

# GLIDING

## AUSTRALIA

Issue 26 October - November 2015

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## **EUROPEAN SUMMER**

**DENMARK WOMEN'S WGC**  
**LITHUANIA 13.5 M WGC**  
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# FROM THE PRESIDENT

## DEAR MEMBERS

Well, I certainly know what time of year it is at the moment. It's AGM month. In recent weeks I have attended the Adelaide Soaring Club AGM at Gawler, then the SAGA AGM at Waikerie and the GFA AGM in Sydney. (See report on the GFA AGM on page 7.) It is a great opportunity to reflect on the year that has gone and to look forward to the year ahead.

Below is a shortened version of my report to the GFA AGM.

## ANNUAL GENERAL MEETING - PRESIDENT'S REPORT TO THE MEMBERS

This year has been another busy year. I'm really proud of the huge effort put in by all of the Executive Team in managing some significant issues. Thanks to Vice-President, Peter Cesco, who has been a great support to me, Treasurer Dave Shorter, Chair Airworthiness Department Rob Hanbury, Chair Operations Panel Drew McKinnie, Chair Sports Committee Peter Trotter, Chair Marketing and Development John Styles, and IT Group Convener Richard Frawley. They are a dedicated, hardworking and talented group of members.

Terry Cubley as our Executive Officer works hard to support the Board and the Executive, and attends external stakeholder meetings on our behalf. He also coordinates the GFA Secretariat and assists with member queries.

## AIRWORTHINESS

The last 12 months have been massive for our Airworthiness Team. Rob Hanbury has worked tirelessly to implement improvements in the AW department. By December this year we will be back on track to move to business as usual.

Rob has recruited two Deputies to assist him. We welcome Anthony Smith and Andrew Simpson to the team.

VP Peter Cesco has been working to develop and implement a comprehensive national program of Airworthiness training.

We are in good standing with our regulator, CASA and I am hopeful about the direction we are heading. Of course, many members may have difficulties with the new documentation regime, one that is now such an integral part of society in Australia and

the world, so please understand that the whole team is doing our best to ensure that you, the members, continue to be able to enjoy our gliding privileges with minimum impact on everyday gliding. If something seems wrong, or is not working for you or your club, please be sure to raise your concern with the Airworthiness team.

## OPERATIONS

The Operations Panel continues to be supported by Chris Thorpe as Executive Manager Operations. I thank the entire Operations Panel for the work they do in supporting the members, clubs, and the GFA in the upkeep of our Manual of Standard Procedures - Part 2 (Operations). Particular thanks to Drew McKinnie, Chair Operations Panel, and Tony Scarlett, Ken McCracken, Noel Vagg, Paul Mason and Kevin Saunders. I also thank all the instructors and CFIs who volunteer their time. Thanks to the Airspace, Aerodromes and Avionics Committee, who look after these vital areas.

## CASA

I continue to meet with the Self Administering Sport Aviation Organisations Team, including the Associate Director of Aviation, and the GFA attends the CASA forums, such as the Regional Aviation Safety Forum, National Airspace Forum and Sport Aviation Safety.

While we don't always agree, the GFA is able to meaningfully discuss our gliding outcomes, in the context of contributing positively to the Australian aviation sector, and to find solutions that are best for our membership. It's not always simple or easy, but there is genuine goodwill between the key officers of both GFA and CASA.

Many of you will be aware that the Part 149 regulation is nearing finalisation. Part 149 is the Approved Organisation model for sport aviation, and has the potential to restate the complex set of instruments, exemptions and delegations in a positive set of regulations based on our own MOSPs. Recently the 149 development group met and we are waiting to receive the next draft of the regulation for consideration. The time is approaching when the GFA Board will begin our own consultation process with members. There will almost certainly be some



aspects of it that we don't agree with, and will need to consider how gliding in Australia may or may not fit into the Part 149 regulation.

Our membership in the Air Sports Australia Confederation is an important part of the lobbying process. In addition to our membership to the Federation Aeronautique Internationale, FAI, the Confederation has a strong advocacy role for sport aviation in Australia, both through CASA and Air Services AUSTRALIA.

## SAFETY

You will have read about the obligations the GFA has in relation to supporting the Australian aviation safety outcomes, and how this relates to day to day club activities. As part of the GFA's self-administering sport responsibilities, GFA has convened a Safety Committee to assist clubs with their risk assessments and safety management systems. Thanks to Chair Stuart Ferguson, this is now maturing in its role.

## SPORTS

A change in our BBL Liability insurance has raised the excess to \$1m. This means pilots who self-insure are now able to compete in State and National competitions at no extra cost. Australians have been flying in several competitions in Europe; Denmark, Women's Worlds. Kerrie Claffey and Jo Davis Lithuania, 13.5m Worlds. Morgan Sandercock Lithuania, Pre-Worlds. Tobi Geiger and Junior Dylan Lampard Italy, European Gliding Championships. Terry Cubley was Steward, and is now Jury chair at the competition in Rieti.

Australia is currently ranked 7th in the World on the FAI country ranking list.

The organisation team is well underway with arrangements for Junior World Gliding Championship at Narromine later this year. We are also preparing to host the 34th FAI World Championships in Benalla 2016/17.

We've had a great year for records - it's wonderful to see the whole country participating in the OLC as well. You may not know that the GFA pays an annual fee for Australia's participation in the OLC, so I urge you all to upload all those files!

## MEMBERSHIP

Isn't it a thrill to have an increase in our membership numbers? We have recently launched Membership Goal 3000. The team aim to reach this total by 2018.

The Australian Air Force Cadet (AAFC) fleet now stands at 19 gliders with three more arriving next year. The AAFC have a stated ambition to introduce aviation to 10,000 cadets every year. The current estimate is that 150 of these will progress to C Certificate. This is a great boost to our membership and I encourage all clubs to embrace these new members who represent the future of our sport.

Our Marketing and Development Team, led by John Styles, has been

## GFA HISTORY

Life member Douglas Lyon contacted me after reading the article in the last magazine about Harry Schneider and his induction into the Hall of Fame.

The article said that the Australian Gliding Association was later named the Gliding Federation of Australia.

Douglas wrote:

GFA never had any connection with the Australian Gliding Association. It was in fact not even a proper Association. It was the banner of a Newsletter which was compiled by the late Dick Duckworth, who was the Australian Gliding Association.

I don't know when Dick started the newsletter but it was still going infrequently in August 1943 when I joined the Beaufort Gliding Club. It lapsed when 'Australian Gliding' started.

The fact that the above statement was made shows how the History of GFA is being lost. The Gliding Federation of Australia has been that, right from its beginning. I am confident

working on innovating the way we communicate with our members and future members. There are a number of initiatives outlined in his report. Special thanks to Sean for all the work he does on our magazine!

We have continued with the member forums being held in conjunction with the three board meetings held each year. The Board gains much from these interactions, and I encourage you to make the effort to meet with the Board when the meetings are in your capital city. Next year we are scheduled to travel to WA for the first time.

This year we have started the roll-out of the new combined GPC membership cards listing each of your qualifications.

## IT

Another wonderful milestone is the maturing of the GFA's database and technology platforms. Members will know that we now use the Salesforce program, which is flexible and open to many new functions allowing members to confirm and update their profiles, SOAR - Safety Operations and Airworthiness Reporting system, our Mailchimp bulk emails and the new GFA Forum.

We now have a standard document template and going forward are working to update our document suite into this

in saying that, as I am also reasonably confident that I am the last living survivor of those who attended the meetings held in the corridors of the since demolished Federal Hotel, over a bleak Melbourne weekend in 1949 at which it was decided to set up The Gliding Federation of Australia to resist the takeover all Gliding operations in Australia by The Department of Civil Aviation.

It is still a mystery to me how a small group of people interested in gliding came from widespread areas to Melbourne for this crucial meeting. There was Harold Luckley from GCWA, Jock Barrat and Bob Rowe from Waikerie SA, Mervyn Millington from Waghorn NSW, Howard D'Alton from Tas, and Bill and Jack Igguldin, Geoff Richardson, John Wallis and me, plus a ring-in - Girth Kimber from The British High Commission and a member of the British Gliding Association.

You probably have a fair idea of how things have moved on since then, but I will recall another quote, "Those who

format. The document library is maturing and I thank members for their patience during this process. There will be no more significant changes for some time I promise.

Thank you to Richard Frawley, Sean Young and Tim Shirley for the continuous improvement program.

## OFFICE

I sincerely thank our dedicated Office staff Tanya Loriot, Carol Baran, Cathy Casar and Fiona Northey.

As always, I continue to be inspired by the dedication of our volunteers to the sport of gliding. Without each and every one of you, this great sport of ours would not exist in the way it does today. We are all able to access our club aircraft, training and coaching. We are all able to participate in the maintenance of our gliders, to strive for goals, to race in competitions and to just take a launch and marvel at the beauty of soaring. I feel privileged to have led the Gliding Federation of Australia over this last challenging year, and wish all of you safe soaring.

All the best

MANDY TEMPLE

**PRESIDENT**

[President@glidingaustralia.org](mailto:President@glidingaustralia.org)

cannot remember the past are condemned to repeat it." I may not have that quite correct but I'm sure you will get the idea.

As a result of Doug's contact I have commissioned a series of articles based on his recollections of the early days of gliding in Australia.

MANDY TEMPLE

## AROUND THE CLUBS

Phoning around to the Club Presidents I have learned of some great initiatives I'd like to share.

It seems that most clubs have at least one really good idea that could be used by all clubs.

Adelaide Soaring Club makes a seat available in their two seater glider on one day of every weekend during the cross country season. An experienced club member acts as 'Match maker' because it was found that Coaches and Coachees are reluctant to make the first approach. The scheme has been running for several years now and is always oversubscribed.

# EXECUTIVE OFFICER

## DID YOU HEAR THAT... ? SUCCESSFUL COMMUNICATION WITHIN GFA?

I get a lot of feedback saying "big improvements in communication from GFA", which is very pleasing and gives me hope that we are making progress with our endeavours. Then I chat to people at my club or on visits around the country and ask what they thought about a specific issue or if they had a view on some proposal and they just say, "We didn't see that email."

As we use Mailchimp to send these emails, we get a report which shows the percentage of people who open the email and percentage who click on the various links. Typically, about 45-60% of the emails are opened, so a large group of members either don't see it, don't have time or don't care much about the topic, or have changed their email address.

We send more detailed information to Club Presidents and Club Secretaries, so if you haven't heard some important information, have a chat to these key people in your club. But remember that only 45-60% of these officers read their GFA emails too, so we may have the same problem. If enough of us talk then the problem can be solved.

We try to overcome this issue by sending out updates and repeat information. I provide an update in the magazine, and the Board tries to meet as many members as possible. Our President Mandy Temple regularly phones club Presidents to get direct feedback and to check their understanding of key changes.

One request: If you see an email from GFA, at least open it and check out the topics. You may find something of interest - and at least our statistics will look a lot better.

## INTRODUCTORY FLIGHTS (AEF)

You should have seen the new AEF form in action at your club for trial instructional flights. If your club is still using the old AEF forms, then your club is exposed from a liability perspective.

Following a legal claim in Victoria regarding an introductory flight, we took legal advice. This has changed the warnings given to the introductory member and now names the Club as well as the GFA when the person signs the indemnity clause. The warnings now take two pages, and in SA the

introductory member must sign both sides of the form. There are four versions of the form, depending on the state in which the launch takes place.

Clubs can exchange their old forms for new ones, so there is no penalty for making the change, and it will give you and your members valuable protection.

## NEW MEMBERS

A series of email updates have gone to Club Presidents and Secretaries and to members about changes to the way new members join the GFA.

Most clubs have benefited from the move to online applications and payments, which gives the member better service and saves the club from a lot of work copying and forwarding information to the GFA.

We still have paper forms for new members, and a small number of clubs are using these, but the club then needs to ensure that the information collected is entered onto the GFA online form and the membership fee is paid. Most clubs achieve this by asking the new member to enter the details online, and some still ask a club officer to do this work.

If the new member is under 18, we require a copy of the signed paper form to be uploaded with the application because this is the only way we have at the moment to show evidence of parent/guardian approval for the membership.

## FINDING DOCUMENTS AND FORMS ON THE WEB PAGE

This has been changing over the past 12 months and has caused some frustration to members, but our IT team has now finalised some new systems, which means that it is now very easy to find documents and forms. Be brave - have a look!

On the web page, click the menu item called **Docs/Forms** and then Document/Form Library. This is where



TERRY CUBLEY  
EXECUTIVE OFFICER  
eo@glidingaustralia.org

major changes have been made.

You have a number of options for searching, but I find the easiest is to click on 'Document or Form Search' on the main menu top right. You can then type key words into the search box on the top left. For example, if you search for 'membership' it will take you to the new membership paper form and medical forms.

So next time you want to find something, then just try the new search function - hopefully you will be impressed.

## SPORTS CHANGES

The sports committee has been actively preparing for the new competition season. The updated Nationals rules have been published - just search for 'Rules' on the document/form library. The aim is to align as much as possible with international rules and this work is almost complete.

A change has been made to the timing of the Standard class Nationals. They will be held alongside Club Class at Lake Keepit in November and pilots will be asked to indicate if this change should continue in future years.

The ASW20B, which is currently included in Club Class in Australia, but nowhere else in the world, will be removed from Club class here also, effective from 2016. Those pilots will be able to fly sports class and 15m class, and still have plenty of opportunities.

The new Sporting Licence change is about to commence - where pilots with a GPC will be offered an opportunity to get a Sporting Licence at zero cost, enabling them to compete internationally if interested and even set a record or two.

## WORLD COMPS IN AUSTRALIA

By the time you read this we will only be a couple of months away from the Junior World Gliding Championships to be held at Narromine. This international event is open to pilots who have not yet turned 26. It looks like 50 to 55 pilots will compete over two classes, including six Australians. Check out the web page [www.jwgc2015.com](http://www.jwgc2015.com) and the Facebook page for details.

The Benalla Worlds is still 15 months away, but the pre-worlds will be held this January alongside the National championships at Benalla. There are already 67 entries including 17 International pilots, with more promised. See [www.ozglide.com](http://www.ozglide.com).

Australia will make a bid to host the 2019 Women's World Gliding Championships, and the site selection committee is now working through the five expressions of interest received. The site will be selected by November and the bid made at the IGC meeting at the end of February.

## AAFC MEMORANDUM OF UNDERSTANDING

The growth of the Australian Air Force Cadets (AAFC) over the last 12 months has been very impressive, with a huge amount of finance and human resources put into growing the assets and the organisation. Those GFA members who have been running gliding within the AAFC for many years now find themselves with a much larger and supported organisation, and some great gliders to use.

There has been much discussion recently between members of the GFA Board and the AAFC management to align the two organisations so that both groups can benefit from the relationship. This culminated in the signing of a Memorandum of Understanding that details how the two organisations can work effectively together.

We can all look forward to both organisations developing and growing together

## AIRWORTHINESS

**Airworthiness Training** - The Airworthiness Department is now focusing on providing structured training for members who wish to learn more about techniques for maintaining our glider fleet. To see the list of upcoming courses, look on the web page under Member Services/ Airworthiness, and look for notices advertising these different programs in each state.

There will be a regular series of courses so that you can select a time and location that suits. Let your RTO Airworthiness know if you have any special requests.

**Deputy Chair of Airworthiness Department (DCAD)** - There is much to do in Airworthiness to ensure that we meet CASA requirements and also satisfy the needs of members. The workload has been too high for many years and we have been actively searching for a DCAD to assist Rob Hanbury who is the CAD, Chair of Airworthiness Department. I am pleased to advise that we now have

two volunteers who are taking this responsibility and they are already making good progress on some important projects. Andrew Simpson (NSW) and Anthony Smith (SA) are both qualified engineers and experienced glider maintainers. We will provide further details on their interests, experience and responsibilities in [Gliding Australia](http://Gliding Australia).

## OSTIV MEETING AT BENALLA

OSTIV is the international scientific and technical organisation for gliding with a strong focus on aerodynamics, glider design, meteorology and flight safety. Every two years OSTIV hold their major conference in conjunction with one of the World Gliding Championships, and they have advised that in 2017 this conference will be held at Benalla, alongside the Open/18m/15m World Championships. This is a great opportunity for Australians to hear about some of the most recent research into our sport. More details will be provided over the next six months. GA

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## GFA ADVOCACY

GFA sends representatives to many industry associations and forums. Here is the next article detailing these meetings over the last two months and the issues that we are currently discussing.

### SPORT AVIATION SAFETY FORUM 11TH JUNE

Chris Thorpe, Terry Cubley and Peter Cesco attended this meeting in Sydney. CASA gave several presentations on Safety, and a large part of the meeting revolved around the implications of the impending Part 149 Manual of Standards. Mark Skidmore spoke about the 'Development and Application of Risk-Based and Cost-Effective Aviation Safety Regulations'. Peter Cesco, on short notice, gave a presentation to the group on the RAAF/GFA collaboration with the AAFC. We also showed the Qantas advertisement which was very well received and really makes GFA a big player in the recreational aviation space.

### APPROVED MAINTENANCE ORGANISATIONS (AMOS) MEETING 12TH JUNE

This is not strictly advocacy but may be of interest. Several members of the Executive had a telephone conference with most of Australia's AMOs. It is probably the first time this has happened and is long overdue. We had a long and productive discussion, resolved a lot of issues and set in place a process moving towards improved communication between AMOs and the Board. This includes an AMO representative attending future Board meetings.

### ASAC 17TH JUNE

Terry Cubley attended this meeting representing GFA. It was a routine

meeting with nothing controversial discussed. In future Peter Trotter will attend ASAC meetings as Chair of Sports.

### PART 149 30TH JUNE

Chris Thorpe attended this meeting along with representatives of the other recreational aviation administration organisations. A number of changes were proposed and agreed but there is still some work to be done before the documentation is ready for public consultation. It was also resolved at this meeting to bring forward the review of Part 103. Watch this space.

### AUSTRALIAN AIR FORCE CADETS 15TH JULY

Chris Thorpe and Drew McKinnie have been working with AAFC and have drafted a Memorandum of Agreement which describes in broad terms how our two organisations will interact going forwards. It preserves the GFA's regional management structure while allowing AAFC to fulfill their Air Force requirements.

### PRE WORLD COMPETITION 10TH AUGUST

Chris Thorpe attended Benalla Airfield to meet with representatives from the Benalla Rural City Council, CASA Airfield and Sports Inspectors, and representatives of the Gliding Club of Victoria to review requirements for the forthcoming pre-world championships and the later World championship events. There was good co-operation between all parties and CASA has undertaken to allow exemptions to some regulatory requirements to meet competition expectations.

### LEAD AUDITING

In early August, Dennis Stacey and Chris Thorpe successfully completed a CASA-sponsored ISO 9001:2008 Lead Auditor training course held in Melbourne. The competencies attained are recognised within the Australian Qualifications Framework.

### CERTIFICATE OF AIRWORTHINESS (COFA)

Currently if someone needs a replacement CoFA they must apply to CASA and pay \$80. We have made representations to CASA and they are drafting authorities to enable GFA able to perform this function in future.

MANDY TEMPLE

## SILVER BADGE DISTANCE REQUIREMENTS

The Silver badge is achieved on completing the three soaring performances: Distance, Duration and Height. A SILVER DISTANCE is a flight on a straight course of at least 50km. A distance of 50km from start point of a longer declared course may qualify, subject to the requirements of 4.4.3 on altitude difference applied to the whole course flown. Note: the Silver distance flight should be flown without navigational or other assistance given over the radio - other than permission to land on an airfield - or help or guidance from another aircraft.

### DECLARATION REQUIREMENTS

A pre-flight declaration that includes the items below is required for all badge flights.

1. For badge flights using evidence from an FR or a GPS position recorder, the declaration shall be recorded in an .igc file or can be made on the GFA web site under the sport section.

2. Where more than one FR is used, they must have identical flight task data input, and if one fails, the other becomes the direct replacement.

Consult the FR manufacturer's user manual to determine which method a FR uses to record declaration date and time. Date and time for a written declaration are as certified by the Official Observer

4.2.1 Declaration content

- Date of flight.
  - Name of the pilot-in-command.
  - Glider type, and its registration or serial number or unique NAC-assigned contest number.
  - The make, model and serial number of the FR used, as recorded in the .igc file for the flight. For any GPS position recorder used, the make, model and serial number as verified by the Official Observer before flight.
  - Way points and, for a closed course, the sequence to be flown.
  - Official Observer with date and time of declaration
- To make a claim:

Send to Beryl Hartley @ P.O. Box 275, Narromine NSW 2821 or [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)

Your completed claim form with all information and Official Observer verification, and a copy of the original IGC file for all flights, can be sent on disk or flash drive. If using PR, send your Green gliding certificate book and original written declaration. It is not necessary to send printed proof of any flights.

Cost of Silver badge is \$20. Make payable to the GFA. Payment can be made online using the GFA web site.

[www.glidingaustralia.org](http://www.glidingaustralia.org)

### SPORTING CODE

In the new Sporting Code, effective 1 Oct 2015, one significant change has been made to rules for the Distance Via up to 3 Turn Points task. The rule requiring TPs to be at least 10km apart has been removed.

Also, the World Class records have been replaced by the 13.5m Class. The PW5 is 13.44m and so all existing World Class records have been re-listed under the heading of 13.5m class. PW5 pilots can continue to claim these records, but might find a 13.5m Sparrowhawk nipping at their heels.

## FAI GLIDING BADGES

TO 31 AUGUST 2015



### A. BADGE

ZACCARIA LUKE A	12051	NSW AIR TC 301
WINTERTON SOPHIE J	12054	NSW AIR TC 301
PERKINS DALE T	12055	GEELONG GC
PSAILA JARROD J	12056	DARLING DOWNS SC
KNOX GUY L	12057	BYRON BAY GC
COLLINS JAKE J	12058	NSW AIR TC 301
WHALING-LAURENS JACK	12060	NSW AIR TC 301
LEWIS ANTHONY	12063	ADELAIDE SC
CADDY JACK F	12064	SCOUTGC

### A & B BADGE

GLAVAS DYLAN M	12052	QLD AIR TC
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### B BADGE

NEILL PATRICK	12012	NSW AIR TC 301
MARTIN ALEXANDER	12025	NARROGIN GC

### B&C BADGE

KILKENNY BRODIE A	11852	CANBERRA GC
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### C BADGE

KEOGH JACKSON T	12007	V.M.F.G.
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### A,B,C BADGE

MORRIS CARL E	12053	ALICE SPRINGS GC
CHAMPION WAYNE	12059	GRAMPIANS GC
TUCK SHANE G	12061	CABOOLTURE GC
FOX MARK T	12062	BUNDABERG GC

### DIAMOND DISTANCE

SIZER BERNIE		GRAMPIANS GC
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BERYL HARTLEY  
FAI CERTIFICATES  
OFFICER  
[faicertificates@glidingaustralia.org](mailto:faicertificates@glidingaustralia.org)

# OUDIE IGC

**Packed with FEATURES**

- Aviation Quality GPS
- IGC Approved Logger
- ENL - Engine Noise Detector
- 12 hours Battery Life at full screen brightness
- Back up Vario
- FLARM Display
- Sunlight Readable Screen
- SeeYou Mobile Software

### All in One Flight Computer

Comes with all accessories to go soaring straight out the box

Professionally Supported Software  
Local Support and Free Advice



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The Beaufort Gliding Club-built Hornet tow plane, recently constructed, is shown here towing the Zephyrus two-seat sailplane built during the 1950s, also by the Beaufort Gliding Club. Beaufort may be

the only gliding club worldwide ever to build and simultaneously fly its own tow plane and two-seat sailplane. The flight in this photo took place at Bacchus Marsh on 15 August 2015.

# AGM AND AWARDS NIGHT

The GFA Annual General Meeting was held in Sydney on 29 August. Thirty-two voting members attended the AGM with an additional 189 proxies allocated. A large number of proxies was required as there were a number of motions to make changes to the GFA Articles of Association.

Six motions were passed which approved the proposed changes to the Articles. The second motion removed some parts of the Article describing the disputes resolution process, to be covered by the Member Protection Policy and Complaints and Discipline procedure. Some members were concerned that a future Board may alter these procedures to suit specific needs of the Board, but the meeting was satisfied that legal requirements in the Act will ensure that any changes are fair and just. This motion passed 121 votes For : 1 Against. All other motions were passed unanimously.

The meeting also approved the appointment of Regional Board members. Minutes of the meeting will be placed on the GFA web page.

One important action was the signing of the Memorandum of Understanding between the GFA and the Australian Air Force Cadets

## PRESENTATION DINNER

Thirty-five members and friends attended the presentation dinner. A nice meal with good social interaction, and the presentation of some GFA awards and Trophies.

## GFA BOARD MEETING

The GFA Board met on the weekend of 29-30 August. Full minutes will be published on the web page but the following lists some key items.

- Review of the changes to Membership applications and the new Introductory membership (AEF) forms.
- Personal accident injury for members working on club property is not covered by Hanger Keepers Liability



or any other GFA policies and is the responsibility of the club or individual.

- Beyond 3000: Member promotions project. Case studies to be promoted to give clubs ideas on approaches to use to increase their membership.
- International Team funding allocation is being changed to ensure ongoing viability.
- World comps promotion in Martin Place, Sydney on 9 Oct will include a Duo Discus and a glider simulator.
- Demand continues for Airworthiness training courses and an increasing number are being planned, scheduled and listed on the GFA Calendar. Interstate courses are available for all members.

● GFA is proposing to support introduction of simulators in each region. This includes fixed simulators to support training and portable simulators for promotion activities. Proposal to be fully developed.

● The Operations department has developed a consultation document that details privileges and limitations of Air Experience Instructors. It describes competency standards required to become an AEI.

● Chairman Sports Committee and Chair of Airworthiness are developing a procedure and admin structure to manage the introduction of Competition Marks distinct from Glider Registration marks.

● It was agreed that the Chair of IT role is no longer required. The IT strategic plan has been implemented, with good operational people able to continue business as usual. Richard will no longer attend as a Board member.

### TERRY CUBLEY

	Board Member	Alternate
NSW:	Tim Carr	Dave Boulter
QLD:	Dave Donald	Lindsay Mitchell
SA/NT:	Brenton Swart	Reg Moore
VIC/TAS:	Frank Van der Hoeven	Ian Grant
WA:	Owen Jones	Tom Holt



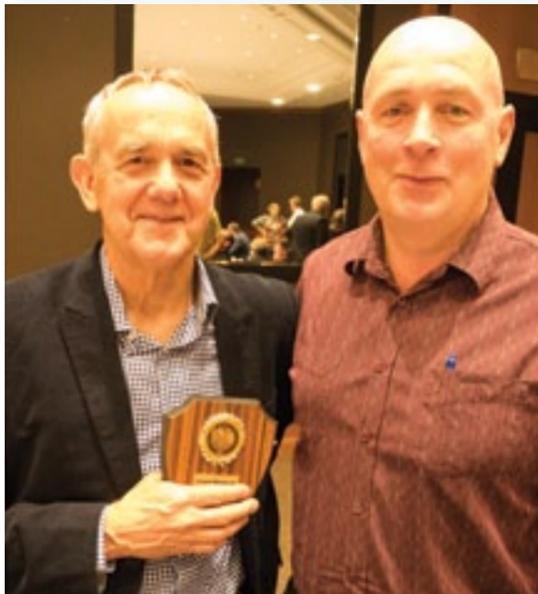
LEFT TOP: Rob 'the CAD' Hanbury accepting the Hoinville Award to take back to WA for Kevin Saunders in recognition of many years service as RTO/Ops and as an instructor. Kevin has recently retired from the role.

LEFT BELOW: Peter Trotter with Terry Cubley. Peter collected the Roger Woods Trophy on behalf of Adam Woolley.

LEFT: President Mandy Temple with Owen Jones from WA and his wife.

ABOVE: Mandy with Trophies officer Tim Shirley.

RIGHT: David Goldsmith collecting the J R Muller Award for services to Promotion & Marketing.



One of the key aims of the GFA is to promote the sport of Gliding. This certainly happened in Canberra on Saturday and Sunday 22-23 August 2015.

It was at the first Big Boys Toys, or BBT, exhibition in Canberra for about 20 years and the GFA were there in full regalia. The GFA exhibition was supported by two clubs, Canberra Gliding Club (CGC) and the Gliding Club of Victoria (GCV). Two of the GCV members actually live in Canberra but Jonathan McAlieche drove from Melbourne and back especially to support this occasion.

GFA promotions were conducted at two sites within the exhibition. An LS6

glider, registered GST, was provided by George Scarfe and rigged in an outside venue on Friday evening. The outside glider display was crewed by various CGC members over the exhibition hours of 10am to 5pm and drew a constant stream of questions and interest.

The Canberra weather was brilliant for the whole weekend and the rain held off. Weather was almost too good, in fact, allowing Stewart May to complete a 17,000ft wave flight from Bunyan field on Saturday before he attended the BBT on Sunday. I am sure if other CGC members knew this was going to happen, our Saturday crew numbers could have been significantly reduced.

The inside gliding booth was co-located with other aviators including Recreation Aviation Australia and Paragliders. GFA exhibits included promotional videos, photos, banners and handouts including pamphlets from CGC & GCV. There was a constant stream of interest and the attendants often had difficulty taking time for coffee, lunch and so on. Questions were answered and information was provided by numerous glider pilots, at least four tug pilots and two trainee tug pilots who were present at different times over the weekend.

However, the inside centrepiece was the mobile glider simulator transported from its home site at Bacchus Marsh to Canberra especially for this occasion. More than 120 people paid \$5 for 5 minutes of instruction on the simulator over the two day period. Money collected will be used to defray travel costs and for simulator upkeep and maintenance. At least half of the simulator trainees were keen boys and girls around 10 years of age who might easily be ready for glider training in 4 to 5 years.

All of us checked out other exhibits in between serving our own customers, but glider pilots were not to be distracted from their true interest. This is especially true when a quick trip from Canberra to Bunyan airfield can provide a 17,000ft wave flight in the middle of August.

ROD LAMBERT

# SIMULATORS STIMULATE THE YOUNG



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Let's start with the teenagers. What are the barriers they may face when taking up gliding? First is finance, which we have discussed in previous issues with some ideas for you to offset their costs. Secondly, in their eyes, the slowness of our current training regime is mind numbing. What we can do about that is encourage new members to attend regularly because we say that will reduce their time to solo. Nevertheless, it's still a long time in teenager time. But there is a solution to this problem.

For training time, a solution that has been successfully tried overseas is the use of gliding simulators. In fact, the French government is currently producing 50 glider training simulators for all of their clubs. The French government provides a lot financial support to gliding clubs, and have even produced a training syllabus

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Not only will the use of a training simulator help to reduce training time, but also reduce the cost for the student. Younger people are very adept at using computers and new technology and will quickly pick up the finer points of using the simulator. It will keep their interest and give them a challenge they understand.

Simulators would also be very useful in addressing particular issues a pilot may have by being able to repeat tasks many times over while also being able to stop at any time and discuss the issue in detail with the instructor.

Employing simulators for initial training would be likely to have an impact on reducing aircraft damage, meaning further savings for the clubs and reduced insurance costs.

To date, only one negative factor has come to light impeding the use of simulators. Some instructors see simulators as taking away opportunities for 'free' flying. To them, I say it's not about you, it's about the student - so get over it.

The GFA would really like to hear what members think about the use of simulators for initial training, cross country familiarization and problem solving. Please let us know your thoughts, as we want to get it right as we embark on this new adventure. You can't stop progress, so embrace it! It will enhance your experience.



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Saturday 3 - 10 October inclusive, including a refresher as part of day 1. Course will be conducted at Waikerie. Contact person is **John Hudson** [hudson@senet.com.au](mailto:hudson@senet.com.au)

## QLD STATE COMPS

3 - 10 October 2015 Kingaroy  
Contact **Greg Kolb** mob number 0407-696-351 email [gregkolb@bigpond.net.au](mailto:gregkolb@bigpond.net.au) or visit [www.kingaroysoaring.com.au](http://www.kingaroysoaring.com.au)

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4 October 2015 Alice Springs  
Robert Smits [robertsmits1@bigpond.com](mailto:robertsmits1@bigpond.com)

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If you, your business, your employer or someone you know would like to be a part of this exciting event for our young pilots, we can offer packages from only \$250. Our sponsorship / partner packages provide a range of opportunities that will ensure you great exposure and make you part of this fantastic first-ever event in Australia. We look forward to hearing from you. GA

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The Training Week with a Regatta Format.  
Paul Mander, 0417 447 974  
[paul@mander.net.au](mailto:paul@mander.net.au)

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Great comp site with diverse, interesting terrain. Great time of year for flying at

Keepit. Enquiries to **Chris Bowman**.  
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19 - 27 November 2015 GCWA  
Contact **Denis Macneall**,  
[denismac@tpg.com.au](mailto:denismac@tpg.com.au)

## SA STATE CHAMPIONSHIPS

21 - 28 November 2015 Waikerie

## ORANGE WEEK - WAIKERIE

21 - 28 November 2015  
[www.waikerieglidingclub.com.au](http://www.waikerieglidingclub.com.au)

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# JWGC TEAM PROFILE

## MATTHEW SCUTTER

BY MATTHEW SCUTTER



Many consider Matthew has the potential to be a World Champion. With hard work and support, this could very well be achieved. Matthew is currently 2nd in the World Junior Rankings.

When I was a small child I dreamed of power flying, so my parents encouraged me to join the air force cadets to experience gliding. After over a year of the air force cadets, and still no opportunities for gliding, my father and I joined the Adelaide University Gliding Club and later the Adelaide Soaring Club and went out together most weekends. I found that gliding was so much fun that I stopped thinking about power flying and stayed with gliding.

My sister was also bitten by gliding and is a successful pilot in her own right. We are now a family of glider pilots.

As I progressed I found gliding more and more fun and sought out people who could help me make this even more enjoyable.

I met the coaches at my club - Graham Parker, Terry Cubley, Mak Ichikawa and Peter Temple and they all generously donated their time and shared their knowledge, skill and insights freely with me.

With my new-found knowledge I started flying competitions and found that very exciting. I entered more, competing in JoeyGlide several times along with the Australian Multiclass Nationals and the Junior Worlds in Germany in 2011, Poland in 2013, then finally coming home to win back to back in Multiclass, JoeyGlides and a Sports class nationals. Most recently I attended the senior World Gliding Championships, again in Poland. These were all good experience for the task ahead.

These days I live in Sydney where, after gaining a Bachelor of Computer Science, I now work for Google. I fly from Bathurst Soaring Club.

As someone who finds consistent flying far more challenging than fast flying, I aspire to the incredibly consistent performances of the likes of Sebastien Kawa.

The current Junior Team has a wide range of experience enhanced by our excellent and dedicated coaches and trainers. Currently the team is working hard on all aspects of their training and I believe we will be in the best possible shape for a podium finish in December later this year.

We have a great team behind us and also running JWGC. I cannot thank everybody enough for the help I have received over the years that has allowed me and the team to come this far.



# AILSAS MCMILLAN

BY AILSA MCMILLAN

I started gliding in January 2009 at age 15. Learning to fly had never been something I'd really thought all that much about until a family trip out to the airfield at Bacchus Marsh for my brother Angus' birthday. My brother, dad and I each went for a flight, while mum was happy staying on the ground and taking photos.

The following weekend my dad and I joined the Geelong Gliding Club. I had an idea after that first flight that there was more to get out of flying - and almost seven years later that's still the case!

It didn't take long for me to find out about cross country flying. One of the things that Geelong GC gets very right is the number of coaching opportunities available for new pilots. Because of this, I'd already flown two cross country flights with one outlanding before going solo in December 2009. Leaving the airfield behind and heading out into whatever conditions the day had to offer was a challenge and an area where there was always something more to achieve. For me, this was definitely the direction in which I wanted to take my flying.

Fast forward two years to December 2011, when I was somewhat tentatively flying out of a start point and onto my first competition task during the Victorian State Comps at Ararat. My dad and I rotated between flying the club's DG300 solo, and getting some coaching from Rolf Buelter while flying the Duo Discus in 18m/ Open. Good weather for the comp meant that we both ended up flying two comps in one, with enough valid days flying in each class. A few weeks after that, I was in Benalla competing at my first Nationals with dad crewing. This was the same summer that the GFA's bid to host the Junior Worlds was submitted unopposed. I couldn't quite believe that they were going to be held in Australia during my time as a junior.

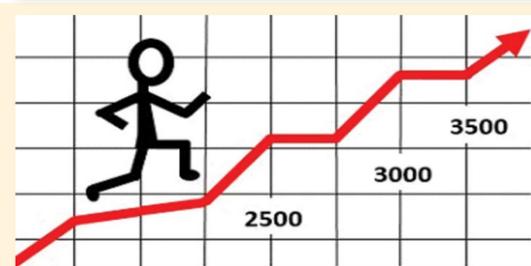


The following season everything began to slip into place on my journey towards competing at Narromine in 2015. I started getting better results at comps, seeing from one end of the scoreboard to the other rather than just placing mid field. Alongside Eric Stauss, I also received an invite to attend Squad Week and practice with the other juniors who would be going to Poland that July. This led to the third piece of the puzzle - being given the opportunity to fly an LS8 for that week and, as it has turned out, the last few summers!

I really have to thank Matt and Caroline Gage here for allowing me to fly their glider and the time and effort they've both put into helping out crewing. 200 hours flying this LS8, Q7, has meant that I'm now really comfortable with the glider, and ready to go race. Thanks also has to go to the whole GFA coaching group for helping the team prepare, and to everyone working behind the scenes to make this one of the best Junior Worlds so far.

GFA





#### GFA MEMBERSHIP GOAL

GFA is determined to grow membership to increase the viability and affordability of our sport. Here is a case study of how the Alice Springs Gliding Club grew.

It was clear that to turn things around we needed a few things to be done:

1) Renovate club house at all cost, to have a meeting place, a workshop, a place for guests and a social centre. This was rejected. "We're here for flying and not for anything else."

2) To attract young people and retain them we needed a better fleet with attractive, real sailplanes with cross country capabilities. This was rejected. Although they had good gliders before, all had crashed and they were very happy just floating around in the Blanik, which they thought was the best thing since sliced bread.

We got a budget approved of around \$3,000 from the club and started rebuilding the club house. We were very lucky to get a grant from the Northern Territory Government of \$10,000 to rebuild the facilities. It did cost

*There was no social activity at all - which immediately shoved Liz my wife aside and made it more difficult for me to spend a lot of time gliding.*

us \$16,000 in the end but we have a great place now, with kitchen, two double bed rooms, workshop capabilities, eftpos machine, mobile phone coverage, shower etc.

Another good thing was the grounding of the Blaniks, and shortly thereafter the IS-28. With the committee sitting on the fence - "GFA will fix it, let's just wait and see" - I took the initiative to buy the two Twin Astirs we have now. I discovered there was plenty of money in the bank due to insurance payouts from previous accidents with a Cirrus and Mosquito. This move saved the club - though these were not my words.

For years I tried to fly Sundays to no avail. We simply didn't have enough members. The few instructors we had were getting tired of flying paying passengers and said, "It's like coming to work after a week's work elsewhere." With TIFs at \$50 each, funds weren't really building up either.

Crosscountry flying was never going to happen if we didn't get a membership base of at least 20.

I suggested the following:

1) Peer pressure is a good thing. I have seen it in the past, many times. If you join up one 15 year old kid, everyone gets excited, but said kid soon disappears, as he won't want to spend the weekend with a bunch of grumpy 70 year olds. Join up a group of them and they will stay, form their own little group and grow together.

So I suggested we stop signing up members every

*If you join up one 15 year old, he or she will soon disappear. Join up a group of them and they will stay, form their own little group and grow together.*

weekend, only to see them disappear after a few months. It's a waste of time.

2) We needed to advertise. This met strong opposition from the committee, lots of talk about free advertising



Robert Smits: "Prioritise students, not passengers. A friendly, cooperative environment is very important in a club. Character clashes have ruined quite a few clubs. Run the club as a business and have a 5 and a 10 year plan."

with editorials in the local rag, and you guessed it, nothing happened.

3) I applied for a grant for an open day. I got \$3,500 and laid out the rules for spending the grant:

i) There will be advertising for the open day - \$1,000 for two full colour quarter page ads.

ii) There will be NO TIF or passenger flying on the open day, only press. This met huge opposition from the committee but we all needed to be on the ground to talk with our guests and get them to join the club. Gliders would be on display, we would have videos and DVDs going, and so on.

iii) There should be a carrot to join up. We decided to have a prize of free flying for a year to be drawn from among the first five members to sign up and be fully paid up on the day. Mega discussions followed. The committee didn't want to do it, but we pushed it through.

It turned out to be the best thing ever. Just because of that we got enormous attention from the press, they all wanted to know what 'free flying for a year' was all about and how you could win it.

We have always had a good relationship with the press. We put 5-hour flights, first solo flights and Silver badges in the local paper as much as we can. We have a media company sponsoring our website, and through them we got a TV ad made as well, for the local station.

Come the big day, we had people lined up outside the clubhouse, most of them indeed were keen to win the free flying. We signed up more than 25 members that day, and as an after effect another five to eight in the weeks following the open day.

We now had a problem - a club of 30 members, most of them



ABOVE: The new clubhouse provides a social environment – built by club members with the assistance of a State government grant. "There was no social activity at all - which immediately shoved Liz my wife aside and made it more difficult for me to spend a lot of time gliding."



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students, and only two instructors. We called in an ex-member and instructor to help, and I got some help from Robert de Jarlais from Keepit.

We now have a healthy but minimal membership with about 12 people very actively flying.

We definitely fly Saturdays AND Sundays. Old habits are hard to break. Passenger flights tended to take priority, so we now have changed Sundays to students only, absolutely NO passengers, which is a great success. Some new members started complaining that they had to do a lot of work 'entertaining' all those guests and that they didn't get enough one-on-one time with instructors,



Chief Flying Instructor Simon Hatfield said, "We now had a problem having a club of 30 members, most of them students, and only two instructors."

especially on the ground.

We have young(ish) members, quite a few in their 30s and, as predicted, they have formed their own gliding mates circle.

I am pushing a lot for people to go fly at Keepit and Waikerie, to get crosscountry experience and see what soaring is all about. This year we will have five participants from our club at the coaching week in Waikerie, and I always try to bring people to the Regatta at Keepit.

We have started to get our second winch operational.

We have two new Form-2 inspectors coming up, plus two LAMEs from the airport have joined the club as well.

We have cleaned up the hangars and surroundings, and finally got rid of an IS-28 wreck sitting in the hangar in clear view of every visitor - not good advertising.

Finally, following pressure from new members, we have started buying parachutes. Again - big opposition from the committee, but we applied

#### *Come the big day, we had people lined up outside the clubhouse*

for and got a \$5K grant for them, so the first two are free.

Immediately after we got several new members, we bought a Jantar Junior from Keepit. It was all about being prepared for when these new guys started to fly solo.

And to date we have two Twins, one Junior, and two Astirs CSs. Add to that my LS-4 that will be available for members with sufficient hours, and it's not such a bad fleet.

My endeavours for Lake Keepit have also inspired pilots now to aim higher than just flying in the circuit until they get an AEF rating.

We have decided to do a membership drive every two years. We know that more than half of the new members will fall off, but since we got rid of pro-rata rates we at least get a full year's membership fees out of those ones.

For me personally, it has been a hard struggle and a lot of work - so much so that it almost put me off the club completely a little while ago - not gliding though!

However, we now have such a good dynamic in the club, combined with the recent support we have received from GFA - including Mandy's recent visit, Pete Cesco spending a week with us for airworthiness training, and great support from SAGA - and visits from motor gliders and para gliding clubs, that our base of around 20 people guarantees continuity. We will see new people holding their hands up to do the tasks that previously were done by just a few.

Some thoughts that definitely have made a difference for us:

- 1) Get internet, phone, mobile coverage at your

club. I put it in myself and people love it.

Get a social scene going. We underestimate the amount of people that just want to have a fun weekend - and do a bit of flying as well.

- 2) Don't be afraid to ask for financial help. We have had money from businesses. I got another \$1,000 sponsorship from a local tourism operator that would love to bring out people to go gliding. We have had money from the local town council once, and we regularly get money from the State Government, probably because I tell them that we are the only gliding operation in the state and if they don't help us we will be gone forever. I

*"I was looking for a weekend activity that one could participate in year-round in Alice Springs and gliding seemed like a good candidate." Ric Morris is a new member signed up on the Open Day and is now the Club Treasurer.*

also do whatever I can to get their attention and to open up the wallets - youth work, community work, Hans Werner Grosse and world record flying, visiting pilots from all over Australia - whatever works.

- 3) Simplify. Very important. I cringe every time someone asks, "So how much does it cost then to go solo in one of these'. Some members go on with long discussions on launch fees, paying per minute, hourly rates, GFA, magazines, insurance, joining fee, and oh no GFA is not that much, it's changed last year, etc - plus the time they need to invest and spend helping with operations, etc.

I always tell people if they spend \$1,500 a year they can fly as much as they want with this club. If they want to come at 3pm because they are busy in the morning, that's fine too. My experience is that when people get bitten by the bug they start contributing more and more to their club. It will happen. The few that just come to fly and then go home, well, that's only a few. I also shy away from telling people that these gliders cost up to half a million bucks. I now tell them it's the cost of a small car, which surprises people. They think, "Hmm, that's not too bad. I could afford that."

In short, leave marketing to the people that know how, or make a joint effort once or twice a year, like we did with a membership drive. "Hey, we're a great club. If you want to join, you can only do it once a year - so apply now!" It's interesting to note that in New Zealand they have a 'Big Day Up' once a year when all clubs have open days and sign up members. You'd have to check with GNZ to see if it's successful or not.

- 4) Promote soaring, not gliding. Prioritise students, not passengers. It took me a long time to convince them, but finally the committee has accepted that actual members flying club gliders for many hours bring in much more money than endless 20-minute AEF flights, which are a drain on our human resources. A member who stays in the club for 10 years will spend so much more money than you can ever earn doing AEFs.

- 5) A friendly, cooperative environment is very important in a club. Character clashes have ruined quite a few clubs. Don't be afraid to deal with personality issues. They must be resolved in a fair and just manner. If you don't have rules and procedures in place, then use GFA's.

- 6) Run the club as a business. Put up prices if you



Andrea Johnston, a journalist, joined after doing a radio report on the open day promotion. "I took that selfie on about my fourth solo flight. I was pretty happy, as you can see." Andrea is now an active member of the club working on club marketing and promotion. "Using the media is vital to growing a club like ours," she said.

have to. Gliding is no longer the cheapest form of aviation, and by sticking to your old fee structure you will eventually run the club down. We increased yearly fees from \$120 to \$200, launch fees from \$10 to \$12, hourly rates from \$38 to \$50 and introduced a joining fee of \$100. We got eftpos to make it easy for everyone, and so far no-one has complained.

- 7) Have a 5 and a 10 year plan. We don't, and it shows. We don't have a clear vision of where we're heading. Right now everyone thinks that owning a Duo or DG-1000 is out of reach for a club like ours, but it actually is not. I have played a major role in buying a Duo Discus in a club in NZ that never thought they would, but with a solid 5 and 10 year plan, creating a clear vision for all members, we did, and sooner than planned. GA

# SOARING HALLS CREEK

BY PAUL TRIDGELL, AND GLENN MCLEAN



In 2014 I visited Halls Creek Public School for a week with a group that partners with the community and local private schools to provide boarding school opportunities for indigenous children from the Kimberly area. Feeling the thermals and seeing the large number of kites and eagles soaring above, I told the teachers at the school that if I returned in 2015 I'd bring my glider and show them the joys of gliding.

As it was mid-winter and I am based at Richmond in Sydney, it had been months since the vario screamed with joy with 5m+/sec. While it is a long drive from Sydney, the pleasure on the faces of the children sitting in the glider and those that flew made it worthwhile. Gliding at Halls Creek is not just the great thermals and predictable weather making every day a flying day, but also the beauty of the country. One passenger described the flight as like 'being in a painting'.

## 17 - 19 JUNE - SYDNEY TO ALICE

Early on 17 June Glenn McLean, an L3 instructor, and I an L1 instructor, set off with a two year old DG 1001M self-launcher in the trailer. With stops at Mildura and Coober Pedy we were heading to the turn-off to Uluru where we planned to fly on the 20th. After considering the \$70 landing fee, we decided that we would have more fun flying with the Alice Springs Gliding Club than within sight of Uluru, so we headed straight to the main Alice Springs

Airport and did a rig and short flight. The airport staff were very accommodating, placing us down at the start of the old 17 runway.

## 20 - 21 JUNE - ALICE SPRINGS GLIDING CLUB

The Alice Springs club operates from the Bond Springs strip about 20km to the north of the town. They were very welcoming with a great shade structure and, at the time, a free spot in the hanger. Because the club does not have a twin that can be used for training, many of the flights on the Saturday and Sunday included spin checks and training.

On the Thursday before we arrived, a large film crew from a US reality TV competition visited the club. Each competitor had a flight, launched by the winch. We had bartered use of the strip and good company for all the flying fees to be at club rates and to go to the club, and we were very happy with the outcome. It was a blue day but with a top temperature of 21° C, it required motor time to obtain adequate heights for spin checks.

## 22 - 23 JUNE - KATHERINE TO TINDAL

We stopped at Katherine for two days. The temperatures reached into the early 30s. On the first morning we took a river cruise through the Gorges then proceeded out to the Katherine/Tindal airport for a rig and late afternoon flight over the Katherine Gorge. I needed to purchase a mandatory flashing yellow light on the way to the airport. An ASIC was required to access and use many of the

LEFT : Approaching the Bungle Bungles.

RIGHT TOP: IXZ tied down at HallsCreek.

MIDDLE: Beware saltwater crocs below on the flight to Kununurra.

BOTTOM: Paul and Glenn at Halls Creek.

airfields on the trip. As with other air bases, aprons and runways are large. We were delayed by inbound IFR traffic (F18 and Flying Doctor) till 3.30pm departure when the tower was closed and the airspace reverted to CTAF.

We motored out to 3,000ft, and then soared at 3 to 4 m/s to about 5,000ft out to Katherine Gorge. After some great soaring and terrific views of the Gorge and surrounds, we had final glide back to Tindal.

## 24 JUNE - 4 JULY - HALLS CREEK

The days brought terrific flying with blue skies most days, one day with Cu's to 3/8 cover at the peak. The wind on all days was a light E to NE with thermals with workable lift between 6,000ft and 8,000ft every day. The vario showed 10kts and 5 to 6 m/s on the averager was common. Daytime maximum temperature was in the range of 27 to 32° C. The thermals were reliable from 10.30am and still providing pleasure close to sunset. The area is flat with frequently placed conical shaped hills, some with granite - well-shaped thermal generators!

The airport has a large apron with large tie down areas with heavy cables. There would be space left over even with 20 gliders tied down. The main runway is tar, 2.1km long and 30m wide with lights set another 1-2m off the strip. The wind favoured the 04 runway with a shorter dirt/gravel strip 08-26 available but we did not use it. Between six and 15 aircraft movements per day was typical. The local pub with accommodation, restaurant and counter meals is less than 100m from the airport gate. Two more blocks brought you to the middle of town.

A typical day started with DI and preparing the glider. We then held two sessions, each taking a class from the Halls Creek School for a 10 minute talk on gliders and thermals, before splitting into two groups to walk round the glider to show them the different parts. The children then formed two lines to take turns at the controls, front and rear. Glenn gave instruction on the use of the stick, and I was the wing man, raising and lowering it to simulate flying.

Nearly all the children are Aboriginal and were very happy with their experience. Later we met their parents in the street and they told us of the joy the children had come home with. After the class sessions on most days, we were busy taking staff from the school for flights, as well as many others that had contacts through the school or had simply approached us for a flight. For example, we also took two staff from the town bakery, the local meteorologist and a local doctor.

Max, the local manager of the caravan park, has his Silver C but had not flown for years. He enjoyed flying





again and by Glenn's account flew very well.

Due to the links to the local school, the airport kindly waived the landing fees. All flights were provided free unless customers wanted a lesson on the controls, for which the price of the TIF form was paid. A few insisted on making a small payment towards costs and others supplied us with freshly baked muffins!

**HALLS CREEK TO WOLFE CREEK CRATER**

Australia's second largest meteorite crater is just over 100km to the south along a route following the Tanami road. Glenn and I did this as a nice return flight with lift to 8,000ft, flying conservatively in the top third of the sky to keep

options open. The road offers a few options, but if an area adjacent to it were cleared every 15-20km where the road was graded, it would make a terrific and even safer flight for gliders that may not have the 'legs' of the DG 1001M.

**HALLS CREEK TO BUNGLE BUNGLES**

The Bungle Bungles have spectacular, internationally recognised rock formations. A line of hills, which includes the 'China Wall', an exposed quartzite dyke, marks the way from Halls Creek to the Bungle Bungles. Landing options are very limited, but a height of about 5,000ft at the midpoint gives glide solutions to both Halls Creek and Bellburn airfield, which is next to the Bungle Bungles. A lot of scenic flight traffic operates at the Bungle Bungles using a set pattern at an altitude of 2,500 to 3,000ft as per SP4 in the ERSA. All pilots should be familiar with this before flying in the area.

**KUNUNURRA AND DALY WATERS**

On the way back we rigged and flew from Kununurra with a four hour sortie taking in views of Wyndham, El Questro Station and the Argyle dam. The airport supervisor at Kununurra was extremely helpful and went out of his way to make us welcome.

We also stopped at Daly Waters, thinking that one of us might fly from Daly Waters to Tennant Creek. This is the site of an old WW2 bomber base, and has a 10,000ft runway. The options on take-off were always 'land ahead'. On one take-off, a kangaroo entered the strip and sat there looking at us. After stopping the launch, he eventually moved off. We then continued without backtracking, as there was still about five thousand feet of runway remaining. Late burn-off of a stratocumulus layer retarded thermal development, so we decided just to do a few local flights with a few very keen onlookers.

**SYDNEY**

The remainder of the trip home was by road. We had noticed that the grey army of hundreds of caravans always roosted at rest stops well before sunset. We found out why. From Daly Waters on, we noted slow, flat kangaroos everywhere. Most had been run down by road

**TRIP OVERVIEW**

PAUL TRIDGELL, GLENN MCLEAN AND IXZ DG 1001M  
 17 JUNE DEPART SYDNEY  
 19-21 JUNE - TO ALICE SPRINGS - 12 FLIGHTS INCLUDING SPIN TRAINING AT BOND SPRINGS  
 23 JUNE - KATHERINE/TINDAL - FLIGHT OVER KATHERINE GORGE  
 24 JUNE-4 JULY - 54 FLIGHTS HALLS CREEK- INCLUDING TOUR TO WOLFE CREEK AND BUNGLE BUNGLES  
 5 JULY - 1 KUNUNURRA FLIGHT-WYNDHAM, EL QUESTRO AND SURROUNDS, ARGYLE DAM  
 7 JULY - 6 FLIGHTS DALY WATERS WWII STRIP  
 9 JULY - SYDNEY

trains, which stop for nothing. There were about three to every few hundred feet, and mixed in were a few feral pigs and some cattle. Occasionally we had to drive at night to reach our destination and, after narrowly avoiding many kangaroos, we found the best solution was to sit behind a road train and let it ensure a clear path.

**SPARES AND AIRWORTHINESS**

We had punctures on both the rear and main tyres during the trip. The main tyre puncture reinforced the fact that it is not easy to move the glider or position the trailer jacking cradle with a flat tyre.

Not long after the return flight to the Wolfe Creek Crater, the warning message for a water pump failure showed on the DG engine management system. The culprit for the intermittent warning was the connector to the water pump that has two little spring metal clasps, one of which had broken. Repco and Toyota in Halls Creek were unable to assist and it was not a part in my spares. Investigation revealed it is the same as the fuel injector connector on a Holden V6 engine. After a quick trip to the tip yielded four, we were flying again. Glenn would have picked up more, but said the smell of a dead cat at the tip made him work quickly. It reinforced the advice given in the article 'Not Outlanding in a Motor Glider' [GA No23], of the need to fly motor gliders on the assumption that the engine may not work.

**CONCLUSIONS**

Halls Creek is a great place to glide in the dry season, April to November. The scenery is unlike any where else, and is surprisingly varied. The country is best viewed from the air as many features are simply not visible from the road. Off field landings are not possible unless using cleared sections of the roads, or the few prepared strips at some stations.

If landable zones were established and marked up on a GPS database, the area would become a highly sought after gliding site. While there, we read in the news that funding is likely to be gained to seal the Tanami Track between Halls Creek and Alice Springs. This will significantly improve access to Halls Creek and enable terrific winter flying. I'll be visiting there again.

The amount of interest generated among the local population, and particularly the indigenous youth, was very high. We pondered the scarcity of aboriginal people in aviation, and concluded that it was most likely due to lack of opportunity.

Rigging a glider at any local school can bring a lot of joy and increase exposure to the sport - you don't need to travel to Halls Creek to do this!

GA



TOP: Line of hills near China Wall on the way from Halls Creek to the Bungle Bungles.

ABOVE: Teghan and Waynos enjoyed being at the controls of a DG 1000.

Permission has kindly been given by their mother for this photograph to be published.

BOTTOM: Thermalling over the tow of Halls Creek.

TOP: Wolfe Creek Crater.  
 MIDDLE: Gliding over Lake Argyle  
 BOTTOM: Flying to Kununurra.

# WOMEN'S WORLDS DENMARK

BY JO DAVIS



PHOTOGRAPHS BY MIKE CODLING, OLE STEEN HANSEN

In 2012 I ran through one of those mental checks of the future and worked out that, all things being equal with my job, in three years time, I would have accumulated 10 years of continuous employment there and therefore qualify for long service leave.

Time is something that is just a rare, precious commodity for me. There's never enough of it, is there? Gliding competitions are my main consumer of the stuff. But in 2015, I would have more of it than I've had in my entire working life to date! I buy it, squirrel it away. Even then, there's not enough to go around.

So, what to do with eight more weeks of leave? Naturally the first thing to check was what was going on around the world's gliding community. In 2015, it would be the year for the Women's and Junior Worlds. The 'in between year' for the gliding worlds. I've been lucky enough to meet the selection criteria for the Australian women's team before but have set it aside. I've told myself before that heading to Europe for a comp would cost too much in time and resources. Maybe I should put more effort into taking a crack at getting on the team for the 'real' worlds to

make the investment worthwhile. It was a rainy day at Benalla during the club class nationals when I had the conversation that tipped the scales. In the Art Gallery café with drizzling rain Tobi Geiger, Swaantje Geyer and Mike Codling were nagging me. "Why don't you do the Women's World Gliding Competition?" they said. I trolled out my reliable excuses and surprisingly they snort at them. "Representing your country is not something to be missed," they tell me. "You have the opportunity to have the experience of a lifetime. It'll do wonders for your flying, you'll meet amazing people and we'll help you organise the logistics." The seed was sown.

The next three years were a blur, but the idea had seeped into everything. Crosscountry flights in marginal weather have always been fun but suddenly they had a potential purpose. I found myself doing well enough at the nationals to hit the magic selection numbers and all of a sudden Arnborg, Denmark was going to see me soon.

## PREPARING FOR EUROPE

Preparing for a comp on the other side of the world, with reportedly unworldly flying conditions is a challenge. To be fair, there's really no way of truly preparing for flying in Europe without doing just that - fly in Europe. There's no way of really simulating the conditions there. Condor is great for terrain and general locality. But the weather and experience is something else. So my go-to technique was to collect together everything that had worked before. Get fit enough so I can think clearly when under a bit of stress and the pressure of a comp, and fly when no one else thinks it's worth getting the aircraft out. The latter is something that I've seen some of our best pilots do as a

matter of habit. Rubbish weather? Oh look, there goes Gerritt Kurstjens on ground roll. Allan Barnes has probably launched an hour before. So winter flying and half-marathons were to be my friends.

Winter flying at the Darling Downs Soaring Club, my flying home, tends to be low(ish), weak, blue and windy. The low and weak are pretty much what was needed. But blue, not so much. Luckily for me we had an unusually cu-filled winter. So the practice was 200km flights around a 3,000-3,500 AGL sky. Great practice for Denmark, I told myself. Well, to be fair it was good practice. It just needed to be 1,500ft or so lower.

## LOGISTICS

The other challenging part of flying in Europe is usually the logistics. Cars with tow balls, gliders, accommodation are super easy to arrange - from the same continent. Fortunately Tobi was able to put me onto the German junior team who were looking around for gliders to hire in Narromine for the Junior Worlds. The idea was, I lend them my glider and they sort one out for me for Denmark. Before I knew it, a glider swap was arranged for LB, the trusty Ls4. Glider sorted. The car with tow ball was a challenge right up to the line. None of the English translated web pages of the major hire companies have anything with tow balls. Just before I resorted to a German-speaking friend to sort out a booking, Swaantje came through with a friend's car complete with tow ball. Apparently John Coutts used it for one of his comps in Europe. Although it had had some problems then, they'd been fixed since. Car sorted, glider sorted. Team captain Mike Codling; crew Graham and Narelle Hennessey, Paula Lynch and my very own Richard Hoskings; and team mates Kerrie Claffey with her crew Tom - all sorted. I plodded my way around the half-marathon at the Gold coast a week before we flew out as a finishing touch to the preparation. We were all set to take on the world.

## CAR WITH CHARACTER

After a couple of days in Amsterdam to set the body clock to European time, we picked up the car from Rheine, Germany. It's a little worn around the edges but it's a VW and they go forever, right? Besides, a former world champ also used it so what could possibly go wrong? So Richard and I headed off in the car - 'car with character', CWC, or 'the bloody green car' as Swaantje now calls it - to Lubeck to meet up with LB. Rolf, her owner, was there to greet us together with half of the local gliding club who came out to 'translate' for Rolf. A bunch of the nicest people ever.

The road trip to Arnborg from Lubeck started off well enough. The CWC was towing LB OK and surviving the Autobahn - although the heater seemed to be permanently on, to draw heat away from the engine. Aside from that, all was well - until the battery light came on. This coincided with a need for fuel so into a service station we went. After parking, that was it. The CWC refused to start, so we had a quick check under bonnet. The battery seemed to be OK. But, oh look, the belt for the alternator was shredded, and ah, that's a pity, the bearings for the tensioning pulley were seized. CWC incident number one was unfolding, the first of many. Five or so hours later I found myself waving to Richard as he left with the CWC on a tow truck and talking, via google translate, to a toothless Czech truckie who had decided to keep me company while I watched



over the glider. Fortunately, Tom and Kerrie came to the rescue in what turned out to be an epic retrieve before the comp even began!

While the CWC was being repaired I turned my attention to making the most of the week's practice period I had set aside prior to the comp beginning. It was cold and drizzling when we arrived. It was a combination of overcast, drizzling and cold for the entire week. So it was clear I wasn't going to get a lot of flying practice in. I was, however, lucky enough to sit in on an impromptu lecture from Arne Boye-Moller, one of Denmark's top comp pilots, on 'how to fly in Denmark'. This information was just priceless and compensated largely for the lack of flying. As Denmark is flanked by ocean and laced with fjords, understanding exactly when a maritime influence is going to come into play is crucial - as are the usual details on where to pick up final glide, where the sand lenses are, and what areas heat up quicker than others. The list goes on. This lecture was worth its weight in gold.

## NON-PRACTICE WEEK

The official practice days did have us in the air, fortunately. Ideally I would have competed in my glider or one I'd spent a season or so practicing in, which would have made the official practice days what they are intended to be - time to check the area out. Both Kerrie

MAIN PHOTO OPPOSITE: Jo Davis flying LS4 LB.

BOTTOM OPPOSITE: The WWGC grid at Arnborg Airfield, Denmark.

ABOVE TOP: The Australian team at the opening ceremony.

ABOVE: Jo, proudly Australian.

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and I had to fit in a little more during that time. The LS4 I had been given wasn't exactly a competition-ready aircraft but it didn't take long to settle in. They have great feel and thermal beautifully. Things to become accustomed to remained 1) being waved off at 500m and turning left off tow; and 2) metric speed and altitude information. The release height was what it was, low. But then it had to be low to fit under the cloud base, which on many days wasn't a great deal higher. So I settled into that pattern fairly quickly. Metric information also was fairly easily assimilated. I surprised myself by keeping it metric. The way I saw it, thermal and landing speeds were indicated anyway and easy to feel, cruising speeds I converted and then left. The height was best left in a unit I didn't readily recognise. There was also no point breaking it into height bands as there wasn't room. Basically, you were at or near to cloud base or you were in trouble.

The first couple of days flying had me fairly concerned. On the ground for the first week, I'd had plenty of time to drive around and see exactly how unlandable the fields were. An unusual summer meant that the farmers were harvesting later. This in turn meant that in basically every possible field stood either very, very tall wheat, rapeseed or potatoes. Naturally the potatoes were ruled out. They had furrows that made cotton look landable. Rapeseed is like tall canola, so that was ruled out too. That left hoping the weather allowed farmers to do a whole lot of harvesting, quickly!

In between wishing good harvesting conditions for the locals, there was the international flavour of the comp to enjoy. It's difficult to describe how heartwarming it is to see an Aussie flag marking a tie-down area in between an Italian flag, Danish flag and Lithuanian flag. It's also hard to describe how heartwarming it is to see the Aussie team in their green and gold for the opening ceremony, at the daily briefings or seeing an Aussie shirt being swapped with someone from another country. There's just something special about your country colours. It also so great to see flags of all countries staking out camping areas, on top of radio antennae, being waved by kids. It's just a really, really cool part of competing overseas. And one of the things I'd underestimated.

### THE COMPETITION BEGINS

The first comp day was an auspicious start for my comp in Denmark. Fortunately all my well wishes for the farmers paid off and they managed the harvesting I was hoping for, which in turn accommodated my first outlanding in what I can only describe as the worlds softest straw paddock. Outlanding on the first comp day at any event is upsetting. But this was the Worlds, which made it an order of magnitude of upsetting. This day was my first major lesson on flying in Europe, the art of the distance day. The sky was barely soarable - so unsoarable that Standard Class didn't get a valid day in. I waited out the rubbish weather (700m, 8/8 clag) that took out Standard Class but still started too early. The effect of this was having a great run flying through rubbish weather but catching up to where the weather was even more rubbish. Into my lovely paddock I went, with the gaggle grinding their way over and landing further along the task. No one made it home.

But then, looking back on it, it was clear no one was ever going to make it home. The aim of the game was patience, disregarding what average task speed I was doing and accepting that it was about how far to get rather than racing. It was all very different, very non-Aussie flying.

To my credit, I did recognise the next time a 'distance day' came around. Even then, throttling back to a point of not caring about speed was still something akin to nails down the blackboard. It's different to distance flying where just making it home is what matters. After all, comps are about racing, and it requires a mental switch that is very unpractised in our competitions.



### 2ND PLACE

The competition highlight for me was during a day when we had a clear 3,000ft AGL. Sheer, unadulterated luxury. I waited out the gaggle of lower performance gliders to compensate for the LS4 handicap, and then set the task of chasing them down. Fortunately I did manage to chase them down. Having hold of the gaggle, the last remaining trick was how to get rid of them towards the end and beat them in. I had two allies in that task. One was the Standard Class gaggle intercepting our track, and the other was the last leg and a half, which was entirely blue. I've no idea how Kerrie managed to fly with her class but frankly they were a bundle of madness. When the Standard Class gaggle 'passed through' our track, there were mini contra-rotating thermals and pilot pairs doing 'egg-beater' thermal entries - that is, one turns one way while the other turns the opposite way - through 15 to 20 gliders. I managed to stay alive and the bonus was losing the bulk of the Club Class gaggle. A trip through the blue, which the Europeans aren't fond of, saw me home and 2nd for the day.

Doing OK in conditions I had practiced for, and having my backside handed to me in conditions I hadn't practiced for, was pretty much the competition for me. There's not a lot of mystery about why, I guess. The question really is how to do better preparation. The answer to this, really, is to fly in Europe if that's where the comp is. So, sorry to all the budding world champions out there. If you want a sliver bullet, this is it - pack your bags.

### A DIFFERENT WORLD

While the pattern of the results weren't a mystery to me in the end, what did take me by surprise was the impact of flying in an all female competition. After high school I went to university and finished a couple of male-dominated degrees, got a job in a male-dominated industry and then found myself in gliding - a male-dominated sport. Most of my friends are men. I'm completely comfortable and happy competing in that environment. If someone had asked how I was feeling competing with all women, I'd have to say I was a bit uncertain about it - until I met the women there. These were not your average women. They weren't at the gliding field because they had to be. They were there for the exact same reason I was - because they love the sport and being

in the air. They were beautiful, bright, sassy, capable women who were day on day looking at a fairly unsoarable sky and were calmly determined to take it on. Looking down the flight line at them I couldn't have loved them more.

In the end we had a successful competition. The requisite number of days were met and there were no middairs. The organisers were awesome. That said, each day we flew would have been cancelled in Australia. Yep, all of them, every single one. I think I had the support of a team that matched the 'professionals' and can't thank them enough for their massive contribution. It's no small thing to travel to other side of the world for a comp. We were the only representatives from the southern hemisphere, and the northern hemisphere was under represented. Even the Brits didn't come - a pity given how well run the event was and what a great challenge the competition turned out to be.

The camaraderie of the aviatrix is a well known phenomenon and this competition was no exception. I was adopted, inducted as a fully fledged witch and made great friends I hope to see again in Europe, or even better in Australis should we be successful in our bid to host the WWGC in 2019. Never again will I look at an Aussie sky and think it's not worth pulling the glider out. Nor could I say that any of my excuses for why I haven't represented Australia before stood up. It was exactly has Tobi, Swaantje and Mike said. It was an experience of a lifetime, it did wonders for my flying and I did meet amazing people. The pilots were worth travelling to meet just in themselves. I'll forever be safe in the knowledge that a world of women is out there who love to fly every bit as much as I do. As for it not being a 'real' worlds? Well, all I can say is, you try to take them on.

GA

## 8TH WOMENS WORLD GLIDING CHAMPIONSHIPS ARNBORG, DENMARK

2 - 14 AUGUST 2014

### HIGHLIGHTS

#### DAY 8 RESULTS

1. ELENA FERGNANI	ITALY	LS1-F	1,000
2. JO DAVIS	AUSTRALIA	LS4	994
3. ANNEMIEK KOERS	NETHERLANDS	STD. CIRRUS	984

FULL RESULTS AT [www.spr.aero/faiwwgc2015](http://www.spr.aero/faiwwgc2015)



TOP and MIDDLE; Arnborg, in the middle of the peninsula of Denmark, is flanked by ocean.

OPPOSITE: Kerrie Claffey flying an LS8 in Standard Class.

# BALTIC SUMMER BLAST

BY TOBIAS GEIGER



What a blast! How often do you get 12 competition days in a two-week competition? As a tourist at the Lithuanian Club Class Nationals I have to admit the country put on outstanding competition weather and ensured we had a lot of fun.

The reason I went to this competition was that I needed to take part in the Pre-World Championships to secure my spot on the Australian team at the same location next year. This year they ran the Club Class Nationals and the 13.5m World Gliding Championships at Pociunai. So we had a small Australian team there with Morgan Sandercock flying in 13.5m Class under the guidance of team captain Matt Gage. Dylan Lampard, one of our junior hopefuls, competed in the mixed class and achieved a remarkable 3rd place. Then we also had our great crews - Andrew crew extraordinaire, Julius our Polish import and Marty, the loud mouth American - who completed the team.

Driving to Pociunai from Vilnius made me wonder a bit about outlanding options as we drove through many forests with many very small and undulating fields. The first briefing on site also included an introduction into the areas of Lithuania that are effectively not landable without doing damage to the glider. So it is fair to say that we all went into the competition with mixed feelings regarding outlandings. The weather was very good though and we had reasonably few outlandings for a European competition. Only one glider suffered outlanding damage during a ground loop with no one injured or hurt. But it is fair to say that you have to fly with more foresight in Lithuania than you do in most places in Australia. If you do, there are enough safe places to land a glider.

## LITHUANIAN NATIONALS

For the Lithuanian pilots this competition was about their qualification for the world comps in their home country next year. Hence, the competition in Club Class was very strong and the Lithuanians certainly know how to fly Jantars fast. Since we had mostly strong days, the weakness of the Jantar in broken and weak thermals hardly showed, yet its strength in fast weather was well demonstrated by the locals. I was sometimes frustrated when I pushed the beautiful LS4 I was flying at 80kts or

faster and there was no difference in performance to the Jantars. Yet I copped a handicap penalty day after day.

## LEARNING THE LOCAL CONDITIONS

But I was there as a tourist and not to get a particular result. It was about learning how best to fly over the terrain there and be safe at all times. Whenever possible I avoided the gaggles as the optimum flight path and decisions as to when to leave thermals are often overshadowed by tactics and the fear of most pilots to lead out when flying in gaggles. On a few flights I had the chance to fly with a bunch of confident pilots and observe what they were doing. That certainly was very beneficial. However, as soon as the weather turned blue they all chickened out and waited for me to lead out. Since we fly a lot in the blue in Australia I didn't mind, and finding the right thermal triggers doesn't seem to be that difficult there, either. They are quite different to Australia but probably even more reliable. During our time there Andrew and I went for many walks and a few drives and checked out outlanding options as well as triggers. Seeing the terrain and feeling the heat on the ground makes it a lot easier to understand how it all works in the air.

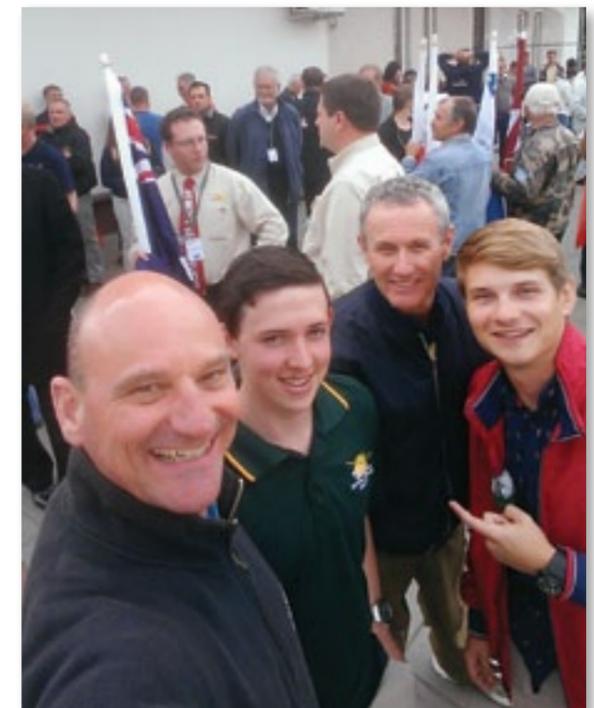
By the end of the competition we had made many new friends and the preparation for next year is going really well. I thoroughly enjoyed flying as an outsider in the competition and getting to know the local pilots in the air and on the ground over time. I am certainly looking forward to coming back to Pociunai next year.

GA

LEFT TOP: An almost perfect sky awaits us. Cloud bases were typically between 2,000ft and 6,000ft above ground during the competition. Pociunai is some 200ft ASL.

LEFT BOTTOM: This statue in honour of the 13.5m Class World Championships stands in front of the club house. Wooden sculptures are to be found everywhere around Pociunai and are symbolic for the deep connection of the people with their forests.

BELOW: The A2 on tow is one of six based at Pociunai, although only one still flies.



Tobi Geiger and Dylan Lampard, who came 3rd in the Mixed Class, make friends at the opening ceremony.

## LITHUANIAN CLUB CLASS NATIONALS - PRE WGC CHAMPIONSHIPS POCIUNAI 2 - 15 AUGUST 2015 CLUB CLASS

1. VYTAUTAS RASIMAVICIUS	LIT	STD. JANTAR 3	10,300
HC. TOBIAS GEIGER	AUS	LS 4	10,263

## MIXED CLASS

1. CZELADZKI & LIAUGAUDAS	POL	DUO DISCUS XLT	11,247
2. MAKOTO ICHIKAWA	JAPAN	DISCUS 2A	10,027
3. DYLAN LAMPARD	AUS	DISCUS 2/18M	9,501

FULL RESULTS AT [www.soaringspot.com/en\\_gb/lsf-club2015](http://www.soaringspot.com/en_gb/lsf-club2015)





The first ever 13.5m World Gliding Championships were held in August at Pociunai Airfield in the southwest of Lithuania close to the borders with Poland, Belarus and the Russian enclave of Kaliningrad.

Pociunai will host the Club, Standard and 20m Worlds in 2016 and the Junior Worlds the year after. As a result, the Pre-Worlds for Club, Standard and 20m was held alongside the 13.5m worlds. They had two classes for the Pre-Worlds - Club and Mixed, anything ballasted.

Morgan Sandercock was flying in the 13.5m class, Tobi Geiger in Club Class and Dylan Lampard in the Mixed Class along with Makoto Ichikawa, who was coaching Dylan.

The airfield is huge - approximately square and measuring over 1.5km per side, surrounded by small

paddocks, trees and a river. Due to the poor landing options near to the field and its size, the organisers decided on a finish line, except when storms were forecast. The line was almost the full length of one side of the airfield, giving a 1.4km line with 1.5km of airfield to use beyond it.

While the airfield was huge, it was shared with a major parachuting operation, both civilian and military. In general, they managed to avoid having any drops whilst launching or finishing was underway.

It seems that the Lithuanian for tug is Wilga. During the practice period, we were told to ask for a Wilga if we needed a tow, which was fine because all nine tugs there were Wilgas. For those that don't know, they have powerful radial engines and burn a lot of oil each time they are started. This led to the daily ritual of having no tugs present at the grid until about 3 minutes to go, when all nine started up together and promptly disappeared in a cloud of smoke to the grid, starting the launch as soon as they arrived.

The airfield is also home to some aircraft manufacturing. The LAK factory is 200m away, and provided an informative tour before the start of the competition.

#### THE GLIDERS

As much as this was a competition between pilots, it was also a competition between the gliders, with six different designs from five manufacturers and only twelve pilots. There should have been a seventh design, but the Polish GP14 wasn't quite ready in time.

The 13.5m Class is a little different to the other FAI classes in that while it specifies a maximum wing span, it then specifies a maximum wing loading of 35 kg/m<sup>2</sup>, and not maximum weight. The result seems to be an effort to

LEFT TOP: Morgan Sandercock flew the SparrowHawk R. It was the lightest glider in 13.5m class with the smallest wing area of 7.1m<sup>2</sup>.

LEFT BOTTOM: The opening ceremony with Morgia, Matt Dylan and Tobi behind.

RIGHT TOP: The SparrowHawk R has a fixed undercarriage.

RIGHT BELOW: Dylan Lampard at the podium in 3rd place in the Lithuanian Mixed Class Nationals. Czelański & Liaugaudas from Poland took first place flying a Duo Discus XLT.



build as light as possible to be able to use the smallest wing area possible.

There were three established designs, of which the Silent had the most numbers, along with two Russia's, although these were different - the most obvious difference being that one had flaps.

The 'new' designs were the SparrowHawk R flown by Morgan Sandercock, the Versus, which was actually a Diana 2 with shortened wings, and a prototype miniLAK.

Additionally, most of the Silents had electric self launching with the FES system. LAK are promising the same for the production version of the miniLAK. Those who self launched showed decent acceleration and climb performance and reportedly had about 100km of self retrieve capability afterwards.

Morgan's SparrowHawk R was the lightest and therefore had the smallest wing area of 7.1m<sup>2</sup>, although he actually had to ballast up to 249kg by adding 25kg of lead. However, the design was a compromise in that it can fly in the DU Ultralight category for records as well as in the 13.5m class. To achieve a maximum takeoff weight of 220kg for the DU class, it has a fixed undercarriage, the impact of which was obvious at high speeds.

While the Silents had the electric self launch, Morgan had an electric flap system - electric to save weight - but this permitted an automatic controller that constantly varied the flap angle based on air speed and G load. As described, the glider reacted to a thermal before the pilot began to realise one was there. It certainly impressed those who flew close to him.

While the number of gliders made real performance comparisons difficult, it appeared that the older designs were not as good as the newer ones. It really wasn't possible to split the miniLAK and Versus, with the SparrowHawk R seeming to be as good except at high speeds, as expected with the undercarriage arrangement.

It will be interesting to see if the major factories have a glider in two years' time, and if so, what it will be based on.



#### THE WEATHER

During the weeks leading up to the competition, including the practice week, the weather was poor, resulting in few flights and lots of outlandings.

All this changed the day before the first competition day. A grand opening ceremony in the nearby town square was held in warm sunny conditions to be followed by two weeks of generally great weather. Only two days were lost and had the organisers not been so

continued over page





ABOVE: Morgan looking over 1st place winner Stefano Ghorzo's Versus - a Diana 2 with shortened wings - and a prototype miniLAK.

BELOW: Morgan achieved 5th place in the first 13.5m World Gliding Championships.

eager to call a lay day several days in advance, one of those might have been flown as well.

There was a real mix, from low cu with spread out and re-development to high blue days and everything in between.

### THE TASKS

Tasks for 13.5m were between about 250km and 360km with two AATs given - they tried very hard not to set AATs. As an indication of the performance of the 13.5m gliders, the fastest speed was 119kph.

Most tasks were set with at least one turn point in Poland over generally the same area each day. The Club and Mixed classes were not so lucky. Because the IGC requested that tasks be set so that the other classes could not provide assistance to the 13.5m gliders, they often were tasked to areas that were not so good - so much so that at one briefing, a local club class pilot asked why they were being sent to a known bad area. The response from the task setter was along the lines of "you are the best pilots, deal with it". That day, no club class gliders got home, although they did get past the area in question.



### THE RESULTS

Morgan spent most of the competition in 3rd place overall behind the Versus, which won, and the miniLAK. Lack of experience with European weather on day 10 resulted in his losing 500 points and ultimately dropped him to 5th at the end, although on the final day any position between 3rd and 6th was a realistic outcome - it took an incredible flight by Francois Pin (USA) and two out landings to prevent Morgan finishing higher.

In club class, Tobi flew as well as usual and finished 2nd, although the scores show him as HC because the Lithuanians didn't want overseas pilots impacting the scores. Not only was this was their National Championship, but also the selection event for next year's Worlds.

In the mixed class, Dylan finished 3rd. More importantly, he has gained invaluable experience in an international competition prior to the Junior Worlds in December. GA

# TAURUS AT BEVERLEY THE FIRST IN AUSTRALIA

BY OWEN JONES



The first Taurus to be registered by GFA VH-NUF is pictured above climbing away from the Beverley airfield in Western Australia, having first flown there on 22 July 2015. The Taurus 503 is a two-seat, side by side twin seat self-launching glider with a wing span of 15 metres.

Powered by an air cooled two-stroke two cylinder 50 hp Rotax 503 engine claimed to have a best climb rate of 580 fpm and a take-off distance at MTOM of only 180m with the engine running at 6500 rpm. The 2% fuel premix is stored in a 30 litre wing tank and, with a take-off fuel consumption of 25 L/h, it has the ability to saw-tooth for hundreds of km. It has to saw-tooth because the Taurus does not have a feathering prop and therefore cannot cruise, only climb, put the motor away, glide, climb, cruise and so on.

The Taurus is built by Pipistrel in Slovenia who have been building aircraft for over 25 years, which they proudly point out is more than 25% of the history of aviation itself. Pipistrel is perhaps better known for the manufacture of touring aircraft such as the Sinus and Virus. In fact, the Taurus has the same wings as the Sinus 912.

The Taurus claims to have a best glide ratio of 41:1, so it will be interesting to see how it performs in a West Australian summer, even with its five-position flaperons - Landing (+18), Takeoff (+9), +5, 0 and -5.

Interestingly, it is registered with GFA as an LSA, Light Sport Aircraft, rather than a certified aircraft and even has to carry a placard advising the passengers that it "does not comply with federal regulations for standard aircraft".

### WHAT DOES IT HAVE TO HAVE TO BE AN LSA ?

- A maximum take-off weight of not more than 600kg. The Taurus weighs 550kg, which allows a cockpit load of 190kg and covers all combinations of the owners.
- A maximum stalling speed in the landing configuration of not more than 45kts. The Taurus' stalling speed is 35.4kts.
- A maximum seating capacity of no more than two persons, including the pilot.
- If powered, a single, non-turbine engine fitted with a propeller.
- If the aircraft is a glider, a maximum never exceed speed of 135kts. Taurus' never exceed speed is 120 knots.

This is the fourth LSA that GFA has registered to date, and the first Taurus. Building to LSA specifications reduces production costs, involving significant differences in the aircrafts' maintenance systems.

It also brings some other interesting contrasts compared to the gliders that we know - no water ballast, for example, and the huge canopy is certainly not jettisonable. The answer to this is a ballistic parachute as an optional extra, situated behind the pilot and in front of the engine. The thought of firing this rocket-powered parachute and then drifting slowly and safely to the ground, causing only minimal damage and certainly not writing off the aircraft as other parachutes do, is almost beyond imagination.



## 1ST WORLD 13.5M CLASS GLIDING CHAMPIONSHIPS POCIUNAI, LITHUANIA

### 2 - 15 AUGUST 2015

1. STEFANO GHORZO	ITA	DIANA 2 VERSUS	10,879
2. VLADAS MOT ZA	LTU	MINI LAK	10,487
3. FRANCOIS G. PIN	USA	SILENT 2 ELECTRO	8,954
4. ANTOINE HAVET	FRA	SILENT 2 TARGA	8,907
5. MORGAN SANDERCOCK	AUS	SPARROWHAWK	8,895

FULL RESULTS AT [www.soaringspot.com/en\\_gb/135-wgc2015/results/135-m](http://www.soaringspot.com/en_gb/135-wgc2015/results/135-m)



The Taurus is beautifully finished with an acrylic paint finish and is very spacious. The build quality is very high and it is well equipped.

Taxi-ing is very easy with its two main wheels and steerable tailwheel. As the two main wheels are smaller than our normal glider wheels, we are not sure about landing in a boggy paddock, but hopefully that will never happen. On all our airfields it is fine and the retractable undercarriage works well.

It is not meant to be a high speed, hot machine and astute readers will have noticed that the registration is the word FUN in reverse. It is owned by three pilots, plus a silent partner, and is intended to be flown mid-week when the cumulus clouds are billowing and the Pawnees are locked away in the Club hangar. The prospect of gliding to the other major gliding clubs for coffee and then a flight home is appealing.

The Taurus arrived in Western Australia on time early in July, giving us the winter and spring to settle into it before the soaring season commences. So far we have found that in the winter conditions in Western Australia, it takes off and climbs well, thermals smoothly and comfortably and lands back on its two wheels well, with the engine down for landing.

How it copes with strong headwinds or gusty summer cross-winds remains to be seen, as does its crosscountry performance. How the Rotax engine copes on a 35° C + day will also be interesting, although we have a TOST release as well, just in case. Watch this space for a post summer update.

GA

## ANNUAL FLIGHT REVIEW SPIN EVALUATION

Each year the Operations Panel receives at least one letter or email from an individual who is opposed to the requirement for a spin evaluation during the annual flight review. Late last year one member wrote to me to advise that "annual mandated spins is asinine", and more recently, some members voiced similar opinions on the GFA Forum under a post titled 'Spin recovery'. Objections have reflected, among other things:

- a dislike for attaching ballast to the tails of some gliders to induce spinning.
- misinformation about spinning being dangerous and outside the flight envelope.
- an opinion that most stall or spin accidents occur at too low a height to recover anyway, so we should only focus on spin avoidance.
- that most modern gliders are prohibited from intentional spinning.

The main focus of GFA recurrency evaluation is to ensure pilots are equipped with the ability and awareness to act correctly in critical situations. Recurrent training consolidates and updates knowledge of appropriate action in various situations.

What some people fail to recognise is that inadvertent stalls and spins remain the biggest causes of gliding fatalities worldwide. The fact that we do not have a high fatality rate from stall/spin accidents in Australia is testament to a requirement that has been in place for the past 20 years, thanks to the efforts of the late Mike Valentine and other sage pilots who analysed causes of an unacceptable fatality rate, and training system responses to those causes.

Back in 1995 an Operations Panel review of low speed loss of control accidents identified that, in many instances, the pilot lost control of the glider at too low a height to allow recovery. The Operations Panel came to the conclusion that such accidents define the most important objective of spin training, which is spin prevention - even the most highly skilled pilot will be unable to recover if the glider is too low for recovery action to be effected.

However, rather than dismiss full spin training as unnecessary and focus solely on awareness of the symptoms of an impending spin and 'safe speed near the ground', the Operations panel concluded that full spin training was still necessary. This was because pilots do make handling and judgemental errors, especially under stress, and thus it is necessary to cover all the possibilities during pilot training and during annual check flights. This was conveyed to members by way of Operations Directive 2/95.

In risk management language (See AS/NZS 31000 Risk Management), we determined that we could not rely solely on preventive controls. We also needed to mitigate against the unacceptable consequences of inadvertent and low level stall/spin events by means of reactive controls.

History has since shown that this approach has paid dividends. In the 23-year period from 1972 to 1995, there were 19 fatal accidents resulting from stall/spin events, whereas in the 20 years from 1996 to 2015 there have only been 5 fatal accidents from stall/spin events.

Like the GFA, the British Gliding Association also has a strong focus on spin training, although they merely recommend recurrent training whereas GFA mandates it. In 2015, Canada introduced a new 'Awareness - Avoidance - Recovery' spin

CHRISTOPHER THORPE  
Executive Manager,  
Operations



training strategy, recognising 15 separate stall/spin risk scenarios, with spin recovery checking during spin and annual check flights. See [Tinyurl tinyurl.com/nts323p](http://Tinyurl.com/nts323p)

Almost all the gliders on the Australian Register are capable of entering a stall/spin event whether they are rated for spinning or not. Furthermore, all modern gliders certified to CS22 will recover from a spin using the normal recovery techniques, even if they are not permitted to be deliberately spun.

The consequences of not reacting correctly in critical situations due to a lack of currency is evidenced at the following link: [Tinyurl tinyurl.com/p37rw9a](http://Tinyurl.com/p37rw9a)

We recognise that spiral dive recognition, avoidance and correct recovery must be given greater emphasis, particularly for high mass, high wingspan sailplanes.

### BIENNIAL SAFETY SEMINARS

The next round of Safety Seminars will commence on 17 October 2015 at the Goulburn Soldiers Club, 15 Market Street Goulburn, NSW. These seminars will review accident and incident trends and lessons learned, and provide an open forum where input from attendees is encouraged.

While the safety seminars will be of particular interest to instructors and tow pilots, all members are welcome to attend and contribute to discussion.

Further seminars will be held over the following 12 months in all regions based broadly on the following schedule. Specific dates and venues will be provided closer to the event.

- NSW/ACT – October 2015 & June 2016
- Vic/Tas – November 2015 & July 2016
- SA/NT – March 2016 & August 2016
- Qld – April 2016 & September 2016
- WA – May 2016

Remote clubs should liaise with their Regional Association, which may be able to assist their members with travel arrangements.

### OPERATIONAL ACCIDENT AND INCIDENT REPORTING

The Safety, Operations and Airworthiness Reporting (SOAR) system was developed by GFA to facilitate the reporting of accidents and incidents that occur in the operation of an aircraft (Operations Occurrences), defects discovered during aircraft maintenance (airworthiness defects), and other accidents and incidents that occur around an airfield that are dealt with under the Club's Risk Management Plan (Safety Reports). This system is based on best practice reporting in order to facilitate an open reporting culture. It allows the confidential handling of information and provides greater insight into the safety risks present in our organisation.

Accidents and incidents that occur during the operation of an aircraft are 'Operations Occurrences'. This includes occurrences during flight, while taxiing or ground-handling, or during the pre-flight inspection in readiness for flight. Furthermore, airworthiness issues identified during the operation of an aircraft should also be recorded as an Operations Occurrence, and the Airworthiness Department will be notified separately by the EM/O.

Detailed reporting guidelines are available on the GFA website – select Document Library/Tree View/Operations/Manuals/Operational Accident and Incident Reporting Guidelines.

### AIRWORTHINESS DIRECTIVE

AD No.: 2015-0116  
24 June 2015

### Airworthiness Alert 2015-1 Puchatek KR-03A

The GFA has received a Service Difficulty Report detailing extensive exfoliation corrosion on aileron flight control fittings fitted to a Puchatek KR-03A sailplane.

### FLIGHT HISTORY

The affected sailplane was manufactured in 1993 and has completed 1500 hours. It has operated in a coastal environment.



### ACTION TAKEN

The affected sailplane was overdue for a life extension survey as required by GFA AD 337. During this survey it was discovered that both aileron drive rocker arms were severely corroded. Further, the aileron attachment fittings were also found corroded, one with extensive exfoliation corrosion. Subsequent further inspections of one other KR-03A revealed the same defect.

### RECOMMENDATION

When completing maintenance on this type, the inspector should be very conscious to the susceptibility of exfoliation corrosion on the Puchatek KR-03A sailplane. Sailplanes operating in a corrosive environment must be washed and lubricated on a more regular basis. Additionally, the surface finish must be maintained to a high standard. If light corrosion is detected, refer to the Maintenance Manual and/ or AC 43.13-1A Acceptable Methods, Techniques and Practices

for advice on removal (mechanical and chemical), treatment (chemical) and finish restoration (paint systems). If exfoliation corrosion is identified, the component must be replaced, contact the Type Certificate Holder or this office for further advice.

**It is recommended that all Puchatek KR-03A exposed flight controls should be inspected and if defects are identified, a Service Difficulty Report (SDR) should be submitted through the appropriate channels.**



**TOW PILOT TRAINING AND ENDORSEMENT**

As I mentioned in the June/July 2015 edition of Gliding Australia, CASA proposes to devolve tow pilot training to GFA. A new training and authorisation system has now been developed in consultation with several CASA delegates and RA-Aus, with respect to using RA-Aus aircraft and pilot qualifications. GFA then wrote to CASA on 8 July 2015 formally asking it to devolve tow pilot training. Various regulatory exemptions and authorities have also been requested to facilitate this transition. CASA has since advised they will review our submission in due course. While it was initially hoped the new system would be approved and implemented by the end of this year, CASA may not be able to meet this timeframe.

**BASIC PILOT CERTIFICATES**

In order to exercise the privileges of an 'A', 'B' or 'C' Certificate as described at paragraph 10.2 of MOSP 2, a pilot must have qualified for and been issued with the relevant certificate. The same applies for the GPC. Pilots are therefore encouraged to submit their certificate applications to GFA as soon as possible after qualification.

**ANNUAL FLIGHT REVIEW REMINDER SYSTEM**

In the last edition of this magazine I provided some guidance around AFR revalidation dates. Since then a number of members have suggested that GFA could assist by providing timely email reminders of when a member's next AFR is due in the same way the GFA sends emails to members reminding them their Membership or Medical is due for renewal. The GFA Executive is supportive of this process and is prepared to implement it.

To be effective, members will need to update their online profile. It is proposed to shortly send an email to all members asking them to log-in to their membership profile and record the date of their last annual flight review. A default date of 30 September 2015 will be recorded initially, so members who do not update their details will receive an email reminder three months before 30 September 2016. Once the system is updated, the member's individual AFR due date will then remain the same each year unless a change is required following a long break.

**AIRWORTHINESS DIRECTIVE**

**AD No.: 2015-0139 R1**  
**10 July 2015**

**Duo Discus**  
**Duo Discus T powered**  
**Nimbus-4 sailplanes**  
**and powered**

**Duo Discus sailplanes, serial numbers (S/N) 1 to 639 inclusive, Duo Discus C sailplanes, all S/N. Duo Discus T powered sailplanes, S/N 1 to 110 inclusive and S/N 112 to 247 inclusive. Nimbus-4D sailplanes, S/N 1 to 15 inclusive, Nimbus-4DT powered sailplanes, S/N 1 to 16 inclusive, Nimbus 4DM powered sailplanes, S/N 1 to 12 inclusive and S/N 14 to 75 inclusive.**

Operational experience shows that application of an excessive load on the air brake system may induce damage to the drive funnels in the fuselage and to the air brake bellcrank at the root

rips of the wing.

This condition, if not detected and corrected, could lead to an uncontrolled actuation of the air brakes (symmetric or asymmetric), possibly resulting in reduced control of the (powered) sailplane.

To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH issued Technical Note (TN) 380-2, 396-17, 868-22 and 890-14 (published as a single document) to provide inspection instructions.

Consequently EASA issued AD 2015-0139 to require repetitive inspections of the air brake bellcrank, the air brake drive funnels and the airbrake control system, and replacement of damaged parts.

Since that AD was issued, it was found that the drawing number of the reinforced air brake drive funnel was incorrectly stated in the original issue of the Schempp-Hirth TN. The wrongly referred drawing S14FB703 refers to

an existing part, different from air brake drive funnel and cannot be installed as a replacement part for air brake drive funnel. Consequently, Schempp-Hirth Flugzeugbau GmbH issued Revision 1 of TN 380-2, 396-17, 868-22 and 890-14, hereafter referenced to as 'the revised TN' in this AD.

For the reasons described above, this AD is revised to require using the revised TN. [info@schempp-hirth.com](mailto:info@schempp-hirth.com).

**AD No.: 2015-0140**  
**16 July 2015**

**Arcus Arcus sailplanes, serial numbers (S/N) 1 to 9 inclusive. Arcus T powered sailplanes, S/N 1 to 12 inclusive, and S/N 15 to 31 inclusive. Arcus M powered sailplanes, S/N 1 to 46 inclusive. to**

Operational experience shows that application of an excessive load on the air brake system may induce damage to the air brake bellcrank at the root ribs of the wing. [info@schempp-hirth.com](mailto:info@schempp-hirth.com).

**CASR PART 91 GENERAL OPERATING AND FLIGHT RULES**

Following consultation with the aviation community, the new general operating and flight rules under CASR Part 91 is in the final stages of becoming law and has been published for public review. While Part 91 is not intended to regulate aircraft administered by recreational aviation administration organisations such as GFA, it is important that GFA reviews this document to ensure any proposed changes to the regulations that have the potential to impact on gliding are identified. For example, we have already noticed a potential issue with the carriage of transponders and access to Class G airspace above 10,000ft and CASA has assured GFA that there should be no change from the current situation once Part 91 is in force and the appropriate approval for gliding issued. If anyone feels inclined to review Part 91 and finds matters that may adversely impact on gliding, please let me know before the end of September 2015. The documents can be found at this link: [Tinyurl tinyurl.com/p2honyl](http://Tinyurl.com/p2honyl)

**MEDICAL CERTIFICATES**

Pilots who are unable to self-declare their medical status are required to submit a Medical Certificate to GFA. There are only two acceptable types of certificates, these being a valid CASA Medical Certificate including the RAMPC, or a GFA Medical Practitioner's Certificate of Fitness form 006(b). Occasionally a pilot will submit a certificate in other than the approved formats that attests to the pilot having been examined to to the same or higher standard. Unfortunately, GFA cannot accept these as the doctor is not providing the correct certification statement. Paragraph 3.2.1 of the GFA Operational Regulations specifically states that where a pilot has been examined by a legally qualified Australian registered medical practitioner and found fit to fly in accordance with the 'Austroads standards', **certification will be evidenced by the completion of the 'Medical Practitioner's Certificate of Fitness' at Appendix 2 to the Regulations.**

**ACCIDENT AND INCIDENT REPORTING**



Accident and incident reporting enables the correction of a situation and helps prevent similar future occurrences. There is both a legal and moral obligation on members to report, and it is extremely important to report incidents right away, no matter how minor they may be. Reporting practices affect organisational learning and safety culture, particularly the willingness of the organisation to be aware of vulnerabilities and adapt to emerging risks. Report data also affects our priorities for remedial actions that might better prevent occurrences.

The GFA along with the wider aviation community encourages the active reporting of safety issues and has adopted the concept of a 'just culture'. This ensures that any formal response to a reported occurrence will be appropriate to the circumstances and will not just punish a genuine human error as it would for gross negligence or wilful violation.

Reporting levels have improved immensely over the past five years yet it is evident that there is still room for improvement, particularly with near misses.

At the risk of appearing controversial, the following table, as at 14 August 2015, provides a list of all active GFA Clubs, the number of occurrence reports submitted since April 2011, and the date of the last reported incident.

This is not a ranking of clubs by safety record. Nor should it be assumed that clubs with no reports are safer than those with many reports. Higher reporting by larger clubs is expected. Likewise, higher risk exposure in competitions also correlates with higher reporting levels. What this table shows is that reporting by members in some clubs is much better than in others. Indeed, those clubs whose members have not reported any, or few, incidents in the last five years have either had an auspicious state of favourable outcomes or their members may need to critically review their own reporting practices and safety culture. We are not promoting frivolous reporting, rather a healthy dialogue on hazards, risks, near misses and unfortunate occurrences that others can learn from.

To report an operational occurrence, please follow the 'Operational Accident and Incident Reporting Guidelines' found at this link:

[Tiny URL tinyurl.com/p7bx4fj](http://Tiny URL tinyurl.com/p7bx4fj)

CLUB	NO. SOAR REPORTS	LAST OCCURANCE
DARLING DOWNS SOARING CLUB INC	35	8/08/2015
LAKE KEEPIT SOARING CLUB INC	28	18/07/2015
GLIDING CLUB OF VICTORIA	24	10/02/2015
ADELAIDE SOARING CLUB INC	23	8/08/2015
BEVERLEY SOARING SOCIETY INC	22	5/04/2015
GEELONG GLIDING CLUB	22	24/05/2015
KINGAROY SOARING CLUB	17	7/06/2015
MOUNT BEAUTY GLIDING CLUB INC	14	12/03/2015
THE GLIDING CLUB OF WA	14	23/05/2015
BOONAH GLIDING CLUB INC.	14	8/06/2015
BEAUFORT GLIDING CLUB	13	24/05/2015
BATHURST SOARING CLUB	12	16/01/2015
CABOOLTURE GLIDING CLUB INC	11	4/01/2015
CANBERRA GLIDING CLUB	11	17/05/2015
MELBOURNE GLIDING CLUB/VMFG	11	12/04/2015
BALAKLAVA GLIDING CLUB	9	23/05/2015
GRAMPIANS SOARING CLUB INC	9	7/02/2014
NARROGIN GLIDING CLUB INC	9	5/04/2015
WARWICK GLIDING CLUB	9	31/01/2015
GYMPIE GLIDING CLUB	7	2/12/2014
HUNTER VALLEY GLIDING CLUB CO-OP	7	10/11/2014
BENDIGO GLIDING CLUB	6	2/11/2014
NARROMINE GLIDING CLUB INC.	6	12/12/2014
RAAF RICHMOND GLIDING CLUB	6	1/03/2015
SOAR NARROMINE PTY LTD	6	8/03/2014
SOUTHERN CROSS GLIDING CLUB	6	14/02/2015
SOUTHERN RIVERINA GLIDING CLUB	6	26/01/2015
TEMORA GLIDING CLUB	6	30/11/2014
301 AVIATION TRAINING FLIGHT	5	29/06/2015
ADELAIDE UNI GLIDING CLUB INC	5	27/12/2014
BYRON GLIDING CLUB INC	5	28/09/2014
AIR CADETS SCHOOL OF AVIATION	4	4/07/2015
ALICE SPRINGS GLIDING CLUB INC	4	15/02/2015
HORSHAM FLYING CLUB	4	6/12/2014
SOUTHERN TABLELANDS GC	4	21/03/2015
MORAWA GLIDING CLUB	3	3/02/2015
SCOUT GLIDING CLUB INC	3	25/07/2015
SPORTAVIATION PTY LTD	3	16/02/2014
WAIKIEIE GLIDING CLUB	3	27/11/2014
607 AVIATION TRAINING FLIGHT	2	14/04/2015
BUNDEBERG GLIDING INC	2	27/04/2014
MURRAY BRIDGE GLIDING CLUB	2	8/11/2014
MURRAY VALLEY SOARING CLUB LTD	2	8/12/2014
SYDNEY GLIDING INC	2	12/07/2014
SYDNEY MOTOR GFG	2	6/10/2014
THE SOARING CLUB OF TASMANIA	2	5/01/2014
716 FLIGHT GLIDING CLUB AAFC	1	28/06/2015
BORDERTOWN-KEITH GLIDING CLUB	1	21/02/2015
CENTRAL COAST SOARING CLUB	1	9/07/2015
GRAFTON GLIDING CLUB	1	28/06/2014
MELBOURNE MOTORGLIDING CLUB	1	14/10/2012
PACIFIC SOARING Pty Ltd	1	11/05/2012
RAAF WILLIAMTOWN GLIDING CLUB	1	20/11/2011
THE CENTRAL QLD GLIDING CLUB LTD	1	26/04/2014
BAROSSA VALLEY GLIDING CLUB INC	0	
MANGALORE GLIDING CLUB INC	0	
MILLICENT GLIDING CLUB	0	
MOURA GLIDING CLUB	0	
NORTH QLD SOARING CENTRE	0	
NSW POLICE SOARING CLUB INC	0	
SOUTH GIPPSLAND GLIDING CLUB	0	

## VGC INTERNATIONAL RALLY TERLET HOLLAND



WORDS BY BRUCE STEPHENSON  
PHOTOGRAPHS VINCENZO PEDRIELLI

THANKS TO ASTRID VAN LIESHOUT FOR HER ASSISTANCE  
IN COMPILING THIS REPORT.

Thanks to Vintage Gliders Australia, VGA, Vintage events here in Australia are becoming more and more popular, with one thing standing out - colour!

While the events here are eclectic in both gliders and people, they are relatively small in comparison to our affiliated sister club, the Vintage Glider Club, based in Europe. As many will be aware, for the past 42 years this International Club has met up in a different country each year for what is now a well-established event in the world's gliding calendar.

This year saw the 43rd VGC International Rally, with members descending on Terlet, just outside the Dutch city of Arnhem, famous for its role during the latter months of WW2 and the subject of the film, A Bridge Too Far.

Although it was the European summer, sadly, rally-goers were treated to opening days of heavy rain and



high winds, which kept everyone firmly on the ground. However, because VGC International Rallies are all about friends and good company, it didn't seem to bother participants too much, with many hours spent catching up on news from all over the world!

If the opening weather was not enough, this year's Rally brought other frustrations for the organisers that were to have significant impact. The Dutch authorities introduced severe restrictions on foreign-registered Annex II gliders, and unsurprisingly the extra bureaucracy took a toll on the number of Rally goers. Only about 65 gliders attended, well down on the more typical 100-plus gliders seen at other Internationals.

This didn't stop over 250 participants from 13 different countries from attending the International evening, however. It was a fun night for all. Diners glided their way from British curry to Swiss chocolates, all supplemented by German and Belgian beer or, for those with slightly stronger tastes, Polish vodka. One young German couple really capped off the cordial feeling of the evening when Michael Auberger got down on one knee to propose to his future wife!

As the wet weather began to abate, the first tentative flights took place on the Thursday morning before rain yet again stopped play. However, the late afternoon saw more flying, with the approach of a long awaited 'high' sitting out over the Atlantic. Later that evening at the VGC AGM, the outgoing Chairman and President resigned their

positions. It was a fond farewell to both the President and Chairman, Nick Newton and Jan Forster, while the new Chairman Peter Boulton was duly voted in and Jan Forster somehow popped up as the new VGC President!

Friday dawned a lovely clear day, with everyone scrambling to rig their gliders and the Rally flying finally kicking off in great style! That evening Simine Short from the USA gave a fascinating talk on the history of soaring, while a highly successful auction took place, all proceeds from which went to the VGC.

Saturday, with an even hotter start, saw one of the highlights to the Rally - the official hand-over of the Scott-Viking sailplane to some grateful Gliding Heritage Centre (GHC) representatives. The brainchild of Bob and Sylvia van Aalst, this determined Dutch couple campaigned for months to raise the €8,200 needed to secure this unique 1938 glider and return it to the UK, where it is now safely tucked up as part of the GHC at Lasham in England.

Despite the inclement start to the Rally, the weather largely held for the remainder of the event. The end of the Rally featured some really great flying, especially on the Monday afternoon

continued over page

OPPOSITE: Slingsby T21b, a stately conveyance.  
OPPOSITE BELOW: Terlet Airfield, home of the Netherlands National Gliding Centre.  
ABOVE RIGHT: The FockeWulf Kranich III Two-seater.  
CENTRE: The delightful Scheibe L-Spatz, light and easy to fly.  
BELOW: Winching the Schleicher Ka-4 Rhonlerche.





with some monster thermals! Also worth mentioning was the Dutch evening, a celebration of Dutch cuisine and culture, which was a huge success, not to mention a visit on the Saturday by the Topolino (Fiat 500) Car Club. In spite of the weather, by the Rally's end there had been a very respectable 466 hours flown from 347 winch launches, 119 aerotows, not to mention 15 auto-launches!

Thanks and mention must be made to Chief Rally Organiser Neelco Osinga and his faithful Terlet crew, with special thanks to Astrid van Lieshout and the entire Vereniging Historische Zweefvliegtuigen, who did themselves proud, often under challenging conditions!

All in all, it added up to a week of unmitigated flying fun, not to mention the fine wine and even finer company. What more could anyone ask for?

If you fancy a Nordic summer adventure during next year's Australian winter, why not make your way to Rääskälä, Finland! [www.vintagegliderclub.org](http://www.vintagegliderclub.org)

GA



TOP LEFT AND LEFT: The ASK-13 Cabriolet, flying in open class!  
 ABOVE: The Polish Bocian, a popular two-seater from the 1960s.



TOP RIGHT : Enjoying the L-Spatz 55. Photograph by Alex Gilles.

ABOVE: The venerable Grunau Baby, introduced in 1931 and one of approximately 6,000 produced. Photograph by Alex Gilles.

RIGHT: The Slingsby Grasshopper Primary Glider, produced for Royal Air Force Air Training Corps squadrons. Photograph by Jaqn Das.



## DON'T DO WHAT I DID

**SAFETY PAYS** Recognising that education is more important than documentation, the Safety Committee is offering a cash prize of \$50 for the best safety story submitted to the magazine. On top of this, a \$300 cash prize will go to the best story of the year. Sharing information of incidents and occurrences is a great way to raise awareness of safety issues so please help your fellow pilots learn from your experiences. Details of how to write and submit your stories are on the Safety home page of the GFA [glidingaustralia.org/GFA-Ops/Safety](http://glidingaustralia.org/GFA-Ops/Safety)

This story ended well, but it could have been very different. It shows how quickly you can run out of options close to the ground. I know that this experienced competition pilot was very shaken by how quickly everything changed leaving him with no options.

It was the last day of the Nationals and I was lying 3rd, just a few points off first place. I knew I hadn't had a great day, but also knew that my adversaries at the top of the table had also struggled. It would be critical to get good speed points to maintain or improve my position.

The day died earlier than forecast and I was low over the Warby range and struggling to find final glide back to Benalla. The clock ticked and the sun sank lower. Finally I got a climb but it petered out 300ft short of final glide. I saw a glider out ahead, maybe 5km away, thermalling between me and the airfield. I immediately struck out towards it, prompting it to immediately leave on its own final glide attempt. I located the abandoned thermal, but it was weak and the westerly headwind means I didn't gain any security height in my two turns. I saw the glider ahead start to turn again over Winton so I headed out again, finding a good into-wind line of reduced sink.

By the time I got to Winton, I had managed to improve my glide to 250ft above final glide, but I would have liked at least 400ft to be safe. The thermal was gone. I knew I had good landing options to

my right, and the airfield itself was just within reach. But only just, and with no good land-out options before it. Plus, there was a headwind. So much was at stake, and making the finish line could have gained first place in the comp. I struck out again, committed to making the airfield. Within a few seconds I sensed sink, and felt the glider drifting to the right. I had dropped into a cooler, southerly layer close to the ground. I still had 220ft safety margin to the airfield and the finish line was only 1km away. As I pushed on, I found a little lift and turned left into wind to milk it. Suddenly strong sink dropped my margin to 120, 80, 30. I could no longer see the airfield and I realised I also could no longer make it back to the landing options I had checked out just a couple of minutes earlier.

Suddenly my focus switched from points to survival. The trees rushed up - there was a gap with some rough grass beyond. I eased the stick back to clear the final treetop, pushed forward over it, lowered the wheel and dropped into ground-effect, swerving around smaller bushes. Seeing an obstruction ahead - a small dam wall - I applied full airbrake and pushed the glider

down onto the rough clearing. Applying full wheel-brake, I was ready to drop a wing if a ground-loop was needed. It wasn't and I came to a halt in a cloud of dust as my PDA chimes that I have crossed the finish line.

### OBSERVATIONS FROM THE EM/O

This is an all too familiar story that does not always end in a safe arrival, as the article titled 'Wire Strike' in the April/May 2015 issue of this magazine attests. It shows how the desire to win in competition flying can adversely influence our decision making processes and allow us to accept lower safety margins than we would otherwise tolerate.

If the terrain over which the final glide has to be flown, especially the last few kilometres, is unlandable, then this should be an incentive for NOT risking a marginal final glide but to allow a generous safety height margin. Things usually get worse, much quicker, into headwinds!

Being aware of the dangers of continuing into marginal circumstances, setting boundaries, having a sound knowledge of rules and procedures, disciplined adherence to minima and performance requirements, prioritisation of options, and planning to deal with potential situations will act as defences against unsafe conditions.

If you are not prepared to crash and possibly kill yourself on the final glide, then fly with a good safety margin above your final glide!

Being a winner is fleeting. However, if you break your glider in a hurried landing just short of the airfield, people will remember you for years to come.

CHRISTOPHER THORPE  
[emo@glidingaustralia.org](mailto:emo@glidingaustralia.org)

force as to sheer off the stop mechanism and lock the wheel inside the fuselage. The pilot's CFI noted this was a case of "first flight nerves and a heavy hand on unfamiliar controls".

#### 4 JUL 2015 QSA PIPER PA-25-235 KR-03A DG-1000S

Gliding operations were being conducted on runway 09 (grass right) in light and variable conditions, with a slight tailwind component later in the day. The glider pilot was undergoing a pre-solo check flight and elected to land into wind on runway 27 (grass left), on a reciprocal heading to the operations. While the glider was on base leg the pilots heard a call from the tug pilot advising he was lining up for a glider launch on the operational runway. The command pilot of the glider, while monitoring the progress of the tow plane, took control and manoeuvred to land on runway 27, grass right to provide separation from the tow plane. The student pilot completed a successful landing.

The command pilot estimated separation to be 1,000m. Incidents of this nature are not uncommon in gliding, where operations will sometimes continue with a slight tailwind component rather than go through the inconvenience of changing runways. While gliders and tow planes can cope with slight tailwind operations, take-off or landing downwind is not recommended as standard procedure. Pilots should use the runway most closely aligned into wind wherever possible. Pilots must also operate within the limitations prescribed in the Aircraft Flight Manual (AFM). Civil Aviation Regulations state that the pilot must "take off or land into the wind if, at the time of the take-off or landing it is practicable to take off or land into the wind." (CAR 166A(2)(h))

#### 7 JUL 2015 QSA INCORRECT CONFIGURATION DISCUS BT

Under investigation. Airbrakes were observed to be open while the glider was on tow. The pilot did not respond to either a radio alert or to the rudder waggle given by the tow pilot. The tow proceeded and the glider pilot released at the usual launch height.

#### 7 JUL 2015 QSA AIRSPACE INFRINGEMENT SZD-50-3 PUCHACZ

During an instructional flight the aircraft briefly entered controlled airspace. Investigation revealed the experienced instructor did not maintain adequate situational awareness and allowed the student to drift into controlled airspace while thermalling. The Instructor has been counselled and will participate in remedial training. Violations of controlled airspace can be avoided by remaining situationally aware, ensuring you have current airspace charts, and by thoroughly familiarising yourself with local airspace and other aeronautical issues. AIP ENR 1.1 (19.12) 'Avoiding Controlled Airspace' has this to say:

"For aircraft operating in close proximity to an airspace boundary where there is a risk of an airspace infringement, the pilot in command should consider obtaining a clearance to enter the airspace or altering track.

#### 9 JULY 2015 NSWGA OTHER RUNWAY EVENTS CESSNA 441 CONQUEST II

Under investigation. A corporate owned Cessna Conquest twin engined aircraft did a low pass of the gliding winch operation and then conducted an unauthorised landing. Radio calls on the appropriate frequencies were not made. In addition, the airfield is not suitable for heavy aircraft and the council prohibits powered aircraft operations. The company's Chief Pilot has advised the pilot will be unavailable for flight duties pending his investigation.

#### 20 JUNE 2015 NSWGA RUNWAY EXCURSION SZD-55-1

The pilot was undertaking his second flight on type. During the initial ground run on aerotow the port wing dropped and the wingtip caught in vegetation on the edge of the bitumen runway. The pilot immediately released from tow as the aircraft departed the runway. Contributing factors include a lack of familiarity on type and a light quartering tailwind.

#### 29 JUNE 2015 NSWGA ROPE/RINGS AIRFRAME STRIKE ASK DG-1000S

At about 1,200ft AGL while undertaking initial aero-tow training the student pilot flew the glider out of station. The Level 1 Instructor assumed control but during the recovery to the normal low-tow position the TOST weak-link at the tow plane broke. The rope fell across the port wing of the glider and the remains of the weak-link impacted the lower wing surface, punching a 30mm hole. The Instructor released the rope over a rural area and it fell away cleanly. Both the tow plane and glider returned to the airfield without further incident, and the glider was taken out of service for repair. Investigation by the Club CFI identified the student pilot, who was on his third flight, was introduced to the aerotow too early in his training, and the weak link in use was too light for the glider and tow plane combination. The low time Instructor was also late in identifying and reacting to the out of station situation and is undergoing remedial training. The GFA Instructor's Handbook states: "A common instructional error is to introduce students to flying the aerotow too early in their training. This often results in

frustration and discouragement, which is the opposite of what an instructor should be trying to achieve. As a guide, the student should not be handed control on aerotow until competence in smooth and reasonably accurate co-ordination has been acquired. Additionally, the student should have some idea of ANTICIPATION in the use of the controls, otherwise learning to aerotow will be just that little bit harder." Guidance on the selection, application, safety and testing of glider weak-links can be found in Operations Advice Notice (OAN) 01/13.

#### 6 JULY 2015 NSWGA RUNWAY INCURSION PIPER PA-28R-200 PIPER PA25-235

Following the successful launch of a glider, the tow pilot joined the circuit for a landing on the main runway of a major regional airport. Simultaneously, a Piper Arrow entered the main runway and commenced to back-track to the take-off point. Both pilots broadcast their intentions on the CTAF. The tow pilot proceeded to land short on the main runway while it was occupied, much to the ire of the back-tracking Piper pilot. While it is not unusual for pilots to maintain their own separation at non-controlled aerodromes using lookout and clear radio communications, in this case the tow pilot had not adequately communicated his intentions to the Piper pilot in order to safely manage separation and maintain situational awareness. CAR 166A(b) requires pilots ensure that their aircraft does not cause a danger to other aircraft that are being operated on the manoeuvring area of, or in the vicinity of, the aerodrome. CAAP 166-1(3) 6.6.6 states: "When on the final leg, pilots should confirm that the runway is, and remains, clear for landing". AIP ENR 1.1 49 states "An aircraft must not continue its approach to land beyond the threshold of the runway until: (a) a preceding

## ACCIDENTS & INCIDENTS JUNE - JULY 2015

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

#### 6 JUNE 2015 QSA BIRDSTRIKE SZD-48-1 JANTAR STANDARD 2

While thermalling on a cross-country flight, one of two eagles in the thermal suddenly changed direction in flight and struck the starboard wingtip of the glider. After determining his aircraft was controllable, the pilot elected to continue the flight and later landed at the home airfield without further incident. Inspection of the airframe revealed 3 small impressions underneath the starboard wing tip.

#### 7 JUNE 2015 QSA ENGINE FAILURE OR MALFUNCTION PIPER PA25

At about 100ft AGL with a glider on tow, the tow plane's engine stopped. The glider pilot released and both aircraft completed a safe landing straight ahead on the runway available. A post-flight inspection did not reveal any faults with the engine and the aircraft was returned to service without further event. A maintenance engineer subsequently cleaned and tightened critical earth points, replaced the fuel pump circuit breakers, and renewed

the crankshaft position sensor. The aircraft was certified safe for flight and no further issues have been reported.

#### 8 JUNE 2015 QSA WHEELS UP LANDING LS-1D

The pilot is an experienced power pilot who started gliding 18 months ago. This was the pilot's first flight on type. During the latter part of the flight the pilot advised the duty instructor by radio that he could not lower the undercarriage and was told to conduct a 'wheel-up' landing. The pilot flew a good circuit and landed well down the strip so as not to block the runway. The aircraft suffered only minor scratches to the lower fuselage. Subsequent inspection of the glider revealed the undercarriage had been raised with such



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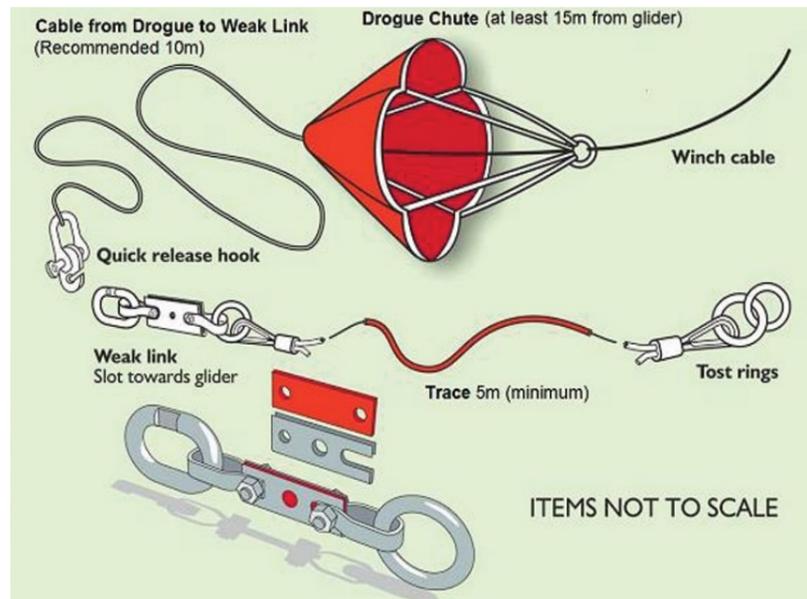
departing aircraft using the same runway is airborne and: (1) has commenced a turn; or (2) is beyond the point on the runway at which the landing aircraft could be expected to complete its landing roll and there is sufficient distance to manoeuvre safely in the event of a missed approach." The tow pilot was counselled by the Duty Instructor and relieved from towing duties.

**18 JULY 2015 NSWGA ROPE/RINGS AIRFRAME STRIKE GROB G 103 TWIN II**

The experienced pilot was conducting a private passenger flight. The glider was launched by winch into a light headwind. The pilot noted the ground roll to be longer than usual but speed eventually increased and the glider transitioned into the climb. Just after transition into the full climb and at approximately 400ft AGL the pilot noted a sudden loss of power in the winch, and he immediately lowered the nose and released the cable. Once the pilot had established a safe speed, he opened the airbrakes to land straight ahead on the available runway. In the process of lowering the nose, the glider flew under the deployed drogue chute and the dyneema rope draped across the right wing just outboard of the airbrake. No damage occurred and the glider landed safely without further incident. Investigation determined that the automatic transmission failed and, that the drogue chute may have been too large for the lightweight dyneema rope thereby slowing its rate of descent. It was also determined that the trace between the drogue chute and the rings was almost two metres shorter than the GFA minimum. The club will ensure the cable is set-up in accordance with the GFA Winch Launch Manual and will use a smaller drogue chute that will allow the rope to fall away much quicker.

**28 JUNE 2015 WAGA WHEELS UP LANDING ASTIR CS 77**

Low hours pilot undertaking his first single-seat conversion, and his first flight in a glider with a retractable undercarriage. After release from a normal aerotow, the pilot retracted the undercarriage as part of his post-release check. After a while the pilot broke off the flight and headed for the circuit joinimg area. The pilot did not configure the aircraft for landing. During the downwind leg, the pilot forgot to carry out the prelanding check and did not identify that the undercarriage was retracted. While an undercarriage warning was fitted, it was not servicable. The glider landed safely and only suffered scratching to the gelcoat. Potential causal factors include low experience, unfamiliarity with aircraft type, and anxiety resulting in inattention to routine checks. The inoperable undercarriage warning was noted as a minor defect in the



Maintenance Release but was not brought to the attention of the Club's airworthiness inspectors. Had this been servicable the pilot may have been alerted to the undecarriage being retracted. Operational Safety Bulletin 01/14 provides the following advice: "Since landing mishaps usually occur due to poor workload management, it is important to get some of the tasks out of the way early and prepare for landing by:  
 \* Making sure the straps are tight and deciding on a suitable approach speed.  
 \* In gliders so equipped, dump any water ballast, lower the undercarriage and set the flaps, trimming to an appropriate speed for the downwind leg.  
 \* Make sure the radio is on the correct frequency, that volume and squelch are correctly set, and that the microphone is positioned for best performance." This bulletin also makes the comment: "Caution: The pre-landing check (refer MOSP 2, Appendix 1) is a check and not an action list. The check should verify the undercarriage lever is matched to the lowered position on the placard, that flaps are set as required, and that approach speed and trim has been set."

**25 JULY 2015 SAGA OTHER CREW AND CABIN SAFETY ISSUES SF25D**

During an Operational Safety Audit it was found that the pilot had not completed an annual flight review within the previous twelve months. The pilot was counselled and informed not to fly in command of a glider until an AFR was satisfactorily completed. The pilot understood the seriousness of the breach of GFA standards and statutory requirements and undertook to ensure it does not happen again. The pilot successfully completed an AFR the following day. GFA Operational Regulations (paragraph 3.3.5) requires all solo pilots to undergo an annual

competency check, or Annual Flight Review (AFR). An AFR is valid to the end of the month in which it is done, 12 months later. A flight review can be completed any time in the three months before it is due and the original renewal month remains unchanged. This means a review remains valid, even if completed early. For example, if the AFR is due to expire at the end of August 2015 but is undertaken in June 2015, the next AFR will be due at the end of August 2016. A pilot can defer their review beyond the 12 month period but cannot exercise command privileges until they have completed their AFR. Current guidance on the AFR is in [Operations Advice Notice 02/12](#).

The Gliding Federation of Australia Inc SOAR Accident and Incident Occurrences General Statistics  
 Date From: 01/06/2015  
 Date to: 30/07/2015

Damage	QSA	NSWGA	WAGA	SAGA	Total
Nil	4	4		2	10
Minor	2		1		3
Substantial			1		1
<b>Total</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>14</b>

Phases	QSA	NSWGA	WAGA	SAGA	Total
Thermalling	1				1
Launch	2	3			5
Landing	2	2	1		5
In-Flight	1			2	3
<b>Total</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>14</b>

The latest incident and accident reports. The complete list can be seen at [www.glidingaustralia.org/GFA-Ops/accidents-incidents.html](http://www.glidingaustralia.org/GFA-Ops/accidents-incidents.html)

**GFA CLUB LIST**

Please send any corrections, updates, additions for inclusion in the club list to [sean@glidingaustralia.org](mailto:sean@glidingaustralia.org)

**716 FLIGHT GLIDING CLUB**

Operations weekends, Public Holidays and school holidays. Club aircraft 1 two seater. Tel# 08 9571 7800

**2 WING AAFG**

Operations from Warwick airfield shared with Southern Down GC. E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Aerotow on 1st Sunday and third weekend of every month plus first week of school holidays. Club fleet 2 x two seaters and single seat with Tug. Facilities include own hangar complex. Tel 07 3879 1980. [www.2wg.aafg.org.au](http://www.2wg.aafg.org.au)

**ADELAIDE SOARING CLUB**

Operations every day except Tuesday Hangars, Bar, Clubrooms, Bunkhouse, Caravan park, Camp sites, Workshop, Club leases airfield Easter Regatta (April), Gawler Week (December), Flinders Ranges camp (May) Gawler (YGAW) -Ward Belt Road Gawler P.O. Box 94, Gawler, SA 5118 Tel (08) 8522 1877, Fax: (08) 8522 3177 Aerotow, Piper Pawnee (BOT PIT) [www.adelaidesoaring.on.net](http://www.adelaidesoaring.on.net)

**ADELAIDE UNIVERSITY GLIDING CLUB**

Operations from Stonefield with Barossa Valley Gliding Club. Winch launching weekends and public Holidays year round. Facilities include, Clubhouse, bunkhouse, toilets, showers, Kitchen, BBQ area and entertainment. The club owns 5 gliders including 2 x two seaters, 4 private gliders. Tel 0412 870 963. [www.augc.on.net](http://www.augc.on.net)

**AIR CADET GLIDING CLUB**

Ward belt Road Gawler airfield. Facilities and operations shared with Adelaide Soaring Club. Located at: -34° 36' S, 138° 43' E. Operations weekend sand school holidays or by arrangement. Aerotow and self launch. 2 private two seater motor gliders. Clubhouse, Bunkhouse and briefing room. Tel 08 8522 1877.

**ALICE SPRINGS GLIDING CLUB**

Located at Bond Springs 20km's North of Alice Springs.- Winch launching Saturdays and public Holidays. 4 club aircraft including 2 x two seaters. Facilities include Club house, camp sites, Hangars, Tel 08 8952 6384.

**BALAKLAVA GLIDING CLUB**

Weekend operations by winch 10km's NW of Balaklava on the Whitwarta Road. Tel 08 8864 5062. Located at. 4 Club aircraft including 2 x two seaters, 10 private gliders. Facilities include Bar, Canteen, clubhouse, caravan Park, camp sites, workshop, Hangar sites, Club owns Airfield. [www.bgc.asn.au](http://www.bgc.asn.au)

**BALLARAT GLIDING CLUB**

15 members operating from the Ballarat airfield. Airport Road Ballarat. 47.5 E Tel 5339 2444. Aerotow operations most weekends or by arrangement. Single club two seater. Access to hangarage and

airport facilities for Bar, showers and rooms.

**BAROSSA VALLEY GLIDING CLUB**

Stonefield, 16km East of Truro, L 5km, behind Stonefield church, Tel 08 8564 0240, Winch operations weekends and public holidays or by arrangement. 2 club Gliders including 1 x two seater, 5 private gliders. Facilities include canteen, clubhouse, caravan park, camp sites workshops, Hangarage and spare sites. Club owns airfield.

**BATHURST SOARING CLUB**

Pipers Field - (On Fremantle Rd, 1.5km from Eglinton) E. Tel: (02) 6337 1180. Aerotow operations weekends and public Holidays. Club has two tugs and 6 gliders including 3 two seaters. Private fleet is 34 aircraft. Club Facilities include: Clubhouse, ablation block, Caravan park with Power, Hangars, Full Kitchen, Dormitory. [www.bathurstsoaring.org.au](http://www.bathurstsoaring.org.au)

**BEAUFORT GLIDING CLUB**

Shared facilities with VMFG and Geelong GC at Bacchus Marsh airfield. 26 members, Aerotow by arrangement with GGC and VMFG, operations on weekends and public Holidays. 4 club aircraft with 2 two seaters, 17 private gliders. [www.beaufortgc.org.au](http://www.beaufortgc.org.au) Tel 03 9497 2048

**BENDIGO GLIDING CLUB**

Borough Rd, Raywood. Own airfield. Operates weekends and public holidays. Hangars, workshop and club house with cooking and ablation facilities. Aerotow with Eurofox tow plane. Club fleet a PW6 two seat trainer and a Junior. Approx 20 private gliders. Tel 03 5436 1518 or 0459 485 281. [www.bendigogliding.org.au](http://www.bendigogliding.org.au)

**BEVERLEY SOARING SOCIETY**

Beverley Airfield, Bremner Rd Beverley WA, Tel 08 96460320 Clubhouse, Bunkhouse, Fully equipped Kitchen and Briefing room. Members Caravan Park with Ablution block.Large workshop. Operations Friday to Sunday and by arrangement on Public Holidays. 3 Pawnee tow planes, 8 club aircraft including 4 two seaters Private fleet of 40 single seat gliders. [www.beverley-soaring.org.au](http://www.beverley-soaring.org.au)

**BOONAH GLIDING CLUB**

is in South-East Queensland about 25 minutes south of Ipswich. Contact the Boonah Gliding Club via Email [info@mail@boonahgliding.com.au](mailto:info@mail@boonahgliding.com.au) for any queries 7 days a week. If you wish to speak to someone about bookings, call our mobile 0407 770 213. [www.boonahgliding.com.au](http://www.boonahgliding.com.au)

**BORDERTOWN-KEITH GLIDING CLUB**

Western Hwy 5kms west of Bordertown, Tel 08 8752 1321. Operations by winch every Saturday or all year by arrangement. 5 club aircraft including 2 x two seaters, 1 private glider. Bar canteen, clubhouse, bunkhouse, Caravan Site, Camp Sites.

**BUNDBERG GLIDING INC**

Elliott Gliding field, Childers Hwy Bundaberg, Tel 0417 071 157, Winch

operations weekends and public Holidays. Club Fleet includes 1 single seat and 1 two seat glider, Private fleet 1 x 2 seat glider. Club Facilities: Clubhouse, Area available for camping & caravans, 2 hangars. Grass and sand runways. [www.gliding.inbundy.com.au](http://www.gliding.inbundy.com.au)

**BYRON GLIDING CLUB INC.**

Tyagarah Airfield (council owned) - E side of Pacific Hwy, 5 kms N of Byron Bay. Entry off Gays Lane then 2nd left into Old Brunswick Road passed the blue hangars to club white hangars at the eastern end of this dirt road. Telephone (02) 66847627. Operations are 4 days a week, self launch only. The club owns 1 Jabiru Falke and there are 4 private motorgliders - Falke 2000, 2 Dimonas and Grob 109A (some available for hire). Facilities include: Clubhouse with kitchen and bathroom, 2 hangars, with only basic camping on grounds. [www.byrongliding.com](http://www.byrongliding.com)

**CABOOLTURE GLIDING CLUB**

45 km's North of Brisbane on Bruce Hwy PO Box 920, Caboolture, Qld 4510 Tel 0418713903 Flying: Fridays, weekends, Public Holidays. Aerotow with Piper Pawnee (SPA) Licensed aerodrome, bar - canteen [www.glidingcaboolture.org.au](http://www.glidingcaboolture.org.au)

**CANBERRA GLIDING CLUB**

Bunyan Airfield , 1297 Monaro Highway, Bunyan NSW 2630 (13km north of Cooma, Western side of highway), Located at: -36° 08' S, 149° 09' E. Tel# 0429 523 994. Aerotow operations weekends and public Holidays. The club has 4 aircraft including 2 tow seaters. Private fleet is 11 gliders. Facilities include: Clubhouse, bunkhouse, club and private hangars, Club own the airfield. [www.canberragliding.org](http://www.canberragliding.org) Wave flying centre for NSW

**CENTRAL COAST SOARING CLUB**

Bloodtree Road, Mangrove Mountain NSW 2250, Tel 02 4363 9111. Rope Winch operations Thursday, Saturday and Sundays. 5 club aircraft including 2 two seaters, one private glider. Club facilities, workshop, hangar and clubhouse. [www.ozstuff.com.au/ccsoaring](http://www.ozstuff.com.au/ccsoaring)

**CENTRAL QUEENSLAND GLIDING CLUB**

Lot2, Gliding Club Rd, Dixalea. 90 km SSW of Rockhampton Tel 0488 781821 Winch operations Weekends and weekdays by arrangement. Club fleet: Grob103 twin, Astir CS, 5 private gliders, Hangarage Clubhouse, bunks, lounge-briefing room, kitchen, showers, 12V solar power, 240V gen set Club owns airfield 06/24, 1700m, grass/gravel [www.cqgliding.org.au](http://www.cqgliding.org.au)

**CORANGAMITE SOARING CLUB**

Kurweeton Pastoral Co, Kurweeton Deminallum - Private strip. Tel 03 5593 9277. Winch and self Launch. Club Fleet 1 x two seater, 2 private aircraft. Flying by arrangement.

**CUDEGONG SOARING P/L**

Gulgong - (199 Stubbo Road, North from Gulgong. Leave on Medley St., road becomes "Barney Reef Road" after level crossing. At 7km, turn right onto Stubbo Rd. Airfield 2km on left). Tel 0418 286 033.

Winch operations weekends and by arrangement. All aircraft are privately owned. The club owns the airfield, has a clubhouse, caravan Park, camp sites, workshop and hangars.

#### DARLING DOWNS SOARING CLUB

McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn S down Mason Rd), Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. There are 26 private gliders. Facilities include: Bar, Kitchen, Clubhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. 100 members. [www.ddsc.org.au](http://www.ddsc.org.au)

#### GEELONG GLIDING CLUB

Shared facilities with VMFG and Beaufort GC at Bacchus Marsh Airfield. Tel 0409 212 527. Operations by aero tow weekends and public Holidays and by arrangement. Monthly winching also available. 3 Tugs, 6 club gliders including 2 x two seaters, 16 private gliders,

#### GLIDING CLUB OF VICTORIA

Samaria Road Benalla, Tel 03 5762 1058, State Gliding Centre of Victoria. Club rooms with Bar and large lounge dining, Office, Members kitchen and commercial Kitchen Toilets and briefing rooms with storage. Members Caravan Park with Ablution block and dormitory accommodation. Weekends from April-Sept, 7 day a week operations at other times. GFA approved workshop. 8 club aircraft including 4 two seaters, 41 private aircraft. Hangar space, Large private hangar complex. [www.glidingclub.org.au](http://www.glidingclub.org.au)

#### GLIDING CLUB OF WESTERN AUSTRALIA

GCWA is about 1.5 hours, 160 km's east of Perth, towards Kalgoorlie. The club operates weekends and public holidays, with sealed runways, hangar, club rooms and a fleet of 7 aircraft and Pawnee Tow plane. The club operates from the Cunderdin airfield and can be contacted on 0417 992 806 or see us at [www.glidingwa.com.au](http://www.glidingwa.com.au)

#### GLIDING TASMANIA (The Soaring Club of Tasmania)

is situated half way between Launceston and Hobart on the Midland highway (4km east of Woodbury). 28 members. Operations every Sunday and Saturdays by arrangement. Club owns ASK13, Club Libelle, Pawnee Tug. MotorFalke also available for dual flying. Private fleet includes Nimbus and Grob 103M. Ph. 0419992264

[www.soaringtasmania.org.au](http://www.soaringtasmania.org.au)

#### GOULBURN VALLEY SOARING INC

Lot 2, Tidboald Road Warring, Located at: -36.41S 145.14E. Winch operations Saturdays and Sundays by appointment. 4 club aircraft and 2 private. Clubhouse, Shower and toilets. Caravan Park, Private units, Hangars. 13 members. Private owned strip.

#### GRAFTON GLIDING CLUB

Waterview Heights (Eatonsville Rd, 8km W of South Grafton). Tel 02 6654 1638. Winch Operations Saturday or by arrangement mid week. The club has two aircraft including 1 two seater, with one single seater. Facilities include a hangar.

#### GRAMPIANS SOARING CLUB

Located at Ararat Airfield (Victoria) the club operates at weekends and public holidays with independent operator mid-week activities by arrangement. Launching is primarily by aerotow; winching also available. Fleet comprises basic trainer (Puchacz) and advanced trainer (Janus C) plus Jantar Std 3 and H201B Libelle; 8 private single-seaters. Hangar space often available for visiting pilots plus club-house and bunkroom accommodation. Locality offers excellent XC, ridge soaring and mountain wave opportunities. Camps at Jallukar (near Grampians) Easter and Queens Birthday. Well-deserved reputation as the Soaring Centre of Victoria. Clubhouse phone 0490 487 708 weekends or 03 5342 9946 weekdays.

[www.grampianssoaringclub.com](http://www.grampianssoaringclub.com)

#### GYMPIE GLIDING CLUB

Located at Kybong 10 km south of Gympie, 26 degrees S, 152 degrees 42 E. on the Bruce Highway. Telephone 54851895/54477647. Winch operations. Operates Wednesdays and Saturdays and other days by arrangement. Facilities include Club House and Hangars. Gympie Airfield is a CTAF and hosts other power aviation and commercial operations. The Club has 2 Club two seaters, 2 single seaters and 10 private single. [www.ggc.gympiegliding.org.au](http://www.ggc.gympiegliding.org.au)

#### HORSHAM FLYING CLUB

Horsham airport – Geodetic Road Horsham. Tel 03 5382 3491. Weekends and public holidays, aerotow. Clubhouse, Bar, canteen, Bunkhouse, campsites, Caravan Park, Workshop, hangar space. 5 club aircraft including 2 x two seaters. 8 private aircraft.

#### HUNTER VALLEY GLIDING CLUB

Warkworth - (10km W of Singleton. S along Putty Rd to Mt Thorley intersection, then W towards Denman. 1st turn right after crossing the river at Warkworth), Tel 02 6574 4556. Aerotow operations weekends, Public Holidays and one Friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. [www.hvgc.com.au](http://www.hvgc.com.au)

#### KINGAROY SOARING CLUB

Situated at Kingaroy Airfield, Club Gliders include Duo Discus X, Ask 21,2 Discus CS and Astir CS77. 30 Private gliders, Facilities include Club House with licenced bar, Bunk House accommodation for 35 in single and family rooms. New Club Hangar to be completed by late 2013. Operations every weekend, First Thursday of the month 4 day weekend and two after 3 day weekend i.e. Friday, Saturday and Sunday. Come and visit one of the friendliest clubs around. Club House 61 7 4162 2191 Launch Point 0438 179 163 [www.kingaroysoaring.com.au](http://www.kingaroysoaring.com.au)

#### LAKE KEEPIT SOARING CLUB

The Club lies within Lake Keepit State Park off the Oxley Highway between Gunnedah and Tamworth, Elev 1120ft AMSL. Tel: 02 6769 7514. Operates 365 days a year. Aerotow every day, winch every second Saturday. 9 Club Gliders including 4 two seaters, 40 private gliders. Facilities include Flight Centre; Clubhouse; kitchen/

BBQ; double, single, twinshare accommodation; camp sites; workshop; hangarage. [www.keepitsoaring.com](http://www.keepitsoaring.com)

#### LATROBE VALLEY GLIDING CLUB

Latrobe Valley regional Airport – Airfield Road Morwell. Tel# 0407 839 238, Weekends, Public Holidays and mid week by appointment. 3 club gliders, 3 private gliders.

#### LEETON AVIATORS CLUB

Brobenah - (9km N of Leeton PO, on E of main canal at foot of Brobenah Hills). 26' 07" E. Tel 02 6953 6970. Winch operations Saturday and Sunday by arrangement. Club A/C 1 tow seater and one private motorglider. Facilities include Clubhouse showers toilets, Canteen, hangar with workshop, Camping.

#### MELBOURNE GLIDING CLUB (VMFG)

Bacchus Marsh Airfield 8 km's south of town on the Geelong Road. Operations weekends, Public Holidays and Fridays. Tel 0402 281928. 115 members, aerotow operations. Two tugs and 7 gliders in the fleet with 4 two seaters and a two seat motorglider. 34 private gliders.

#### MELBOURNE MOTORGLIDING CLUB

Moorabbin Airfield, Grange road Mentone. Tel 0418 511 557. Operates Motorglider AEF's around Melbourne anytime by booking. Royal Victorian Aero Bar and restaurant. Controlled airspace operations.

#### MILLICENT GLIDING CLUB

Mt Burr Road Millicent. Tel 0427 977 241. Winch launch operations Sundays or by arrangement. Two club aircraft one two seater, 3 private aircraft. Bar, Clubhouse, Workshop, Hangarage.

#### MORAWA GLIDING CLUB

We are a small club located in the best soaring weather of all WA clubs approximately 4 hours drive north of Perth. We operate on Sundays and for nominated blocks of time to cater for training courses and cross country events. Members participate in Club and private operations of winch, auto launching and motor glider flying. ph (08) 9971 1137 <https://sites.google.com/site/glidingwesternaustralia/home>

#### MOUNT BEAUTY GLIDING CLUB

Mount Beauty Airfield operations weekends and public holidays and by arrangement. Winch launching with a two seater and single seat fleet. 30 members with a range of private gliders and motorgliders. Tel 0417 565 514. [www.mtbeauty.com/gliding](http://www.mtbeauty.com/gliding)

#### MOURA GLIDING CLUB

Location: On Moura-Theodore Rd, 5 mins from Moura, Tel 07 4997 1430. 3 members, operations Sunday by winch. Facilities include Club House, hangar, 1 x two seater.

#### MURRAY BRIDGE GLIDING CLUB

Pallamana (7km from Murray Bridge on Palmer Rd). Tel 0403 318 277 [www.murraybridgegc.com](http://www.murraybridgegc.com) Operations are self launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage.

[www.murraybridgegc.com](http://www.murraybridgegc.com)

#### MURRAY VALLEY SOARING CLUB

Redlands Road Corowa 3km's west of town. Tel 02 6033 5036. Seasonal professional operation, aerotow or self launch. [www.australian-soaring-corowa.com](http://www.australian-soaring-corowa.com) Large hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

#### NARROGIN GLIDING CLUB

Located 8 km's west of Narrogin Township WA on Clayton Road This is about 200km's Sth East of Perth. The club features a powered Caravan Park, Ablution Block, kitchen, workshop, Licenced Bar, clean accommodation, Sealed Runways. The club fleet comprises three two seaters and three single seat A/C with Pawnee Tug. The club operates weekends and public Holidays and conducts 5/6 day beginner courses. The club conducts annual wave camps at the Stirlings, Fly-ins to local farms and Cross country courses. Contacts at Tel 08 9881 1795 or 0407088314,

[www.narroglingclub.org.au](http://www.narroglingclub.org.au)

#### NARROMINE GLIDING CLUB

The club owns and operates Twin Astir, Duo Discus, LS4, Libelle, Discus B. Tugs: club owned Pawnee 260 and private owned C-180.14 private owned gliders. Facilities include club house with licenced bar and kitchen. Private owned tourist park on site with En-suite rooms,airconditioning, kitchen, recreation room, laundry. Walking distance from town. The club operates full time November to April and Fri, Sat, Sun, Mon for the rest of the year. The club welcomes all visitors.

[www.narromineglidingclub.com.au](http://www.narromineglidingclub.com.au)

#### NSW AUSTRALIAN AIR FORCE CADETS

Flight Commander (Pres) - FLTLT(AAFC) Bob Sheehan 0429 485 514 Chief Flying Instructor - SQNLDR(AAFC) Bill Gleeson-Barker 0408 443 009 Restricted full week courses, ADFC and ADF Personnel only - mainly during school holidays. Bathurst A/D

#### NORTHERN AUSTRALIAN GLIDING CLUB

Batchelow adjacent to the township. Tel 08 8941 2512. Operations Saturdays and public Holidays. Aerotow operations, 1 two seater, 3 private gliders. Club House, Hangarage available.

#### NORTH QUEENSLAND SOARING CENTRE

Corinda Avenue, Columbia, Charters Towers, Tel 0428 797 735, Operations by winch Sundays and public Holidays by arrangement. 5 Private gliders. [www.nqsoaring.org.au](http://www.nqsoaring.org.au)

#### RAAF RICHMOND GLIDING CLUB

We operate gliders mostly on the weekend using a tow plane (mainly Sunday), and our motor-glider flights are available 7 days a week. All our operations are subject to Air traffic control, weather and pilot availability.

Main Phone: 02 4587 7618

[www.richmondgliding.com](http://www.richmondgliding.com)

#### RAAF WILLIAMTOWN GLIDING CLUB

Williamtown airforce base 25 km's North of Newcastle on Nelsons Bay Road., Tel 02 4982 9334. Club fleet 2 Two seaters and 2 single seat gliders. Facilities include: workshop. 14 members. Operations weekends by appointment.

#### REMARK GC - RIVERLAND SPORT AVIATION

Remark airfield, Turn off 6km on Remark to Berri Rd, Tel 0417 890 215. Operations weekends, public Holidays and by arrangement. Two club aircraft, 1 private, Bar, canteen, Club house, bunkhouse, workshop, hangar sites. [www.sportaviation.riverland.net.au](http://www.sportaviation.riverland.net.au).

#### SCOUT GLIDING CLUB

Armstrong, (On Morgan Rd, 10km N of Blanchetown, W side of River Murray). Tel 0418 815 618. [www.airactivities.sa.scouts.com.au](http://www.airactivities.sa.scouts.com.au) Operations weekends and by arrangement. Self launching 2 x motorfaulks. Club House, Bunk house, Full kitchen and dining facilities, camp sites.

#### SOUTHERN RIVERINA GLIDING CLUB

Gate 3 Tocumwal Aerodrome 2km east Operations 7 days a week all year round. Launching by aerotow. 3 club operated gliders - 2x2 seaters and one single seater 76 members with a range of private gliders and motor gliders. BBQ and full kitchen facilities. CFI 0358 743 052. [www.srgc.com.au](http://www.srgc.com.au).

#### SOUTHERN CROSS GLIDING CLUB

Located at Sydney Metro Airport Camden, a licensed General Aviation airport, hosting operations in the commercial, private, sports and recreational aviation areas. It has a reputation as Australia's leading sports/recreational aviation airport. Hangar sites available, GFA approved workshop on the aerodrome. Aerotow Piper Pawnee (CPU, FBI, SMS) Flying Friday, Saturday, Sunday, Monday and Wednesday. P.O. Box 132, Camden, NSW 2570 0425 281 450 or airfield on 0402 055 093 [www.gliding.com.au](http://www.gliding.com.au)

#### SOUTHERN TABLELANDS GLIDING CLUB

Lockesyleigh" Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left onto Carrick Rd, 8km, over railway on right). Tel 0408 647 671. Winch operations Saturdays or by arrangement. Facilities include hangarage. [www.stgc.org.au](http://www.stgc.org.au) The club has 2 two seaters and a single.

#### SOUTH GIPPSLAND GLIDING CLUB

Leongatha airfield 8km's south of Korumburra. Tel 0437 041 709. Operations weekend and public Holidays and by arrangement, Winch launching with rope. Aerotowing by arrangement. 4 club aircraft including 2 x two seaters. 2 Private gliders. 14 members. Camp sites, workshop, hangar

#### SOUTHWEST SLOPE SOARING P/L

Operations from Bendick Murrell airfield. Tel 0488 531 216. Winch and self launch by arrangement. Club own 1 two seater and has 3 private gliders. Facilities include: Hangar, powered camping area.

#### SPORTAVIATION – TOCUMMAL

7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road Tocumwal airport. Tel 0427 534 122. 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses.

[www.sportaviation.com.au](http://www.sportaviation.com.au)

#### SUNRAYSLA GLIDING CLUB

Winch launching Weekends and public Holidays. 3 km's West of Koorlong, Mildura. Tel 03 5025 7335. 22 members, 2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites. [www.sunrayslaglidingclub.org.au](http://www.sunrayslaglidingclub.org.au)

#### SYDNEY GLIDING INC.

Operations from Camden Airport.. Tel 0412 145 144. Self launch operations weekends and midweek by prior arrangement. Club has 2 self launching 2 seaters. [www.sydneygliding.com.au](http://www.sydneygliding.com.au)

#### SOAR NARROMINE P/L

Operations from the Narromine airfield west outskirts of town. Tel 0419 992 396. 7 day a week aerotow operation 2 tugs. 10 club aircraft including 3 two seaters. Facilities include: Caravan park with En-suit rooms and showers and air-conditioning. Camp Kitchen self cooking, recreation room with TV and Laundry Facilities. [www.soarnarromine.com.au](http://www.soarnarromine.com.au)

#### SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

Operates from the Camden airfield. See Sydney gliding for location details. Tel 02 9773 5648. Operations with self launch motor glider and 1 two seater glider. Weekends and other sites by arrangement. Membership restricted to youth scout Assn members.

#### TEMORA GLIDING CLUB

Operations from Temora Airfield 2km's Nth of the township off airport Road.. Tel 02 6977 2733. Operations by aerotow weekends with full time camps in January and others by arrangement. Club owns a two seater, Private fleet, 7 single seaters. Facilities include: Bar, canteen, Clubhouse, camp sites,

#### WARWICK GLIDING CLUB

Warwick Gliding Club is a small, friendly gliding club located at the Warwick Airfield on the Darling Downs in South-East Queensland 2 hours drive from Brisbane. Tel: 07 3077 6973 [www.warwickgliding.org.au](http://www.warwickgliding.org.au)

#### WAIKERIE GLIDING CLUB

Operations weekends and by arrangement, 7 day operations December and January. Waikerie airfield 3 km's east of town. Tel 08 8541 2644. Aerotow operations. 4 club aircraft including 1 x two seater, 17 private gliders. Trailer park. 29 members. [www.waikerieglidingclub.com.au](http://www.waikerieglidingclub.com.au)

#### WHYALLA GLIDING CLUB

Tregalana (25km from Whyalla on the Whyalla to Port Augusta Highway on the Right) Tel 08 8645 0339. Winch launching operations Sundays. Two single seat club aircraft, 1 private. Club House, hangarage available.

**CLASSIFIED ADVERTISING**

[www.glidingaustralia.org](http://www.glidingaustralia.org)

For members convenience, Classified Ads can be purchased through the GFA shop at [www.glidingaustralia.org](http://www.glidingaustralia.org). Go to GFA Shop then select the category 'Classifieds'. The cost will be determined by the number of words. Please email the ad text and any photos to [returns@glidingaustralia.org](mailto:returns@glidingaustralia.org). Your ad will be placed on the GFA website for a month from the date of payment. Ads that are financial at magazine deadline (10th of every second month) will appear in the GA Magazine. For any enquiries please contact the GFA office on 03 9359 1613.

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continued over page

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