned. If your club focus has been on one or two areas for a long time, reset. Step back and think about what needs to be done in other areas of your gliding club.

Ask yourself – what is your club making its priority at present?



GLIDER LESSONS VS LEARNING TO GLIDE



Scenario 1: "Hi, my name is Dave. I have a booking for a glider lesson with Ralph at 1pm."

"Hi Dave, I am Ralph. We have your booking here. The glider is being prepped and will be at the launch point ready for your pre-flight checks. We have your training records here on our system. I see that you are now ready to do the flight exercises for GPC Unit 12. The preflight exam has confirmed that you understand the theory behind this unit.

"All I need to do is pre-charge your credit card for \$500. If you engage with your Instructor at the launch point, for any reason, the charge will be \$1 per minute. The flying time and launch actual values will be deducted from that amount after your lesson. Your lesson will be in the \$400-\$500 range. As per our terms and conditions we reserve the right to charge more than \$500. We can provide you with your complimentary bottle of water or if you like you can purchase your Club Signatory Camel Back for \$150."

The above description is an exaggeration, but is not far from the truth. When I lived in Silicon Valley, USA, I flew at Hollister. I went up for a 20 minute flight that cost me US\$250, and then talked with the instructor afterwards about the differences between instructing in Australia and USA. It was casual conversation. US\$20 was added to the bill for his time talking to me.

It could be argued that a gliding lesson is just that, a lesson. The delivery is totally professional. That may be what some pilots want. Have any of you completed your PPL in recent years? If so, you know the cost.

LET'S TURN THIS AROUND

Scenario 2: "Hi, my name is Dave. I have arrived around 8:00am to help get the gliders ready for our day. I realise that I will learn many things about getting gliders out of hangars, doing the Daily Inspection and

gaining experience on towing the glider, a very valuable piece of equipment, to the launch point. I will learn how to launch gliders, which is a big responsibility.

"I will also learn how to retrieve gliders after landing, bringing them back to the launch point in good condition. I will learn to listen to radio calls in the CTAF and build a mental picture of what is happening. One day I will be able to do that and have conversations with people around the Pie Cart or in the glider. I know I will gain that expertise.

I have studied my GPC Unit 12. If you could ask me a few questions to confirm that knowledge it would be great. If I need to study a bit more on that Unit, we can consolidate it with other GPC Units in our time together today.

Let's get these Daily Inspections done and get down to the launch point."

It can be argued that a club environment can teach you more about gliding. You can receive ground training and airworthiness training, and learn leadership skills. You can pick up practical skills by 'doing'. Clubs can encourage members to help during the day, to get involved. Some pilots enjoy that.

It boils down to what you want as a consumer and a club member. Educating members on what it takes to run a club is important. Getting members involved in day-to-day activities, as well as the more strategic areas of running the club, is vital.

At my club, Southern Cross Gliding Club, in Sydney, we are a club. But we have introduced some aspects of scenario one. On Tuesdays and Thursdays, members can engage an instructor, tow pilot and glider for their exclusive use. They pay extra for the privilege.

A professional organisation or a club, or maybe a hybrid? What suits your members? What suits your prospective members?



DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
emo@glidingaustralia.org

GLIDER AIR DISPLAYS

CASA has recently announced a change to their online forms. Air Display notification forms are now online. This is a reminder that Air Displays must be approved by the EMO.

MOSP 2 states:

"8.12.3. Prior to the event, the display organiser must seek validation of the participating pilot's Glider Pilot Certificate, Medical Certificate, and flight activity endorsements from Gliding Australia EMO."



Occurrences & Incidents

All clubs and GFA members are urged to report all occurrences and incidents promptly, as and when they occur, using the GFA's occurrence reporting portal at glidingaustralia.org/Log-In/log-in-soar.html. This is always best done while all details are fresh in everyone's mind.
You can read the full SOAR report at tinyurl.com/ltmko56
Reports noted 'Under investigation' are based on preliminary information received and may contain errors. Any errors in this summary will be corrected when the final report has been completed.

SEPTEMBER 2024

28/9/2024 DG-1000S
MINOR
NIL
Ground handling. Gust of wing lifted wing and opposing wing went down on another aircraft

24/9/2024 DG-1000S
NIL
NIL
Glider radio operated on incorrect CTAF frequency

24/09/2024 PIK20B AND DISCUS
NIL
NIL
PILOT HOURS 2150
Airprox by two gliders twice during competition. Landing glider very close to landed glider at completion of the day.

23/9/2024 DG-1000S
NIL
NIL
Attempted unauthorised maintenance. Different main battery meant that the existing installation could not be secured. The pilot purchased bolts that were different and attempted installation without Airworthiness approval.

28/9/2024GROB ASTIR CS PILATUS B4
NIL
NIL
Two glider airprox. Gliders on opposing track. Both gliders turned right once visual. Distance was very close. One glider had Flarm, the other glider's Flarm was problematic.

OCTOBER 2024

7/10/2024 MOSQUITO
MINOR
NIL
163
Wheels up landing. Contributing factors: possible hypoxia, full blader and unfamiliar with busy aerodrome.

1/10/2024 DG-1000S
NIL
NIL
Sky echo mount detachment in flight. Sky Echo landed on floor of cockpit. Flight controls were not fouled. Aircraft landed safely.

NOVEMBER 2024

24/11/2024 DG-505
DAMAGE NIL
INJURY NIL
PILOT HOURS 25

Pilot possibly dehydrated. Distracted by another glider in circuit. Straight in approach. FUST actions and check not performed.

16/11/2024 VENTUS 3T 18M
Dammage Left hand side outer aileron on 18 m wing extension and both main landing gear doors damaged.
INJURY NIL
PILOT HOURS 8735
Pilot was not successful at starting the turbo engine when getting low on XC flight. Pilot elected to land in the paddock. During the landing roll into the freshly harvested canola field, the glider ground looped.

23/11/2024 EUROFOX
DAMMAGE SUBSTANTIAL
INJURY NIL
PILOT HOURS 1357
Prop strike due to thermal upset. During the final stages of the landing roll, a large and powerful thermal lifted the tail of the tug uncontrollably. Control inputs by the pilot were ineffective against the force that was lifting the tail from the thermal. Before power could be applied in an attempted go around, the nose and propellor struck the ground and the aircraft came to rest in a nose down/tail high position.

23/11/2024 PW-5
DAMAGE NI
INJURY NIL
PILOT HOURS 55
Pilot had interrupted sleep the night before. Poor decision making after getting low and attempting to return the airfield. This led to very low circuit. Glider only just arrived over the fence onto runway.

13/10/2024 DG-1000S
DAMAGE NI
INJURY NIL
Belly release uncommanded release. Intermittent releasing of belly release during winch. Glider release marked as unserviceable

9/11/2024 CESSNAS IN CIRCUIT.
DAMAGE NI
INJURY NIL
Report of runway obstruction. Wing tips of gliders waiting to launch were impinging on runway.

6/11/2024 GROB ASTIR CS
DAMAGE NI
INJURY NIL
PILOT HOURS 315
Airprox. Two gliders on opposite reciprocals. Both gliders turned right to avoid collision.

6/11/2024 SZD 51 - JUNIOR
DAMAGE NI
INJURY NIL
PILOT HOURS 102
Failure to follow instructions to soar locally and to observe outlanding procedure.

1/11/2024
DAMAGE NIL
INJURY NIL
Runway incursion. Pilot was walking across runway and did not see landing glider.

2/11/2024 SZD 51 - JUNIOR
DAMAGE NI
INJURY NIL
PILOT HOURS 102
Failure to avoid obstacle while taxiing. Pilot landed and taxied towards gliders lined up for launch. Glider stopped before collision.

11/9/2024 PIPER PAWNEE PA25
DAMAGE NI
INJURY NIL
PILOT HOURS 2600
Tug pilot failed to take up slack. Full power applied. Tug pilot realised mistake, reduced power and released rope. Glider departed runway.

5/11/2024 BEARHAWK AND DISCUS B
SUBSTANTIAL – PROP STRIKE
INJURY NIL
PILOT HOURS 242
Tow plane was repositioning for launch of next glider. Discus was pushed off runway for minor repair. Towplane stopped very close to wing of Discus. Prop strike of wing.

2/11/2024 DG300
MINOR - UNDERCARRIAGE DOORS DAMAGED
NIL
PILOT HOURS 143
Undercarriage collapsed on landing.

26/10/2024 LS7
MINOR – SCRAPES AND GRASS MARKS.
NIL
PILOT HOURS 117
Undercarriage collapsed on landing

DECEMBER 2024

30/12/2024 HORNET
SUBSTANTIAL
NIL
Ground handling. Towing glider from runway to hangar. Wing tip impacted hangar.

22/12/2024 GROB TWIN ASTIR
NIL
NIL
Aircraft flown over seat weight. Student pilot was 112kg, seat limit is 112kg.

20/12/2024 TWIN ASTIR
NIL
NIL
900
On the second flight of the day both ASIs failed while on a training flight

19/12/2024 G102 CLUB ASTIR
NIL
NIL
Airspace incursion. Airspace changed to 4,500ft from 6,500ft at 4pm. Pilot lost track of time and was reminded by duty instructor.

21/12/2024 STANDARD JANTAR 2
NIL 2
NIL 387
Aileron Disconnect During Flight. 21/12/24 On landing, the pilot experienced compromised roll control, landing otherwise normal. The ailerons were confirmed by the pilot to be functioning correctly at the daily and preflight inspections. 22/12/24 The same pilot conducting a daily inspection, noted that the left aileron had free movement was disconnected from the control circuit.

21/12/2024 DG505
NIL
NIL
68
Landing pilot clipped top of tree on RHS of runway.

14/12/2024 BEARHAWK TOWING A PUCHAZ 50-3 AND PUCHAZ 50-3
NIL
NIL
Instructor and student failed to see a tow plane towing a glider. Combination and glider ended up on collision path. This was avoided by evasive action on behalf of the tow plane and glide combination.

12/12/2024 LIBELLE AND DISCUS
NIL
NIL
PILOT HOURS 3000
Airprox. Two gliders on final. One above another and descending on top of the lower glider.

17/12/2024 DUO DISCUS
NIL
NIL
Jammed aileron mid-flight. During turbulence a mobile phone bounced out of the side pocket from the front seat (P1) of the Duo Discus and it became jammed in the pushrod for the ailerons located in the righthand foot well for the rear pilot (P2).

13/12/2024 DG-1000S
MINOR
NIL
Ground handling. A glider was struck by an adjacent aircraft on the trailing edge of rudder midway up vertical edge. Pilots were installing rear tail dolly on an adjacent aircraft when that moved sufficiently (lateral yaw) to cause the wing leading edge to strike the rudder of the other glider.



OCCURRENCES

18/11/2024 QUINTUS M
NIL
NIL
2000

Airspace incursion. Pilot misread time on NOTAM when airspace changed at location. Airspace incursion for approximately three minutes.

11/12/2024 PIK 20-E
NIL
NIL
PILOT HOURS 1482

Self launch. Power loss at 300ft. Glider landed straight ahead in adjacent paddock.

7/12/2024 GLASFLUGEL 206
LEFT AILERON, RIGHT ELEVATOR, VERTICAL
STABILISER DAMAGED.
NIL
PILOT HOURS 74

Glider struck nearby trailer when towing from hangar to launch.

7/12/2024 DG-1001S
NIL
NIL
PILOT HOURS 1396

Turbulent conditions. Slack rope. Weak link broke. Rope wrapped main wing and wrapped on tailplane.

3/11/2024 ASK21
NIL
NIL
PILOT HOURS 1300

Airspace incursion. Glider flew for short time at 6,000ft entering a 4,500ft zone.

1/12/2024 PIPER PAWNEE AND 2 X ASK21S
NIL
NIL1300

Tow plane had just released one glider. Another glider was in path of tug. Glider took evasive action to avoid collision with tug.

2/12/2024 JS3 AND CESSNA
NIL
NIL
PILOT HOURS 2010

Glider in a competition was on task. Pilot saw Cessna on a direct converging course. Evasive action by both pilots averted collision.

8/1/2025 ASG29E
NIL
NIL 1243

Airspace incursion. Pilot was working on engine shutdown and crept into controlled airspace for a short time

8/1/2025 ASG29E
NIL
NIL
1243

Airspace incursion. Pilot was monitoring airspace boundary on a navigation device. Pilot was focused on the wrong red line on device.

7/1/2025 DG -1000S
MINOR
NIL

Front canopy gas struts faulty. Found during routine check of canopy release

1/1/2025 GROB G103 C LLL SL
MAJOR
NIL
9600

Prop incident. Prop disintegrated during launch. Glider landed straight ahead.

JANUARY 2025
18/1/2025 GROB 103 TWIN ASTIR
NIL
NIL
PILOT HOURS 315

Towrope weak link broken on aerotow. Early student out of station on aerotow followed by erratic manoeuvre caused weak link to break.

20/1/2025 ASG32MI
SUBSTANTIAL
NIL
PILOT HOURS 605

Motor glider departed runway on launch, stopped and collided with hangar

16/1/2025 ASK21
NIL
NIL
PILOT HOURS 6030

Weak link broke on aerotow. A student, on first time handling the aerotow above 1,500ft AGL, got out of position on aerotow at 2,500ft AGL. A bow formed in the rope which caused the weak link (at tug end) to break when the rope snatched.

6/1/2025 DG-1000S
MINOR
NIL

On completion of flying, a small crack was found around the front canopy rail. The crack is around the 3rd hole on the bottom rail.

FEBRUARY 2025
8/2/2025 DG505
SUBSTANTIAL
INJURY NILNG

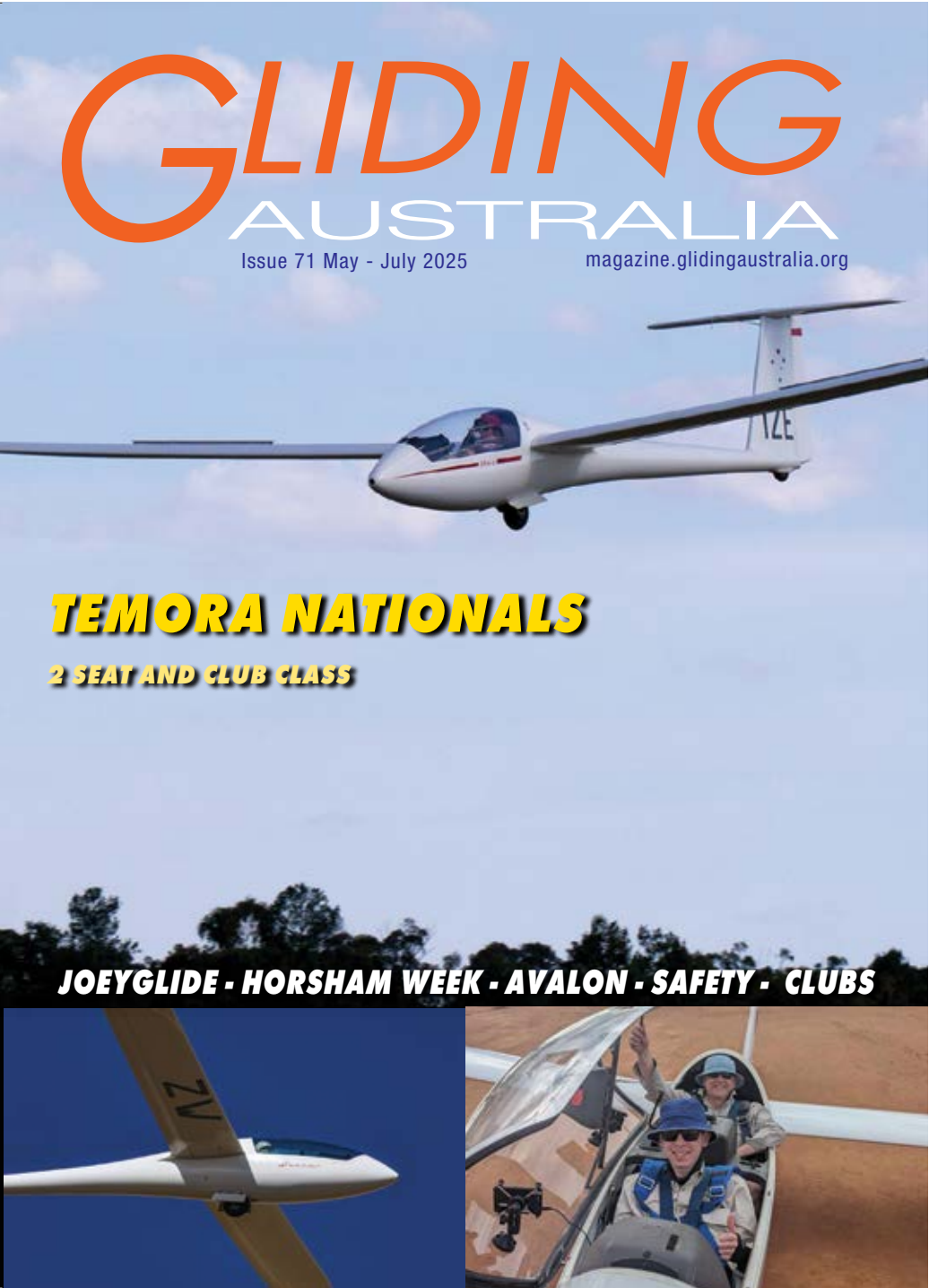
Glider collided with runway shelter during towing.

22/2/2025 LS7
22/2/2025 DG-1000S
DAMAGE NIL
INJURY NIL

Winch cable break. During the sixth launch of the day, at approximately 600ft the winch cable broke.

27//2025 HORNET
DAMAGE MINOR
INJURY NIL
PILOT HOURS 90

Wheels up landing. Pilot mishandled FUST actions and FUST check Before landing.



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SINGLE SEATERS

VH-GFN Ventus B Built 1982, Serial no 109. First registered in Australia in 1990. 4,890 hours, 2,318 landings.

The glider was involved in a ground loop accident in October 2013. Undercarriage has been repaired, however further repairs are required, including a delamination/crack of the wing skin at the root/spar junction. The seat pan, harness and instruments will also need replacing.

Trailer is unregistered and is not completely weatherproof. The glider has been stored in its trailer since at least 2018. There is very little documentation accompanying this glider. It should be noted that there is no aircraft logbook, which will need to be recreated. Maintenance releases from 2006 are available.

Located at Camden NSW, the glider and trailer are offered for sale "as is, where is". Inspection is invited and tenders will close on 31 May 2025. For further details, and to make arrangements for an inspection, contact **Rod Ferrier** on expeditions@gliding.com.au



VH-GDN DG300 3984 hours, 2179 landings. Wings refinished in 2023 by Joe Luciani. Becker 3201 Radio, ClearNav Vario, All tow Out Gear and Enclosed home built trailer. Based at Bacchus Marsh, VIC **David Meredith** jantardave@gmail.com 0417 054 622



VH-GCC Pilatus B4 PC11 aerobatic single seat sailplane S/N 008

3761 hours, 4177 launches. Basic instruments including 2 varios. Microair radio. Serviceable (and registered) open trailer. Ground handling gear. Airworthy and last flown Dec 2024, now needs a 10 year survey. Comes with all logbook, maintenance records and manuals. Located Gawler SA. I have owned this aircraft for 31 years. Together we have

done many good flights and won many awards but it's time for it to go to a new home \$6500. **Geoff Wood** woodgslc@ozemail.com.au



IZG ASW17x This glider is a piece of gliding history, originally built for Hans-Werner Grosses the only 19m ASW17 built it has held many world records and is still competitive with the earlier 18m class gliders. It is located at Beverley WA but I can deliver it to the east coast. Has flown 1366 flts 3624 Hrs. For any further details contact **Peter** on 0400912221



VH-GHQ PIK20D Se# 20504 3243 hours 1266 launches. Form2 till 19/9/2025. Life extension due 30/5/2026. Winter ASI, XCVario, Cambridge 302 Vario, XCOM Radio, Swiss Flarm, Airpath Compass. Lithium battery and charger. New harness webbing, new main wheel tyre and many other items. 2 pack PU paint. Serviceable enclosed trailer sold as unregistered. Trailer used recently for camp. Hangered HVGC Warkworth. Min pilot weight 75kg, Max pilot weight 106kg. \$20,000 ONO.

Mark Woodhart 0418527382
woodhartm@gmail.com



VH-GYM ASW20B, Serial Number: 20659 HRS: 5170, Landings: 1695 Located: Warkworth NSW \$60,000 Contact: **Wes Meertens** 0409 400 149 wmeertens@icloud.com



VH GBX Standard Libelle. Serial No 346.1739 Hrs. \$15,000 ONO Located at Bendigo **Colin Campbell** vhgbx@hotmail.com (042) 850-9461



VH-IUA Speed Astir IIB - Grob G104B - Flapped 15m glider

A great first glider with flaps providing excellent additional performance. Low 1884 hours, 638 landings

Form 2 due October 2025 Mountain High Oxygen System - bottle and primary regulator LX Nav S80 Vario FLARM Oudie IGC Registered trailer, Tow out gear and wing walker Hangered at Beverley, WA

\$19,000 **Ray Chatfield** 0438 800 934 raychat.rc@gmail.com



VH-GCG Nimbus 3T s/n 8/60 25.5 meter span, 22.9m tips included, \$1259,000 ono Current Form 2. Glider has 4100 hours, 800 landings. Turbo has 32 hrs. Instruments: Zeus 7.0 with Era857 vario, Winter vario, Winter ASI, Becker VHF (8.33 and 25Kc channel spacing), Transponder, PowerMouse flarm, Air Control Display



altimeter, Oudie Holder, LX Joy stick controls. New Fuel system and pump, tilt up instrument panel. Cobra double axle trailer. Vertigo all weather covers and tow out gear. Located Tocumwal. Trade-in of your glider or aircraft is possible. **george@coppercreek.com.au** Phone 0434413963

VH-FFR Schempp-Hirth Mini Nimbus HS7 VH-FFR

- 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.
- Trailer in good condition. Tinka manufacture.
- Arguably the best Mini Nimbus in Australia.
- Domiciled in private handar at Bathurst Soaring Club
- Price \$40,000 ono.

Contact **Lyle** at lylemclean@gmail.com Phone 0410 536 0526



MOTORGLIDERS

VH GXM DG808B built 2001 with low hours, one of the best self launching sailplanes in good condition. Only 716 flt hrs, 37 hrs engine, 369 flights. MH Oxygen, Trig ADSB, LXNAV S10 with HAWK, Oudie, PowerFLARM, Artificial Horizon, Cobra Trailer, Ground handling gear, Recent lift strut replacement, new fuel hoses. Significant spares. Great sailplane, much enjoyed, only selling to move up! Asking \$168000 Contact **Bob McCormack** at Temora 0412544345 weetangera9a@gmail.com



D-KLVB ASG 32 MI self-launching, 20m Year: 2017 Serial No.: 32048

High-performance ASG 32 MI self-launching sailplane currently for sale in Germany. This aircraft has been

[continued over page](#)

privately owned, flown exclusively for leisure by a now 84-year-old pilot who is stepping back from flying at his family's request. The glider is in exceptional condition, never raced or damaged, and maintained to a very high standard. With just 206 launches, 850 total flight hours, and 66 engine hours, it's a unique opportunity - especially given the high price point and long wait time often associated with comparable gliders such as the Arcus M. The seller is happy to assist with international buyers and shipping logistics. A detailed PDF brochure and flyer are available upon request.

Key Details:
 * Hours: 850 total | 66 engine
 * Equipment: Dual LX9000 V8, PowerFLARM, bug wipers, oxygen system, parachutes, and much more
 * Trailer: 2017 Cobra single-axle with anti-snaking hitch
 * Price: €259,000
 * Location: Frankfurt/Main region, Germany
 * Contact: **Karl.Echtermeyer@gmx.net** phone **+49-151-2054-7650**



ZK-GWD DG808C Competition Low hours self launching sailplane in exceptional condition. 2006, 970 hrs, 67 engine hours. Factory executive package. MH oxygen, parachute, ground handling equipment, pilot relief system, Factory PU paint, Solar charging, NDH, ADSB, Cobra trailer, Large inventory of spares. Jaxida outdoor covers (yellowing). A very well set up sailplane ready to go. \$200,000 Australian dollars. Glider is in NZ so will attract GST on import. Contact **Brett Hunter** bretthunternz@gmail.com



VH NTT ASK21mi Good condition throughout; Form 2



to February 2026; 2,200 hrs; motor 300 hrs; factory PU finish; mountain high oxygen; hangared Boonah; maintained Roger Bond/ Justin Sinclair; same owners since new; price reduced to \$98,000. **Robert Houghton** rob54059@gmail.com

VH-GNM - LS4a TOP Motor Glider 2,389 hrs 747 landings 71 hrs engine/prop. Aircraft in Good Condition. MH portable EDS oxy. National 425 chute. Dust Covers. Fuselage refinished with Prestic 2381 in 1989. Wings refinished with Ferro in 1990. Aircraft always hangared. Private owner. Enclosed Trailer. Tow out gear. Contact **Ron Brock** rkbrock5@bigpond.com \$50,000



VH-GRE HK36TTC Super Dimona Touring Motorglider and Towplane

S/N 36.857. Built in 2011. Series 8. Last series ever built. Can be used as a tow plane. Factory fitted TOST retractable tow rope system with guillotine and backup TOST release. Rotax 914F turbocharged engine approx. 950 hrs. 2000 hr TBO. Spares include spare towrope and weak-link guard, Engine and airframe spares, battery powered fuel pump for refuelling from jerry cans, Jaxida covers. \$150,000,

Adelaide. For more details. **David Conway** dconway644@gmail.com



VH-YBE ASH25 self launching Motor Glider. It's your choice, use a tug or launch yourself 25m and 26.5m options very good condition 3330 hours, 1300 landings Motor Rotax 505A 147 hours Accessories and parts inc. Full set of Jaxida covers, solar panels on engine doors, spare engine with muffler and much more Anschau Trailer Contact



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