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AUSTRALIA

Issue 35 April - May 2017

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GLIDING AUSTRALIA

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AT WGC BENALLA BY AL SIM

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Fiona Northey fiona@glidingaustralia.org

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returns@glidingaustralia.org

SHOP

The GFA Online shop has a range of useful products including a Form 2 kit,

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

GFA OFFICE

Before calling the GFA office, please check out our website

www.glidingaustralia.org to buy items, find documents and other information,

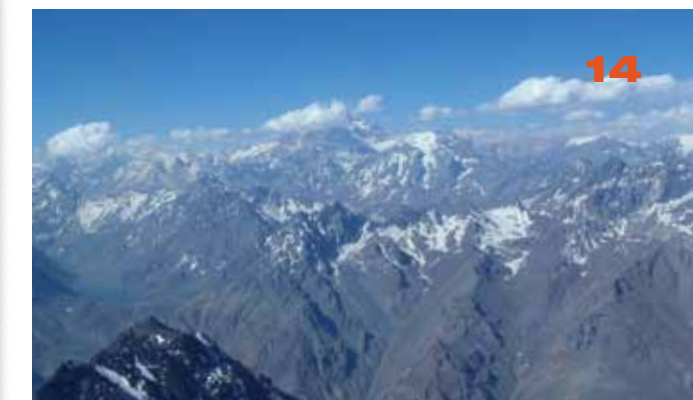
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THE WIND OF CHANGE

If you talk to any psychologist, they will tell you that any change is potentially stressful. It's just the way we are. The level of stress changes significantly depending on whether it was your idea or somebody else's idea. The extra stress is caused by a feeling of losing control. In gliding we have all been faced with a lot of change, particularly in the last 20 years.

One really important thing when a change is introduced is to clearly explain why the change is being made. For example if GFA decreed that from tomorrow all gliders must be painted pink there would be an outcry. If however we said, "Look we have discovered this magic pink paint, and if you paint your gliders pink, as soon as you get below 500ft the glider will levitate back to 3,000ft", then there might be more interest in painting gliders pink.

So I do know that it is really important that we explain what we are doing, and I know that that is something that came out in the members' survey two years ago. A lot of people told us that we were not communicating what we were doing very well. We were telling people to paint their gliders pink without telling them why or explaining the benefits and this was causing tension and stress in our relationship with members. To be honest, at the time we were incredibly busy putting out fires and trying to keep gliders in the air so that our focus was inward looking. We were dealing with CASA, we were dealing with the loss of our delegations, and several other big issues. Fortunately, that is all now behind us and we are in a much better position and better able to look outwards to see what we can do to make life easier for our members, to simplify the rule set, to make things equitable, to adjust some rules to better reflect just culture. That is certainly what we are trying to do.

It is pretty clear to me that no one wakes up in the morning and thinks, "You know what, I think I will go out to the gliding club today and crash." Nobody does that, it doesn't happen - so clearly we do not need to have a rule that says do not crash. We only need enough rules so that people behave in a safe and predictable way to minimise accidents.

One thing that drives me mad is any rule that makes things hard for the good guys but does not deter the bad guys. We

need fewer rules, but we do need rules that make it harder for the bad guys. In my opinion any rule that makes it harder for the good guys but not the bad guys is a bad rule and I am constantly working with our Operations, Sports and Airworthiness departments to reduce the number of rules that we have to operate under.

By the time you read this I will have been in this role for two years. I spent the first 18 months catching up, putting out fires, sorting out loose ends and dealing with issues that needed to be dealt with. We are very close now to what we call Business as Usual - that is, operating without too many emergencies or too much chaos.

Moving into my final year as President I am in a position to push for some significant changes in the way we operate. Using Donald Trump as a role model I could issue Executive orders to change all sorts of things if I had a mind to!

If anyone out there has good ideas about how we can do things better - ideas that perhaps were knocked back in the past - I want to hear them. I want to know what we can do to make gliding in Australia better and I need your help.

The member's survey was sent out two years ago. We had over 600 responses, which was great. That information was collated into an 80-page document.

In the coming months we will be sending it out again - warts and all - so that we can see if anything has changed. We want to see what needs to be done, we want feedback on our current direction, we want your honest responses and we would like as many responses as possible.

We encourage all members to send in comments so that we can see what the problems are. We have to work together. The people that are in the paddocks fixing the cable breaks, driving the winch, instructing circuits with cu's in the sky - those are the people who know what the issues are, those are the members I want to hear from. If you tell me what the problem is, I promise I will try my best to do something about it, but if we don't know about your problem we can't fix it.

Of course there are some things set in stone by CASA that we can't change and we must obey those rules. But there are a lot of things that we can change and it seems that today's CASA are increasingly flexible. Given the current environment we



are in a good position to wrest more changes from CASA. Look how we recently managed to get permission for members to mount cameras on gliders, and to fly a circuit without a compass that has been swung or a radio. Those are freedoms that other branches of aviation can only dream of. We achieved these freedoms relatively easily from CASA without too much push back. If there is anything that you need or that you think we should be doing differently please, please let me know.

Another thing that I would urge you to do is to visit other gliding clubs near and far. It is amazing to me how few people do that. Many people that I speak to have only ever flown at their own club and this develops what is known as a silo mentality, leaving them to believe that all clubs are exactly the same as theirs. They say, "Don't all clubs have x, y and z?" No, they don't! Some clubs have four members, some clubs have a winch, some clubs have 200 members, and some airfields have 3 clubs at one site. There are big variations and big differences. Each club has their own strengths and their own weaknesses and by travelling and visiting other clubs it is possible to see that things can be done better, things can be done differently and you can learn from the experience. I would encourage clubs to hold more weekend Regattas and invite pilots from neighbouring clubs, to organise social weekends, get-togethers in the city to catch up and talk to new people from other clubs to share their experience. We know that people who travel overseas are often more broadminded than people who stay at home because they are exposed to a wider range of experiences, and that is not a bad thing.

MANDY TEMPLE
PRESIDENT
president@glidingaustralia.org

ADVOCACY

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

ASAC AGM

We continue our close association with our ASAC members. Discussions continue on Part 149 and various points of contention. We have made representations via ASAC and directly to the Minister about our future funding arrangements.

OSTIV AGM

We were represented at the OSTIV AGM held during the very successful OSTIV conference that ran in parallel with the WGC Benalla.

REPCON

REPCON is a confidential reporting service run by the ATSB. Anyone can make an anonymous complaint to the REPCON System in the interests of safety. During WGC Benalla the Competition Organisers were the

subject of a REPCON report. The allegation was that the Organisers were fostering a negative safety culture, and in particular known risk taking and aggressive flying from competitors, which resulted in at least two mid-air collisions during the competition. Videos posted on the competition YouTube channel taken by pilots holding hand-held cameras in the cockpit while flying with multiple gliders were given as examples of known behaviours, which the complainant alleged was being rewarded rather than the pilot being educated on the safety implications. The ATSB asked GFA (as the body responsible for the administration of sport and recreational gliding and sailplane activities in Australia), to investigate and a comprehensive report was provided to the ATSB and CASA. The GFA's investigator confirmed there were two mid-air collisions, both of which were reported to the ATSB in a timely manner, and the presence of gliding inflight videos and related comments on social media was not disputed. The investigator also found a positive safety culture, and identified that the Organisers took steps to reduce

safety hazards as they were identified. Such steps resulted in significant improvement and a reduction in reported incidents. Unfortunately the investigation tied up a considerable amount of the Organiser's manpower and resources at a time when everyone was already really stretched.

RAPAC

Our State reps continue to represent our views at monthly RAPAC meetings throughout Australia to ensure that any threats to airspace are known about and mitigated. There are a number of sites that have benefited from this in recent times.

CASA

In early February GFA provided CASA with a written response to their draft discussion paper on 'Frequency Use at Low Level in Class G Airspace'. CASA has since published 'DP 1610AS - Frequency Use at Low Level in Class G Airspace' - for public consultation. I recommend members review this document and provide feedback to the Executive Manager, Operations emo@glidingaustralia.org.

GFA CALENDAR

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

QUEENSLAND EASTER REGATTA

8 - 15 April 2017
Darling Downs Soaring Club,
Mccaffrey Field, Bowenville QLD 4044
For more information
www.ddsc.org.au

HUNTER VALLEY GLIDING CLUB VINTAGE GLIDER RALLY

14 - 23 April 2017
The Hunter Valley Gliding club invites all pilots to the Vintage Flying regatta at the Warkworth airfield during Easter 2017 and the week following.

Aerotow launches will be provided by the clubs vintage Pawnee (min airspeed 60kts) from Friday 14 April through to Sunday 23 April. Contact Peter Rundle Mob 0417 684 313 sf27mz@gmail.com or Arie Van Spronson Mob 0419 973 343 arie@internode.on.net

COMPONENT REPLACEMENT AND FORM 2

20 - 26 May 2017
Waikerie
Bunyan Airstrip, Monaro Hwy, Bunyan NSW 2630, Australia
Contact Chris Thorne on 0401 147 125 nls264.wix.com/canberra-gliding#!wave-camp/ctb

CANBERRA GLIDING CLUB WAVE CAMP

26 August - 3 September 2017
Canberra Gliding Club - Bunyan Airstrip, Monaro Hwy, Bunyan NSW
Chris Thorne on 0401 147 125
nls264.wix.com/canberra-gliding#!wave-camp/ctb

QLD STATE GLIDING CHAMPIONSHIPS

30 September - 7 October 2017
Warwick Gliding Club, Massie airfield - located on Massie-Bony Mountain road approx. via road 14km north west of Warwick, Qld.
For further details contact Phil 0419 264 713 or Phillip.Southgate@team.telstra.com

CLUB AND SPORTS CLASS NATIONALS GOONDIWINDI

9 - 18 October 2017
NARROMINE CUP
18 - 25 November 2017
Contact Beryl Hartley email arnie.hartley@gmail.com

NSW STATE CHAMPIONSHIPS

9 - 16 December 2017
Temora Aerodrome
Contact Secretary Daryl Connell djpcconnell@gmail.com

MULTICLASS NATIONALS

8 - 19 January 2018
Waikerie
Contact John Ridge johnridge16@gmail.com

SAILPLANE GRAND PRIX

20 - 26 January 2018
Contact Contest Organiser - Arnold Neiwand mob 0429 857 275 or email nieci@aanet.com.au or Contest Organising Chairman - Selwyn Ellis Mob 0427 824 925 or selwyn@wllisworks.com.au



CHANGES AT THE TOP

Three board positions have changed in the last two months. These are therefore temporary replacements until the elections at the AGM in August.

M&D: John Styles, who has been Chair of Marketing & Development (CMD) for two to three years, has been granted leave of absence until the AGM. John has done some excellent work for GFA over a very busy period that included our two World Championships, and led our rapid growth in media promotion. He also had great success in attracting grants and sponsorship over this period.

Ian Caldwell has stepped up to this CMD role and we look forward to his involvement. Ian is a member of the Southern Cross GC and has been NSWGA Development officer.

Airworthiness: Rob Hanbury has stood down as Chair of the Airworthiness Department (CAD) after approximately three years in this role. Rob has done an excellent job and has steered our organisational changes to meet the increasing demands from CASA. Rob will remain as Deputy CAD.

Andrew Simpson has been one of our Deputy CADs, along with Anthony Smith from SA, and has agreed to step up to the position of CAD. Andrew is also a member of Southern Cross GC.

Juniors: Eric Stauss has been the Junior Gliding Club (JGC) representative on the GFA Board for 18 months, which ensures that our Board remains aware of the needs of our younger members. As they get older, the JGC naturally replaces itself and the JGC meeting in December appointed new people to a range of roles.

Nick Mather has taken over as Junior GC Board representative and his first Board meeting will be on 1 to 2 April. Nick is also a member of the Southern Cross GC - revealing a bit of a trend here!

MYSTERY SHOPPER

Last edition I gave an example of a previous member attending a gliding club enquiring about flying, only to be ignored. Since that time I have been told quite a few other stories from across the country concerning poor reception when members visit a new club. It seems this may be a much bigger issue than we care to admit. When current members are ignored they just tell their colleagues and go to find a better club elsewhere. When prospective members are ignored they probably go and try a different sport and tell their friends not to bother trying.

If your club continues to suffer from this problem then the club will struggle to grow and survive, and it costs your club lots of money. The solution is simple - members happy to talk gliding to new people, and basic printed information or memory stick readily available for the visitor to take away

Apology: A member complained to me about my comments above in the last magazine, saying that I should have given the club president the option of responding in the same magazine. I agree with this remark and I sincerely apologise to that president for not doing this. I rang the President and gave this apology and I have offered to include any response that he sees fit.

The president assured me that his club was normally much more responsive to members, and he rang the visitor to apologise to her for her experience. He then went on to recount a similar reception that he experienced when he visited another Victorian club.

I will aim to provide this right of reply in the same edition with any future comments that impact a specified club or individual.

ANNUAL FLIGHT REVIEW (AFR)

The weekly membership list provided to clubs shows Membership expiry date, GPC completion, Medical expiry and AFR due date - a great reminder for pilots and a good resource for clubs and training panels. At the moment, we only have a record of the AFR for 30% of members. When you renew your membership simply include the date of your last AFR in the space provided and you will then get an electronic reminder prior to the renewal date. No more forgetting and then having to wait for an AFR check when you could be flying yourself on the best gliding day for months.

You have until the end of the month of your renewal date to complete your AFR. If you do your AFR a little earlier (up to three months), then your renewal date stays the same, so you don't get hit by 'bracket creep'.

MEMBERSHIP OFFERS

The GFA has approved a discount membership rate for current members of HGFA, APF, RAAus and a number of other sport aviation groups. When a new member joins GFA and they can prove that they are a current flying member of one of these other organisations then they



TERRY CUBLEY
EXECUTIVE OFFICER

eo@glidingaustralia.org

will receive a 25% discount on their GFA 12 months flying membership fee.

So, invite your other aviation friends to come and try gliding and benefit from this discount.

The HGFA have reciprocated and are offering a similar discount for GFA members who wish to try hang gliding or paragliding. If you are interested in trying these other great aviation sports, take your GFA membership card with you.

Aviate in April: When your club signs up a new 12 months flying member during April, the GFA will reimburse the club 50% of the 12 month GFA membership fee. Many clubs are using this money to offer benefits to the new member to encourage them to get into gliding. This membership drive in April could be a real benefit for your club's long term future and short term cash flow.

But wait - there is more! When this new member renews their GFA membership in 12 months' time, GFA will once again reimburse the club 50% of the 12 month GFA membership fee.

Pay by the month: All GFA members have the option when they renew their GFA membership to elect to pay by the month automatically from their credit card.

WORLD GLIDING CHAMPIONSHIPS

Lake Keepit 2019: Australia will be hosting the Women's World Gliding Championships at Lake Keepit, NSW in December 2019. We have been well represented at Women's Championships in recent years but this is another step upwards for Australian Gliding.

It is a great chance to get some publicity about opportunities for women in gliding, which supports our promotion to increase our female participation rates from the current 5%.

Lake Keepit is a great site - with consistently good weather, very picturesque for the media, and close to the city of Tamworth. LKGC is a strong club who are already developing their infrastructure to ensure a memorable World Championships.

Women's World team 2019: We will have up to nine positions available on our world team at Lake Keepit and we have already started talking to women who have shown interest in competition flying to join our women's squad and prepare for this event.

The Sports Committee has appointed Terry Cubley as the Manager and Team Captain of this Women's team and he will be coordinating a range of coaches to support the team's development.

The focus will be on those wanting to fly in 2019, plus those who may see 2021 as target. If you are interested in becoming part of the squad and have not yet been contacted, please advise Terry at terrycubley@bigpond.com. We also want to involve other women who are interested in supporting the team in a myriad of roles. Please let us know.

Women's World team 2017: The first part of our development for our women pilots is attending the WWGC in the Czech Republic in May 2017. Ailsa McMillan (Vic) was originally selected to represent Australia at this event. She will also fly the Junior world championships in Lithuania. The GFA Board has allocated additional funds to support Jenny Ganderton (NSW) and Claire Scutter (SA) to compete at the Women's event. Julie Maddocks has volunteered to act as Team Captain for this event. None of these pilots have flown Women's World Championships previously and it is a great opportunity for them to get some experience to assist with their training for 2019. We wish them well and look forward to hearing of their experiences.

Junior World Gliding Championships 2017: Following the team's success at Narromine in 2015, the Sports Committee has selected four junior pilots under 26 years old to compete in the JWGC in August in Lithuania. Two pilots will be funded from our International Teams Fund, and two will be funded from a grant provided by Simon Hackett of AvPlan fame - a regular supporter of our Junior team and its success.

Three from our team from Narromine 2015 were selected again this year. Two others are now too old and one is not available. James Nugent, Ailsa McMillan and Dylan Lampard have been selected, along with newcomer Reuben Lane.

Unfortunately, James has now advised that he cannot attend due to University commitments and so the Selection Committee is looking for a replacement.

We wish all of our competitors a great competition.

CLUB DEVELOPMENT

The GFA Board is keen to support membership growth, but ultimately it is individual clubs who are in control of this issue. How clubs attract and then provide services to their members will dictate how the club grows or declines.

The Board is providing opportunities for clubs to plan their own development and in support of this we have set up a Club Health Check so that club committees can get feedback from their members as to what they see as the strengths and weaknesses of their current offering. Has your club committee offered you this opportunity to have your say?

We are now asking clubs to use this feedback to create a development plan to ensure the club is successful, and we may be able to assist clubs to implement some of their plans.

IGC PLENARY MEETING

The International Gliding Commission (IGC) is effectively the Sports Committee for international gliding, part of the Federation Aviation Internationale (FAI).

The primary focus of IGC is in sporting badges (from C certificate through to 1250km Diplomas), Sporting Records and International Championships.

AUSTRALIAN REPRESENTATION

Australia is well represented on the various IGC Committees:

Terry Cubley is a Vice President of the IGC Bureau (Executive), Chair of the Stewards group, member of the Annex A (Rules) committee and a member of the Safety committee.

Tobi Geiger is a member of the Handicap committee.

Tim Shirley is a member of the Flight Recorder approvals committee and Scoring committee.

Beryl Hartley is a member of the Sporting Code committee.

SAFETY FOCUS

The major focus of the discussions at this meeting was safety in competition, emphasised by some of the incidents seen at Benalla due to low blue days and large fleet of gliders. There was much discussion around the scoring system and

The GFA Board is working to identify improvement in what we offer to prospective members to move our sport into the 21st Century. Because quite a few comments posted to social media say that many of our approaches are based on a 20th century view of society, we are keen to hear about alternative approaches.

The Board has contracted a sports development organisation called Sports Community to assist with identifying opportunities and then implementing these changes by supporting interested clubs.

The first stage will involve Sports Community running a workshop at the end of April. We have invited 20 members from across the country, across all aspects of gliding activity and from various target groups to identify future options for our sport.

The options/products will then be promoted to clubs. Interested clubs will be invited to implement the suggestions that appear relevant and achievable.

how it rewards gaggle flying, the number of entries per country and therefore the size of the world championships, and methods to reduce gaggles and 'leeching'.

The alternate starting method using fixed start periods was accepted last year and will be used in the European championships this coming season, but we were not allowed to use it at Benalla. There was talk about an early start bonus but no formal proposals were offered. I once again raised the multiple start option used in Australia and this time it started to attract some interest so I will look to propose this through the Annex A committee.

The Collision Risk Analysis paper developed by John Wharington - a member at GCV, Benalla - was very well received and created a lot of discussion. John has been getting requests from many countries wishing to use his analysis. The proposal is to use this at the two European championships this coming season.

John has managed to develop a process to use the IGC flight files for each pilot to identify when each pilot gets close to every other pilot and record this in a variety of ways. John started this analysis during the Benalla world comps and we could show pilots a graphical analysis. The example is for 15m Class gliders and shows how often each pilot, identified by

continued over page

their glider registration, came within 100m, 80m, 60m etc from any other glider with a positive closing speed. It shows that some pilots are more prone to get close to others, and not surprisingly these pilots were the ones who were most often reported for hazardous flying.

John has extended his analysis and has even developed a process to penalise pilots for consistent unsafe flying. I look forward to seeing how this impacts on competition flying in the future.

DECISIONS

The table below lists some of the main decisions made at the IGC meeting
The full list of Summary of Decisions is published on the website. Click the link to download this document.

IGC MEETING DECISIONS

Definition of 13,5 meter class,	That from FAI WGC in 2019 the 13,5 meter class will be restricted to gliders / microlight gliders with an electrical Means of Propulsion and Rules will be developed to take advantage of the electric MOP..												
Loss of Height on the Silver/Gold <u>duration</u> flight	To delete the requirement for a maximum 1000m Loss of Height on the Silver/Gold <u>duration</u> flight.												
To adjust the scoring of competition days where almost no gliders come back,	Define the "completion ratio" as the number of speed finishers divided by the number pilots who attempted the task. Completion ratio (CR) = n2/n1 Define a new Day Factor FCR = the lesser of 1 and 1.2 CR + 0.6 Apply FCR in the same manner (and in addition to) the current Day Factor, F.												
Participation of World Champions at WGCs,	Champions will not be accepted in addition to entry per NAC except for Women and Junior world champions]												
Individual ranking list and 20m two-seat class, Annex D	The Pilot Ranking Score for two seater entries and will be awarded to the pilot with the highest Ranking at the start of the competition.. The current 20m class team ranking list will be discontinued.												
Change of the 1000 Point Distance Requirement, Annex A	To change the distance required for 1000 points to: (devaluation of scores due to distance flown) <i>(currently 250km for all classes)</i> <table border="1" style="width: 100%;"> <tr> <td>13.5 Metre and Club class</td> <td>250 km</td> </tr> <tr> <td>Standard, 15 Metre, and 20 Metre Two-seat classes</td> <td>300 km</td> </tr> <tr> <td>18 Metre and Open classes</td> <td>350 km</td> </tr> </table> <p>the minimum distance of 100 km (Dm) for a championship day should change to:</p> <table border="1" style="width: 100%;"> <tr> <td>13.5 Metre and Club class</td> <td>100 km</td> </tr> <tr> <td>Standard, 15 Metre, and 20 Metre Two-seat classes</td> <td>120 km</td> </tr> <tr> <td>18 Metre and Open classes</td> <td>140 km</td> </tr> </table>	13.5 Metre and Club class	250 km	Standard, 15 Metre, and 20 Metre Two-seat classes	300 km	18 Metre and Open classes	350 km	13.5 Metre and Club class	100 km	Standard, 15 Metre, and 20 Metre Two-seat classes	120 km	18 Metre and Open classes	140 km
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Standard, 15 Metre, and 20 Metre Two-seat classes	120 km												
18 Metre and Open classes	140 km												
Calculation of speed points and distance points, Annex A. (USA) Year 1	To change the calculation of speed points and distance points. Full proposal to do this will be presented next year												
Definition of Silver distance, SC3 (Sweden). Year 1	It is proposed to change the wording from "a straight distance flight of at least 50 km from the release point" to "a course with the flight track including at least one fix with a distance of at least 50km to the landing point". Full proposal next year												
World Soaring Cup, SC3A (IGC Bureau) Year 1	1. The WORLD SOARING CUP is to be awarded annually to the CHAMPION GLIDER PILOT OF THE YEAR. 2. The CHAMPION GLIDER PILOT OF THE YEAR will be selected from the Champions in all the classes for that year based on results of the competitions												
Change of the Club class, SC3	Introduce disposable ballast in the club class to better support more modern gliders. This motion was LOST , but handicap committee are looking at reducing the spread of handicaps in Club Class which should achieve the same result.												
Inclusion of all known costs in the bids for Championships	It is proposed that bidders for World and Continental Championships must include with the Entry Fee quote all known fixed costs, including license fees, local memberships, etc.												
Combine Junior and Women WGC from 2021,	The IGC will accept bids for a combined Junior and Women WGC event starting from 2021. (does not stop countries bidding for a separate events) Expect more discussion next year												

IGC Bureau, Number of entries per class	Both WGCs with two classes and two pilots per class per NAC. The limit is two entries per class per NAC in the Open and 18 meter classes, 2 entries per class per NAC in Junior and Women Championships and 1 pilot per class per NAC in all other classes.
New WGC calendar from 2021, IGC Bureau,	The IGC Bureau proposes to invite for bids in September 2017 to organize two WGC events in 2021. One event will be WGC in 20m two-seat, 18m and open class. The IGC Bureau proposes to invite for bids in September 2018 to organize WGC event(s) in 2022+n 13,5m, club, std., 15m classes. (proposal is for all 4 classes in one world championships)
36 th FAI World Gliding Championships 2020	18m, 20m, Open Classes. Awarded to Germany
36 th FAI World Gliding Championships 2020	Club, Standard and 15-Meter Classes . Awarded to France
3 rd FAI Pan-American Gliding Championships 2019	18-Meter and Handicapped Classes
Lilienthal Medal	Awarded to Patrick Pauwels, Belgium
Date and Place for the 2018 IGC Plenary	2 nd /3 rd March 2018. Venue TBD

FAI GLIDING BADGES TO 2 FEBRUARY 2017



BERYL HARTLEY
FAI CERTIFICATES OFFICER
faicertificates@glidingaustralia.org

A BADGE

KAN SHIU TAO TOBBY 12223
LAW YING TUNG KELLY 12224
DODD PHILIP J 12225
WONG TSZ YAN 12226

LAKE KEEPIT SC
LAKE KEEPIT SC
NARROGIN GC
LAKE KEEPIT SC

B BADGE

THOMAS DAVID L 12168
HUNG HOI CHARLOTTE 12143

GEELONG GC
LAKE KEEPIT SC

C BADGE

HUMPHRIS CRAIG K S 12096
NIGHTSCALES GREGORY 12110

ADELAIDE SC
DARLING DOWNS SC

A,B BADGE

SINGLETON JAKE 12219

BENDIGO GC

B,C BADGE

BRASSIER DOMINIQUE 12172
VAN DER SLUIS M 12205

BATHURST SC
NARROGIN GC

A, B, C BADGE

TUCKER JORDAN 12215
OGAWA YASUTAKA 12216
RICHARDSON SIMON E 12217
RAE DANIEL 12218
PRATER ANDREW R 12206
DWYER CASEY J 12220
THOMPSON DANIELLE J 12221
HALLIDAY SAMUEL H 12222
SAVAGE FRANCIS W 12227
TANG ZHEHAO JASON 12228

QLD AIR TC
NARROMINE GC
NTH QLD GC
CABOOLTURE GC
GRAMPIAN GC
WARWICK GC
ADELAIDE SC
V.M.F.G
BALAKLAVA SC
V.M.F.G

SILVER C

OGAWA YASUTAKA 4925
GRANDJA ANDREW J 4926

NARROMINE GC
GEELONG G

DIAMOND GOAL

COLLINS JAKE J

LAKE KEEPIT SC

DIAMOND DISTANCE

GRANT JOHN W

NARROGIN GC

BADGE CLAIMS ALL BADGE FLIGHTS WITH THE EXCEPTION OF HEIGHT CLAIMS MUST BE PREDECLARED AND OVERSEEN BY AN OFFICIAL OBSERVER PRIOR TO THE COMMENCEMENT OF FLIGHT. ALL BADGE FLIGHTS MUST BE FLOWN SOLO (NO PASSENGER, NO SAFETY PILOT). ALL BADGE FLIGHTS CLAIMS MUST BE SUPPORTED BY AN IGC FILE FROM THE FLIGHT.

EASY PEASY SILVER C

The Silver C distance flight is well placed to be the first exercise in gliding to test the basic skills of flight planning and navigation. The training for this first adventure in crosscountry flying is planned to be a task for the club coaches. I hope this short message is of assistance both to the aspiring new Silver C pilot and to club coaches.
For Badge flights: The pilot must be alone in the aircraft.
The pilot may not be provided with any in-flight assistance or coaching during the flight.

Find an Official Observer for your flight. I encourage clubs to place a list of Official Observers on club notice boards and club websites.
Make your flight plan and place the declaration of your flight in the logger to be carried on board. If the logger does not have the capacity for declaration, use the declaration page on the GFA web site. http://www.admin.glidingaustralia.org/index.php?option=com_

Safe soaring, **BERYL HARTLEY**

BADGE DECLARATION

Click the **BADGE DECLARATION** button on glidingaustralia.org to go straight to the form. Or use this address inyurl.com/hsp4h7p

chronofoms5&chronofom=Badge_Declaration

Make sure you declare: Pilot name, Glider type, Task details.
Enjoy your flight – The distance must be more than 50kms straight distance from the start.

Download the IGC file from the logger in the company of the Official Observer.
Complete claim form, available on the GFA website under Sport Forms, and have it signed by the OO.

Send the file and claim form to: Beryl Hartley, PO Box 275, Narromine NSW 2821
Or, if more convenient, email the file to: arnie.hartley@gmail.com Post your green gliding certificate book.

Make the payment on the GFA web site in the shop.
Safe soaring, **BERYL HARTLEY**

GLIDING AT AVALON AIRSHOW



sport of gliding, supporting the RAAF Cadets who fielded an ASK-21Mi, and Swedish world champion glider aerobatic pilot Johan Gustafsson's great displays in his SZD-59 Acro. Check out www.youtube.com/watch?v=IQxNWp5w91Q which shows the spectacular display of night flying, lighting and pyrotechnics similar to that displayed at the Airshow on Friday night.

The catalyst for the GFA representation was Phil Behnke from Queensland,

The attendance at Avalon Airshow 2017 was the largest yet, with more than 210,000 aviation enthusiasts attending and providing an attractive recruiting ground for gliding. However, this year we had a reduced presence as a very busy season of gliding events reduced the level of support from volunteers. Finding someone to manage our participation proved difficult, to the point that at one stage the GFA gliding contribution was cancelled. However a small crew of members finally banded together and undertook to represent and publicise the

who was supporting the Super Dimona entry with Robert Zmeskal and Kim Houghton. On hearing of our difficulties, Phil offered to publicise gliding and hand out brochures, just two weeks before the event. Greig Wanless, who brought a Grob 109B, also offered to assist.

Contact was made with airshow general aviation and airport manager Glen Smith, who welcomed the GFA presence and arranged tentspace, tickets and parking. Volunteers joined in and we had the makings of a presence at the airshow, although without the usual gliders, simulator, interior displays, movies and posters presented in prior years.

The Air Force Cadet team had a very professional display, with much interest shown in the ASK-21 by

many young people. A darkened tent housed two computer gliding simulators with projectors to introduce newcomers to flying gliders. Many young people eagerly tried them out. A Piper Cherokee that the Air Cadets use was included in the display.

This year we noticed a difference in the profile of visitors, probably because of our location further from the eating establishments that attract a large but only mildly interested audience. Our visitors were actually looking for us, to talk to people about going gliding. Enquiries seemed much more focussed, visitors often having a background of modelling, hanggliding, or having gliding experience in the past and an interest in returning to gliding. I believe our presence was worthwhile - we talked with some serious contenders, who asked all the right questions and are on track to visit their local gliding club. It was also a great Airshow.

DAVID GOLDSMITH



VALE ALLAN ASH

Allan Ash died on 7 November 2016, aged 90. Older glider pilots of Australia will be familiar with Allan, whose editing and writing on the sport of gliding in Australia have no doubt had a profound impact on its success.

He helped build a primary glider when he was 16 in 1942, and then taught himself to fly it. As Secretary of the NSW Gliding Association, he helped re-establish the sport of soaring after World War 2. He also served a term as Secretary of the Gliding Federation of Australia. He was

co-founder of Australian Gliding magazine in 1951, continuing for ten years. Then in 1981 he resumed the editor's seat and continued until January 1993, making it one of the leading gliding journals in the world.

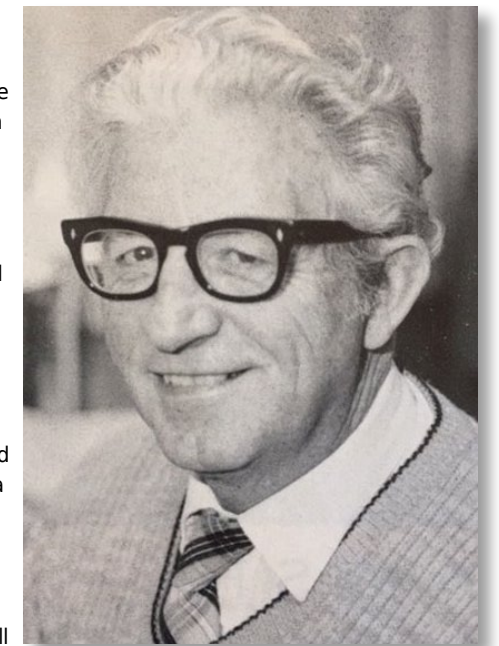
As an aviation journalist, he has visited many of the gliding clubs operating in Australia, flown with many of them and written about their activities in newspapers and magazines in Australia, North America, Britain and several European countries. Allan lived in England from 1948 for about two years and was a regular at Dunstable.

Allan had collected an enormous resource of history over the years and, thankfully, published this information in 1990 in the book 'Gliding in Australia', still used as a reference to this day.

His interest in flying extended to gaining a private pilot's licence and also parachuting.

Allan worked as journalist for World Vision for 10 years until he retired. In his work as a humanitarian and a reporter he travelled extensively into conflict zones and areas where populations were effected by famine and political unrest. Among these were India, Bosnia, Ukraine and Bangladesh.

He had many articles and short stories published in newspapers and magazines and was still sending articles off to various magazines until recently when his



eyesight eventually failed him.

Allan was loving and sympathetic in nature, ready to recognize the worth of others and to praise their work. He was thankful for help received and always expressed his gratitude. He had a great sense of humour. Found among his records of parachuting jumps was the following comment:

"If at first you don't succeed, so much for skydiving."

Rest in Peace, our friend.

COMPILED BY DAVID GOLDSMITH, WITH THANKS TO MARGARET ASHFORD.



TWO-SEATER 20 METRE NATIONAL CHAMPIONSHIPS

Narromine played host to the championship from 13 February for one practise day and seven days of competition in an excellent range of weather. Once again, this was an event for family and friends.

Three husband and wife teams, one father and son joined in the very competitive competition.

Day One : David Holmes and Alan Barnes

Day Two and Four : Lesley and David Jansen

Day Three: Terry Cubley and John Orton - Longest task 523.12kms

Day Five : Evelien Nijland and William Stallenberg - Fastest task 141.04 kph

Day Six and Seven: Jorgen Thomsen and Mark Paterson

FINAL SCORES: 20 METRE TWO SEATER CHAMPIONSHIPS

1st - Lesley and David Jansen in the Duo Discus KDX



2nd - David Holmes, Alan Barnes in Duo Discus ZAB

3rd - Ros and Ray Stewart in Duo Discus WVS

We had two entries in the Open Two-Seater Class, Ron Sanders with Peter Sheard in the Nimbus 3DM and Bernard Eckey with the beautiful new ASH 30m. The two classes were combined to make up the Two-Seater Open class.

FINAL SCORES: OPEN TWO SEATER CLASS

1st - Lesley and David Jansen in the Duo Discus KDX

2nd - Ron Sanders and Peter Sheard in Nimbus 3 DM XXF

3rd - David Holmes and Allan Barnes in Duo Discus ZAB

UNWINDING AT HORSHAM WEEK

BY JUDITH CONSTABLE



After the excitement, tension and stress of the very successful World Gliding Championships at Benalla in January, Horsham week seemed quiet and peaceful, held 4 to 11 February 2017.

As always, it was a happy, friendly competition. Newcomers and beginners were made very welcome, a Horsham tradition.

The competition director was Selwyn Ellis, who was acclaimed by all for the great job that he did. Max

Hedt, the longstanding and much-loved former director, stood in for Selwyn on one day.

The weatherman Rolf Buetler had a very hard job but

did as well as was possible, given the weather conditions. Task setter Jarek Mosiejewski likewise had a tough job, setting tasks in such challenging gliding conditions.

Horsham weather this February was disappointing, as it was in Benalla for the World Gliding Championships. David Wilson, weatherman for many past gliding competitions, wrote, "In my 51 years of attending the Horsham week competition, I cannot remember a week with weather such as we experienced during the first full week of February 2017.

"All this summer, the weather in southern Australia has been unusually poor for gliding - not, I hope, an indication of the future as an effect of climate change! For the whole week we had a trough line extending from Western Australia, near Perth, across South Australia and Victoria, with extensive high level cloud.

"The position of the trough line moved daily, either north or south.

If it was south of Horsham, we could fly, but the temperatures were extremely high.

If it was north of Horsham, there was a very strong inversion over Horsham, with upper air temperatures so high that our sniffer, Keith Willis in the PW5, could not get higher than about 2,500ft, nor could he complete his usual five-hour flights. That happened on three days.

"On day 3, Monday 6 February, this cloud was over Horsham and produced unseasonable heavy rain, so no task was possible. Next morning the aerodrome was too wet to tow out. It dried out quickly in the strong winds, but the winds were too strong to launch. On two other days, we went off on very short tasks, starting the task as late as 4 pm."

PLANS FOR HORSHAM WEEK 2018

In 2018, Horsham week will be preceded by the Horsham Grand Prix and the usual Horsham coaching week, to be run in consecutive weeks.

Horsham Club president, Arnold Niewand, informed us that from 2017, there will be a Max Hedt trophy for the best performance at Horsham by a pilot competing in his first or second Horsham week.



back seat for many of the lesser experienced pilots, and for his informative daily briefing presentations. Thanks also to attendee Trevor Hancock for offering a seat in his beautiful Arcus M.



Mt Beauty is probably the most accessible mountain flying site in Australia. Although our terrain is quite subdued in comparison to overseas venues like Omarama or the French Alps, it still requires quite a different skill set to operate safely. Soaring conditions are generally thermic although ridge flying is often present and we do get occasional wave. On high convective days, flying is quite similar to flat land except for the lower number of landing options, which must be known in advance. It's when convection is lower or the wind is blowing that pilot skill needs to be much higher.

In mid-February, the VSA Alpine Coaching & Regatta Week was held at Mt Beauty for the fifth time. Although initial interest was low, it became the best attended yet. Following a fairly average summer in Victoria with relative poor conditions at both Horsham and Benalla, the weather finally decided to turn for the better.

Twenty four visiting pilots and 16 gliders eventually turned up and were treated to eight days of consistent soaring weather. About 155 launches and 243 hours were flown. Numerous flights to Mt Kosciusko and Mt Buller were achieved and several first-time flatlanders got over Mt Bogong and Mt Feathertop. Even the vintage Ka6 and Hall Cherokee gliders excelled. A big thank you to Paul Mander for once again bringing his ASH-25, providing a

Probably the most important skill to understand, which appears to be most lacking, is the way we use the rudder. Flying close to terrain with no horizon is a daunting experience for the uninitiated. Paul and I feel that incorrect use of rudder, i.e. slip and skid, becomes a real problem for many pilots when under stress and is probably the most common cause of spin accidents, not only in mountains but also when low and attempting to prevent an outlanding. The topic is well documented and I invite you to look and these links.

tinyurl.com/l3d9cvm and tinyurl.com/mo4vqlf

Mountain flying is spectacular for many reasons, none more so than the view, and Mt Beauty certainly provides plenty of great scenery. It's also a family friendly environment with no dust, minimum flies and close access to town and swimming, hiking, cafes and accommodation.

The event would not have been a success without the tireless efforts of Detlev, Greg and the other members who came out most days to help with ground ops and drive the winch. Hopefully this event will continue and if you haven't been yet, give it a try and you will be blown away by the experience.

MARK BLAND



OH WHAT FUN IT IS TO RIDE THE WAVE

BY DOMINIQUE BRASSIER



At Bathurst Soaring Club's West Wyalong Camp, 31 January 2017 was a day to remember! For me, it was my best flight ever. And yet we did not go anywhere – it would be considered a disappointing day indeed for any seasoned cross-country glider pilot whose only desire is to clock up the kilometres. In fact, the trace below shows the furthest we went from West Wyalong was probably 20km, spending most of the afternoon less than 10km away. Even so, I had the best time!

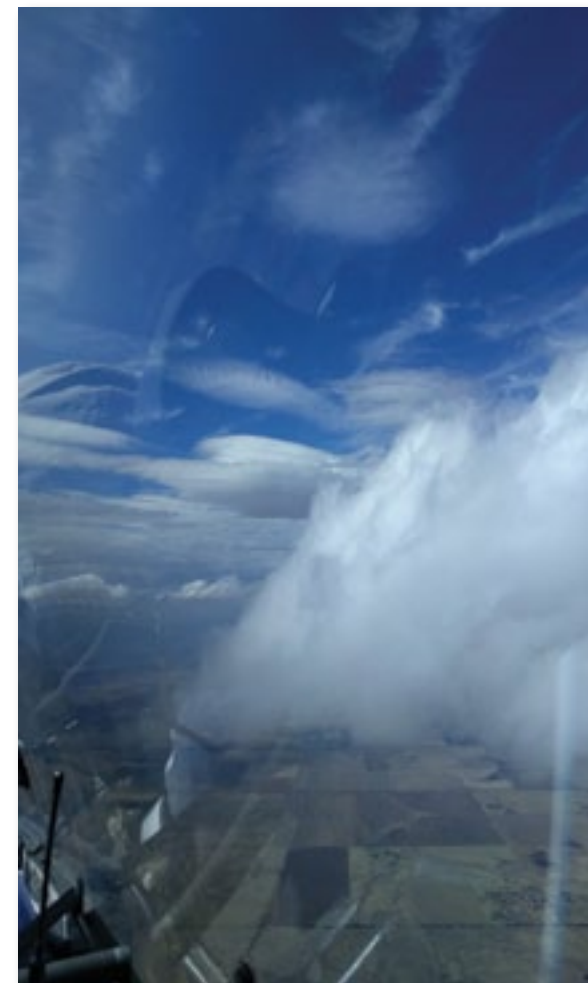
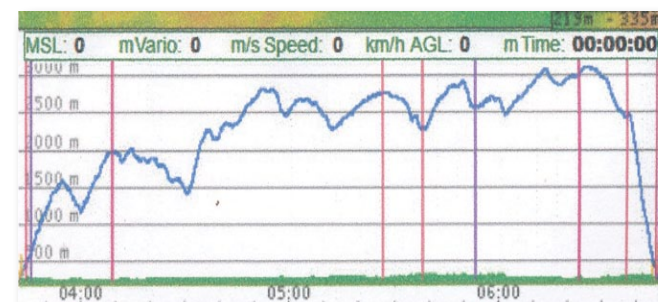
I embarked with George Marbot, who had gallantly agreed to take me flying with him in the Duo Discus for the second day running and my second ever flight in the Duo. Thank you, George. I left without expectation, only happy to have another chance to get used to the Duo and fly it.

We started with a fairly high launch at 4,600ft, but struggled for a while, as 40 minutes later we were still at the same altitude. George was not finding it very amusing to be stuck in the heat at 4,000 to 5,000ft but still we tried to remain airborne, hoping for a thermal.

From past experience, George could recall getting some lift near the piggery northwest of West Wyalong so we gave it a try. There was a wisp of moisture in the air and George also noticed that the airflow was getting stronger from around 15 to 18kts and thought

there could be some wave. Our battery power was playing up and the Cambridge instrument kept switching off but, as we got higher, I noticed the wind reading on my XCSoar got up to 30kts. George thought there could definitely be a shear wave up there due to the weather changes and increasing wind speed, and he was right! We did get some lift off the piggery climbing above 8,000ft. Pushing forward on the cloud base, the air got smoother and we encountered a little lift. Some 300ft in front of cloud base, we got increased lift and, a short time later, we encountered the wave.

We were above the clouds and the view was great. Needless to say, with a grand total of 130 hours in a glider, this was my first real, long wave flight and certainly my first shear wave flight over flat land.



What a smooth steady climb, ridge soaring the windward side of the cloud, pushing forward some 1000m windward, getting some 2, 3, 5, 6kts lift.

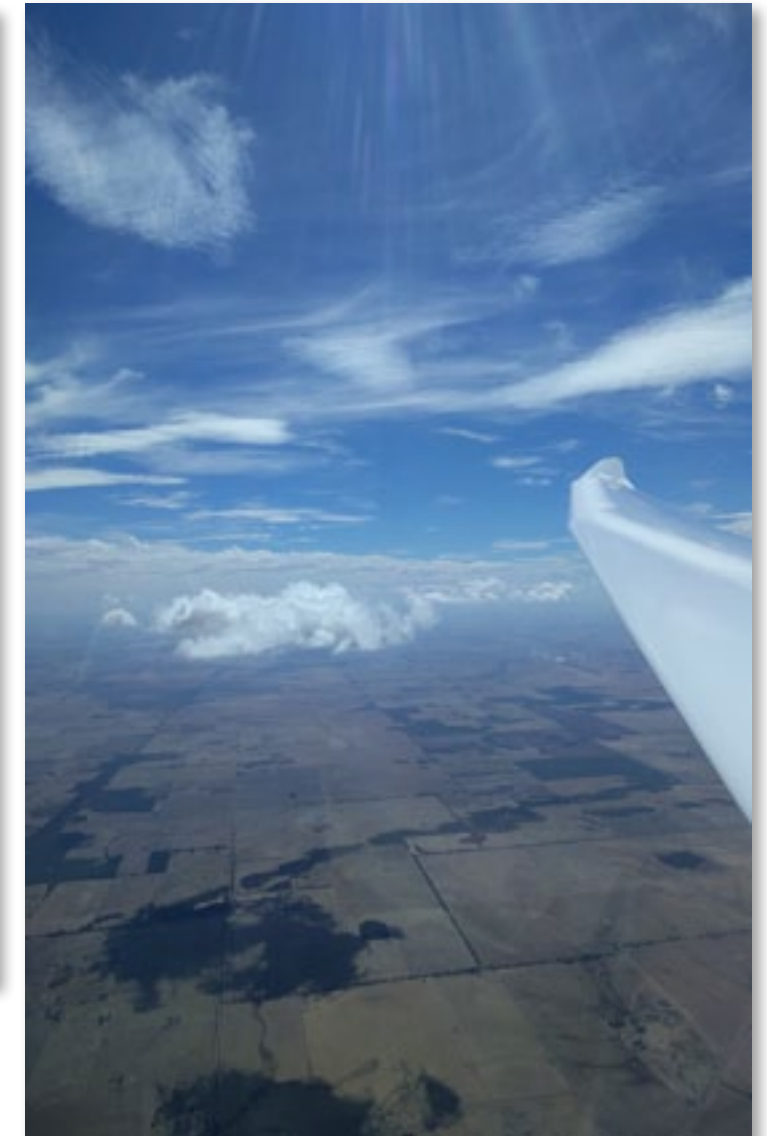
George patiently showed me how to ride the wave on the sides of the clouds. He handed me the controls and I had a go, getting the hang of it and loving it! I did not care if we didn't go anywhere. I felt like a kid playing in the surf!

Without effort we stayed between 8,000 and 10,000ft for hours, trying the edges of clouds. "Oh let's try this one George, and this one ... and this one, please..." Eventually, it developed into a street toward Lake Cowal where we even briefly reached 10,200ft and by then, George had to admit he was sharing my excitement.

Sadly, after two hours of wave riding, I think George wanted to go home, probably feeling a bit thirsty. It was getting close to beer o'clock after all, almost 6 in the afternoon! So, sadly we decided to land. I would happily have stayed up there until the day had shut down, though.

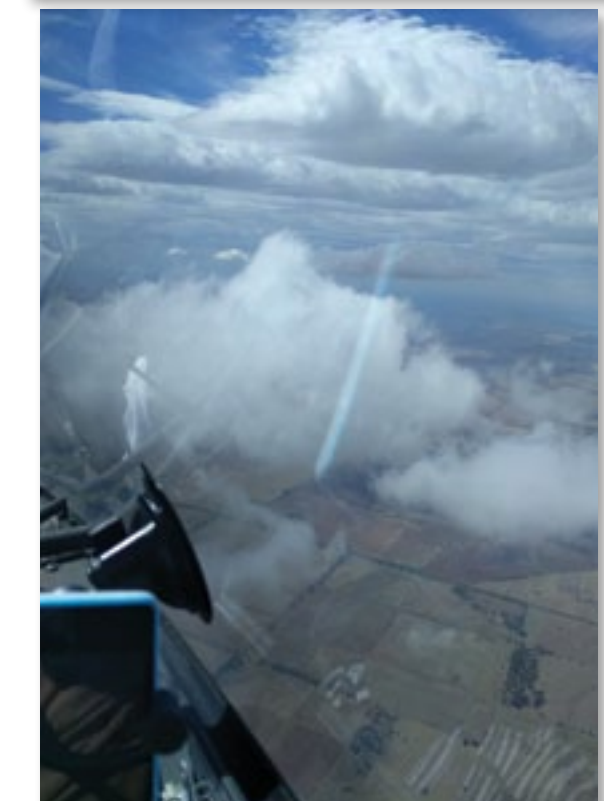
The flight was not over. We had a hard time on the way back because even increasing the speed to 100kts with the nose pointing down, we were still climbing. Incredible! Air brakes to the rescue, big time. We finally landed, George got his beer and everyone was happy - especially me after a fantastic day in the clouds. MERCI ENCORE, GEORGE.

Armin Kruger organises a cross-country camp every year at West Wyalong for Bathurst Soaring Club members. Thanks, Armin!



TOP LEFT: Wave riding with lenticular clouds overhead and all around.

ABOVE and LEFT: Flying above clouds as wave forms across the flat landscape of the NSW Central West.



ABOVE: Climbing the wave on the side of the clouds.

RIGHT: Altitude trace of the flight.

GLIDING IN THE ANDES CHILEAN STYLE

BY DENIS NOLAN



My wife Pat and I like to spend some time each year in a Spanish-speaking country to continue learning the language. They are pretty interesting countries to visit as well. Chile has it all - from the world's driest desert to rain forests, lakes and snow covered mountains, a great cosmopolitan atmosphere, superb wines, very friendly people and, to top it all off, a gliding club. In late 2016, I was lucky enough to be able to spend a month's holiday in Chile, mid-November to mid-December.

GLIDING CLUB IN SANTIAGO

Not long after arriving, however, the locals told us, "Don't come here to learn Spanish. No one else will understand you. It would be like going to Australia to learn English!"

Soon after establishing ourselves in Santiago I found my way to the gliding club. It is in the middle of the expensive part of the city surrounded by a high fence bordering a freeway, a top-end residential area, high-rise buildings and a commercial district. Now, at first glance, this would appear to be a strange place to put a glider port, but it does have advantages. It's a 10 to 20 minute drive home, it can operate all day, every day of the week and you can drop in for a quick glide after lunching at their restaurant or before heading home after the office. Emergency options on take-off are a bit on the scary side, and do make sure final glide is not low!

I am a member of the Boonah Gliding Club and the Warwick Gliding Club in Australia and the Winnipeg gliding club in Canada. My first visit to the **Santiago Vitacura**

Gliding Club made me think this was a little different to what I was used to. As you enter through the automatic, sliding 2m high gates into the paved, marked car park and stop outside the restaurant, you see a directional sign board. Office and maintenance facilities to the right; swimming pool, tennis courts and casino to the left. The lawns and gardens are well groomed and the runway is a very narrow 740m long tarmac 07 / 25 which, in this part of the world, is nearly always pointing into the wind. We made our way to the restaurant to watch for a while.

The facilities here are so good and conveniently located to the city that other groups hire them for various functions. While we were there on this day a group of fashion photographers and models were doing a fashion shoot. So while sitting in the restaurant having a cool drink, watching fashion models by the pool and planes on the runway, I thought perhaps we could lift our game a little at home.

During this first visit I was very lucky to meet two LAN (the national airline of Chile) pilots who glide here. One of them,

RIGHT: Glacier on the ridge

RIGHT TOP: Towing out

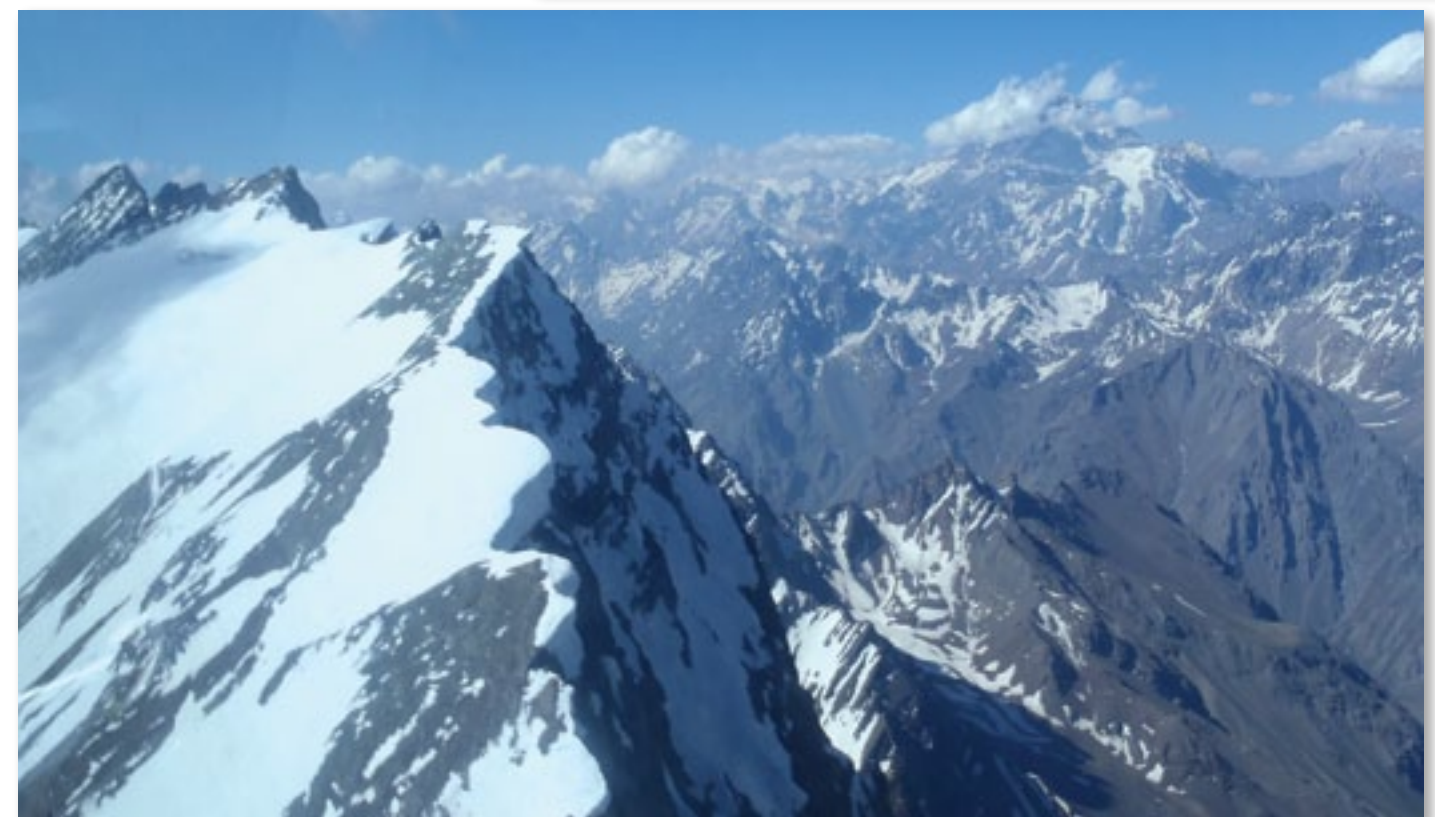
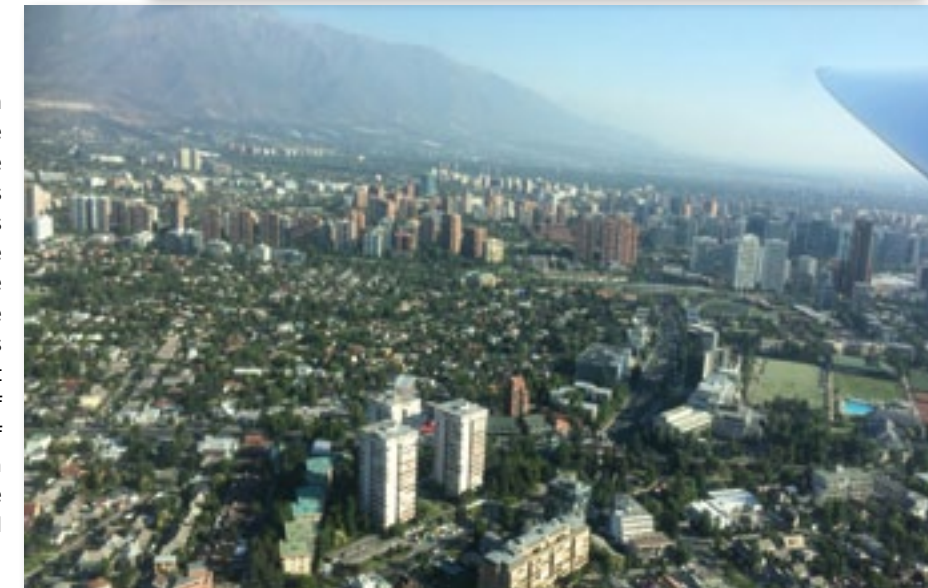
RIGHT CENTRE: The view on base leg for runway 25.

RIGHT BOTTOM: Over this range - now on to the next.

a fellow motorcycle rider Mauricio Lucero, invited me to go flying with him but said it was the wrong time of year to get into the mountains and we should go later, in December. This suited me fine and we made plans for a flight in December. However, one of the problems with riding motorcycles is the constant threat of car drivers and during this period, Mauricio had an accident with one which left him with a damaged ankle and out of flying for a month. He is such a great host that he arranged for one of his friends, Sergio Uribe, to go flying with me.

GLIDING WITH SERVICE

My second visit to the club was for the flight with Sergio. We had arranged to go at 14.30 so that we could meet for lunch at 12.00 and take our time getting ready. Now, the way things work here is again quite different from what I am used to. This club has 250 members but not all flying, just like our clubs. It owns 30 gliders and employs a fulltime staff of 15. With 30 club gliders, very few people find the need to own their own gliders as it is always easy to get a good glider when you want one. As we wanted to go flying at 14.30, the staff had prepared our glider and towed it to the end of the runway ready for an on time take-off. It was a Janus C in great condition. We walked down the end of the runway at 14.30, then did our own DI and jumped in ready for the tow.



continued over page



During lunch we had discussions on flying in the mountains and procedures here for take-off, emergencies and landings. I thought I was up to the task of mountain flying from my time at the Cowley wave camps in the Canadian Rockies. I was quite wrong. I felt I was OK with the approach and landing - making sure you are high over the houses, land on the paved strip and taxi off as soon as the speed is safe to do so - but I was most concerned by the options on take-off, which looked at first glance to be none. Sergio explained that here, we are very lucky to have a river bed running parallel to the strip just over the freeway. If something goes wrong and a landing on the strip is not possible, then we can land in the river bed. You will destroy the glider, but you will live. With such reassurance, I was ready to fly.

OUT TO THE MOUNTAINS

With Sergio in the front seat and me in the back, we were all out and rolling. The wind was light but fairly consistent down the strip, however, you do feel the effects of the surrounding high-rise buildings and terrain. The tow passes through stunning scenery of hills and buildings until, after a quick five minute tow, we reached release height. At this point we were alongside the first of our hills for climbing and still within easy reach of the Vitacura airfield and an alternative field just a little further north. Chile is a long, narrow country with the enormous Andes mountain range running north south on its eastern edge and the Pacific ocean on its western edge. I learned that there are airfields about every 20 km, almost lined up north to south, and that we will always be within easy reach of one of them during the entire flight. The climbing was quite easy with a consistent wind onto the sunny side of the hill, classic ridge and thermal soaring.

It was now time for my first lesson in flying in Chile. Sergio

explained that when we got into the mountains we would be a lot closer to the mountain face. I thought we were already quite close! All turns must be done with the yaw string offset, demanding just a bit more rudder. If you over-rudder here, there will be no room for recovery, so it's best to play safe with a little under-rudder, and all flying must be done with more speed than we flatlanders are used to, for the same reason.

We released the tow at about 1,500m and needed to climb to 1,900m to make it safely to the next ridge. If not, we would head back to the airfield. This first climb was done fairly quickly and we had a good feeling about heading into the Andes. After we reached our goal of 1,900m we followed the ridge along in zero sink before finding the next area of good lift, which gave us enough height for making the jump across the first valley to the next range to climb again. By this stage we were starting to get well into the mountains and I was truly experiencing mountain flying. We were climbing the face of very steep mountains in steady, seemingly predictable conditions. Each ridge was higher than the previous one, and further within the mountains. It was flying unlike any I had experienced before, with one wing always about 100m off the cliff and the other about 3,000m off the valley floor. There was always a way out of the mountains down through the valleys to a nearby airfield, though I had no idea which valley or which airfield. Thankfully, Sergio knew his way around up here.

SOARING GLACIERS

The flight lasted four hours. Two hours into the flight we were ridge soaring the face of the glaciers high in the Andes, and three hours into the flight we were getting to the Argentinian border and in view of Mt Aconcagua, the highest peak outside the Himalayas at 6,900m. We were at 5,400m

LEFT: Argentina and Mt Aconcagua

RIGHT TOP: Flying along steep mountainsides.

RIGHT BOTTOM: Climbing a glacier

and completely surrounded by the steepest mountains I have ever seen. The valleys are a very long way down so we always had a feeling that there was a way out of there, but always a constant awareness of how close one wing was to the surface. After three hours of spectacular flying, it was time to head toward home but with so much height we were able to take the scenic route flying past more glaciers and high lakes down to a couple of ski resorts and eventually out of the mountains. We reached the western side of the mountains at about 2,000m and 10km south of the airfield. We then flew further south for a while and eventually turned for home about 20km from the field at 1,500m. We then flew past the entire city expanse of Santiago on our left, in the zero sink generated by the wind onto the face of the mountains. We stayed in zero sink until we were close to the field. We waved to a couple of mountain climbers on the way at close range, then did a check for wind direction on the strip and set up the circuit past the high-rise buildings and houses to complete a memorable flight.

There was a big difference to my previous mountain flying, which had been mostly in the Canadian Rockies and always spectacular. In Canada we fly from the foothills toward the mountains, picking up lift and hopefully wave along the way. If you manage to get through the rotor and into the wave, the lift is fast and high, very high. In 2015 I managed to fly wave to 28,000ft over an area of the Rockies where the highest peak is 10,000ft. When you get down close to the mountains, you have enough height to glide back to the strip, which is usually visible from your location. We fly over the mountains there, pushing further west if possible but most always over the top, not through them. In Chile, the mountains are enormous, and flying goes over the valleys and around the mountains, climbing the face of each ridge to get over the top and then on to the next range, always surrounded by more mountains.

EIGHT YEARS

Throughout this flight, I was in awe of the mountains, glaciers and valleys we were flying over, but mostly in awe of the flying skills of Sergio Uribe. He explained the learning process here at the club, which takes about eight years before you are allowed to head as far east into the mountains as we did. Less experienced pilots are generally allowed north-south flights on the western side of the mountains, but this is still within areas of magnificent flying.

If all of your flying is done in the Andes, then this is what you regard as normal. Sergio explained how here, it is easy to find lift - it is on the side of the mountain. Travelling a long distance in this terrain is done with confidence. Long flights of 500 to 1,000km are a regular occurrence. The lift is where it should be and the airfields are within reach. He went on to say how flatland flying must be so difficult and that he would



be very worried heading off into the blue wilderness, hoping that somewhere out there you'll find another thermal. Sergio has business connections with Australia. When he next visits I will take him flatland soaring, hopefully find another thermal to get us home and give him a similarly out-of-the-ordinary gliding experience as the one he shared with me.

FOOTNOTE

I sent this article to Sergio Uribe, asking him to check the facts before publishing it and having 2,000 Australian glider pilots read it. His reply was "... and mention that all 2,000 of those Australian pilots are more than welcome to come whenever they want!"

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