GLIDING AUSTRALIA

Issue 10 January - February 2013 www.soaring.org.au

NSW STATE CHAMPIONSHIPS

NARROMINE CUP - COACHING - G DALE - NEWS - CONTINENTAL RECORDS

GLIDING AUSTRALIA

No. 10 January - February 2013

COVER PHOTOGRAPH BY PETER NEWCOMB OF MATT GAGE LS8 AT NARRONIME

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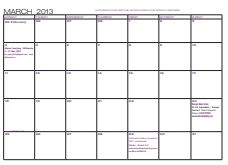

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NSW 2027

West Sunset
Design & Publishing Services
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Official publication of the Gliding Federation of Australia (GFA).
The GFA ia a member of the Féderation Aéronautique International (FAI) through the Australian Sport Aviation Confederation (ASAC)

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Find out more about gliding www.gfa.org.au/New2Gliding

FROM THE PRESIDENT

Since I last wrote, we lost one of our members in an accident. It is devastating for all of us. Being such a close-knit community, it feels like losing a family member. There has been much speculation about what happened. This is natural- we are keen to learn the lessons of the accident. Was it the fault of someone or something? Is our instructing curriculum lacking? Are our procedures flawed? Is there an inherent risk in our set-up? Like you, I have been asking these questions. So have our departments. Once we have the results of the investigations, then the answers to those questions will follow. At this time, I would ask you to think not so much about the external, but rather the internal.

Over the last decade, our knowledge and application of the 'human factors' aspect of our sport has increased. In sports generally, the psychological and physiological aspects of learning and human behaviour have been woven into instruction, coaching and training. You have heard me speak about such things before. Our human experience is limited. There are several excellent resources regarding the human factors aspect of aviation, and I urge you to seek them out. Ask your CFI or Club Coach about their recommendations, or contact the GFA office.

Here are some things I would like you to consider:

- Our perception of the world around us is limited. For example, our sight has blind spots. Physical blind spots because of the structure of our eyes; perception blind spots because our brain uses cues such as motion parallax, texture, convergence etc (this is why optical illusions can be so disarming); psychological blind spots, because we are focussing on one thing and our capacity to assimilate all inputs is limited.

Have you ever tried the 'Selective Attention Test' counting the number of basket ball passes and missed the gorilla? If you don't know what I am talking about, do a youtube search on 'Selective Attention Test Simons Chabris". We miss things that are obvious, because of stress, pressure, fixation, or simply because of our personal limitations. It is critical that every pilot takes this to heart and is aware that safe pilots make mistakes. Build safety margins into everything you do, so that WHEN you miss something, you have time to recover.

- Our ability to make an objective decision is also limited. Our brain is constantly using heuristics to make quick and usually effective decisions. It is a necessity of living: it is not possible to gather all the required information to make a decision. Our brain uses short-cuts and so biases and errors creep in. Examples include anchoring, confirmation bias, and optimism bias. You might remember the article John Cochrane wrote about why our own gliding experience might lead us to make poor decisions. This is not to undermine your self-confidence: it is about being realistic when it comes to making decisions, and to build hard-limits into your flying. For example: "I will not make a turn in lift under 800feet". Even though you might think it is safe at the time, having a personal hard-limit might save a flawed decision.
- Accidents rarely happen in an instant. Analysis of accidents often show that the cause of an accident might start days or weeks before. A pilot might have let a habit creep in to their flying, or might have experience with one glider or airfield and their auto-pilot is inappropriate for the current situation. Perhaps the pilot had not been sleeping well, or was feeling stressed. There might be difficulties in weather systems, or maybe mechanical failure due to missing a check. This is often referred to as the Swiss Cheese Model. Breakdowns in several of our safety systems might align to form a "a trajectory of accident opportunity". I'm asking you to be vigilant. Gliding is a risky sport. We have many systems in place to mitigate this risk and it's important to pay attention to each one.

I love our sport. It's exhilarating, it's challenging, it's beautiful. It's a privilege to glide. And it has risks. Enjoy it, embrace it, but please take care.
Go well!

ANITA TAYLOR
PRESIDENT
president@sec.gfa.org.au

WORLD CHAMPIONSHIPS - ARGENTINA

As we go to press the 32nd World Gliding Championships – Club World and Standard Class – Argentina, have just started, or nearly started. It seems that the entire field landed out on Day 1 of the comp.

Australia has three pilots competing, Alan Barnes, in World Class flying a PW5, Tobi Geiger and Craig Collings in Club Class both flying LS4s. The Team Codling is the Team Captain.

We hope to bring you a full report in the next issue. In the meantime you can see the results and follow the competition at these sites.

www.wgc2012.com.ar
argentina13.ausglidingteam.com

FROM THE CHAIR SPORTS COMMITTEE

Last month I attended my first GFA Board meeting and it was great to meet everyone and put faces to names and start to get my head around who does what. The meeting was held at the GFA offices in Melbourne and it was lovely to actually see where the GFAs business is transacted after several years of phoning and writing to an address. The minutes of the two day meeting are published at; www.gfa.org.au/imis15/GFA/Documents/Minutes/Board/GFADocuments_Content/Minutes/GFA_Board.aspx?

By the time you read this the latest version of MOSP 4 should be available at www.gfa.org.au/imis15/GFA/Sports/Sports_Documents/GFA/Sports_Content/Sports_Documents.aspx Sport 0001.

This is a complete update and rewrite of the six year old document, with completely new formatting consistent with the other new MOSPs.

It has not been possible to mark changes from the previous version as so much has been changed. In future we hope to update the MOSPs more frequently and mark the changes each time.

This document has been read, reread, checked, and proof read however I'm sure it is not flawless. If you find any errors, omissions, contradictions, gaps, typos please, please, please don't just tell your friends, tell me and I will address your concerns. csc@sec.gfa.org.au

Australia has put in a bid for the 2016 WGC (15m, 18m and Open) we have had expressions of interest from Benalla, Corowa, and Lake Keepit. The Poms have put in a bid to hold the comp at Lasham, so it depends if the IGC vote for a long trip and good flying or a short trip (for Europeans) and less flying. The decision will be made at the IGC meeting in Holland in March. Terry Cubley the GFA IGC delegate will be attending the meeting to support our bid.

I am pleased to announce that we have a new Trophies Officer. Colin Eustace from Kingaroy has volunteered for the role and will be taking over from Tim Shirley shortly. Welcome Colin.

As you read this the Australian team of Allan Barnes, Craig Collings, and Tobi Geiger with Team Captain Mike Codling are in Argentina competing at the World Gliding Championships. The competition website is at www.wgc2012.com.ar

and the Team website is at argentina13.ausglidingteam.com

This year the Tasman Trophy is being contested at the Benalla Multiclass Nationals. New Zealand is being represented by Tim Bromhead. Please make Tim feel welcome if you see him at Benalla.

Beryl is working on a rewrite of the FAI Licence renewal form to simplify the process and an entry will be made in MOSP outlining the new procedures.

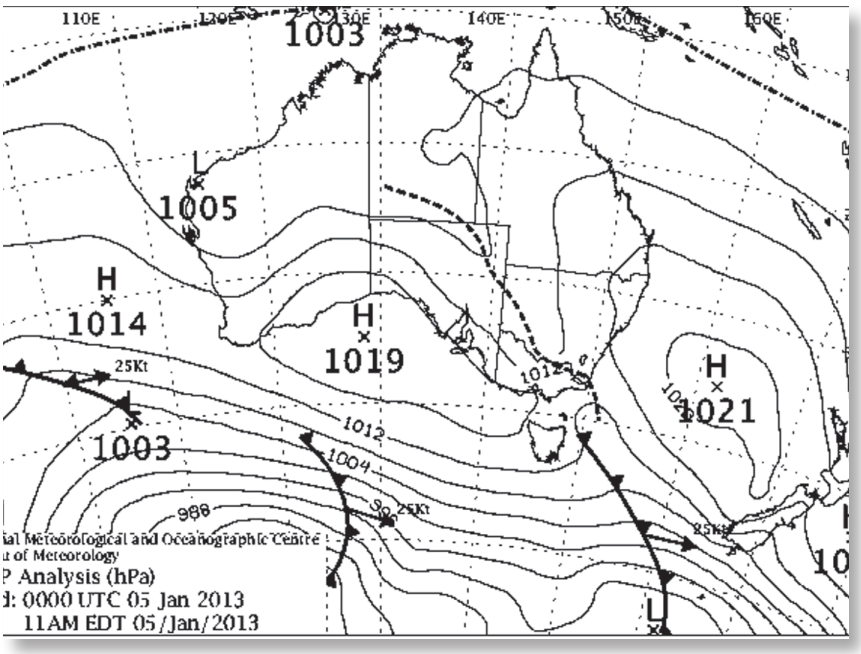
Peter Trotter has visited the AIS in Canberra to formalise the arrangements for the coaching sessions to be held there next year. This is a great initiative and if you have ever spoken to anyone who attended the sessions the past organised in by Maurie Bradney I'm sure you realise what a great opportunity this is for the Australian gliding community to "upskill" as the Americans would say. Gee Dale has now returned to NZ but due to popular demand he Gee will be back again next season.

MANDY TEMPLE

BIG SATURDAY 5 JANUARY

On 5 January 2013 11 flights of over 1000 km were flown in Australia. **Mathew Scutter** flew 1086 km from Tocumwal in an LS4 at an incredible speed of 119 kph for his first 1000 km flight. **Terry Bellair** also achieved his first 10000 flying out of Corowa and 1,037 kn at 104 kph. *See Terry's report on page 14.* **Rolf Buelter** flew 1,011 km in an LS8 T 18m at 115 kph. **Terry Ryan** flwe 1,025 km at aa5 KPH in an ASH 26. **Roger Druce** flew 1,038 km from Wangaratta in an Arcus M.

Numerous other long flights and personal best were achieved with a multitude of 700 km plus flights from Benalla. **Matt Gage** flew 700 km flew from Bathurst and many other notable flights were achieved in the incredible weather conditions that day. Congratulations to everyone on a great day of flying.



VALE ERROL SPLETTER

Errol Spletter was tragically killed in a gliding accident at Narromine on the 5th of December 2012. Errol was competing at the NSW State Championships when the accident occurred. Pushing into a stiff headwind on short finals, he collided with trees at the airfield perimeter and struck the ground heavily as a result.

Errol was my friend. Errol was everybody's friend. Errol was a much-loved character in the South East Queensland Gliding scene and an accomplished competitor at the national level. His energy and enthusiasm inspired those around him and he always gave his opinion on how you can improve your flying, whether you wanted it or not.

I had known Errol for the past 21 years and I regarded him as one of my closest friends. Errol's infectious personality soon had me seeking his company away from the airfield as with many of his friends that fly at Warwick Gliding Club.

Errol's nickname around the airfield at Warwick was Slydog. A long time ago a good buddy of ours Heath L'Estrange called Errol 'Slydog'. This was because Errol kept many of his cards close to his chest and for some subjects, like women, you never really knew what was going on (the sly bit). The canine inclusion was because he was tall and lean and was running marathons at the time and resembled a whippet (the dog bit). So the name Slydog stuck.

Errol was unique and he knew this. With a dry, laconic sense of humour he was able to get away with many things that others would simply could not. For example, he was well known for pulling pranks and hijacking briefing sessions at competitions. Those that didn't know Errol would try and disappear under the table when Errol would get up and have a rant, until they realized that everybody around them were laughing. Slydog, being true to form even did this at my wedding!

A classic Errol moment that springs to mind was where he and a few other scallywag Warwick pilots derailed a briefing at a national championships and demanded that the dress code be improved. To emphasize their point they went to the local St Vinnies and all purchased cheap suit jackets to wear at briefing, of course Errol wears his iconic yellow Billabong hat.

Errol was bitten by the gliding bug and had one of the most acute cases of gliding addiction that I knew. We don't really know with any level of confidence exactly how many women he had in his life, but with certainty we know he had 2 graceful ladies called Whisky Romeo and Kilo Uniform that monopolized his spare time, and money and thoughts.

Errol's funeral was held on the 14th December at Monto, packing the Monto Civic Hall to the brim. There were over 40 glider pilots from Warwick and surrounding clubs attending, everyone travelling the 6 hours (each way) from Brisbane. They formed a guard of honor as his casket was carried out of the service.

Many people were unable to attend the funeral due to the distance to Monto, so a celebration of Errol's life will be held at Warwick Gliding Club on the 16th and 17th of February. Everyone is welcome and encouraged to fly across to Warwick, a bonfire and dinner will be occurring on the Saturday evening. Errol's family and friends will be there so please come along. Please RSVP to me at stuart.addinell@csiro.au no later than 10th February if you wish to attend.

We are a pretty tight knit bunch at Warwick. The skies above and the atmosphere within the clubhouse will never be the same. We will miss our mate.

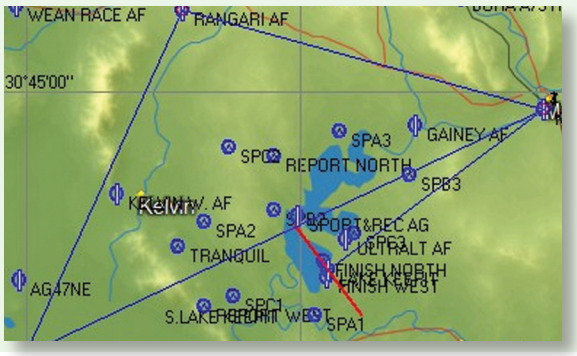
STUART ADDINELL

HOLD FAST TO YOUR DREAMS

George Lee's autobiography entitled 'Hold Fast to Your Dreams' is due to be available for purchase from George's website www. holdfasttodreams.com from the end of January.

George was the first person in history to win three consecutive World Gliding Championships titles, he aw an RAF pilot and an Airline captain for Cathay Pacific. He has remained a glider pilot during all his career and his life story will be of great interest to all glider pilots.

JOEYGLIDE 2012



JoeyGlide 2012 was held at Lake Keepit 8 -16 December. Six competition days were flown

There were 18 entrants from around Australia as well as two pilots from New Zealand. We will bring yu a full report next issue.

FAI GLIDING BADGE REPORT TO AUGUST 2012

A.BADGE

GREAVES BARRY GC	JOHN	11788	SOUTHERN CROSS
PETERS GC	CHRISTINA MARY	11792	SOUTHERN CROSS
KNUDSEN	STEPHEN MARK	11795	LAKE KEEPIT SC
TONKIN CORP	LUKE	11799	SA AIR TRAINING
HICKS	LIAM JOHN	11800	G.C.V.
CAMPBELL	NEIL MCLACHLAN	11802	G.C.V.

A & B BADGE

MOLONEY	DARCY JAMES	11791	BALAKLAVA SC
CHAMPNESS	HUGH RICHARD	11793	BEAUFORT GC
BROOKER	SHANE	11796	BALAKLAVA SC
SHAKESHAFT	STEPHEN	11798	LAKE KEEPIT SC
TUCKER	JOHN GILES	11804	BOONAH GC

B BADGE

KAY	NELSON	11696	NSW AIR TC
GREAVES BARRY	JOHN	11788	SOUTHERN CROSS

B &C BADGE

KNUDSEN	STEPHEN MARK	11795	LAKE KEEPIT SC

C BADGE

PORTIER	FRANKIE DAVID	11667	BEVERLEY SC

A. B. C. BADGE

SCUTTER	CLAIRE EDITH	11787	ADELAIDE SC
ANSTEY SC	DAVID SCOTT	11789	DARLING DOWNS
DON	GARRIE BRAEME	11794	LAKE KEEPIT SC
DUNSTAN GLEN	COLIN	11797	NSW AIR TC
SPOOR	BEN	11801	BATHURST SC
PAIN	JOSHUA ANTHONY	11803	QLD AIR TC

SILVER C

NOLAN	DENIS	4793	BOONAH GC
HOLMES	NIGEL ERIC	4794	LAKE KEEPIT SC
RAMSEY	JUSTIN	4795	GEELONG GC
DON	GARRIE BRAEME	4796	LAKE KEEPIT SC

GOLD C

CROWHURST	JAMES ALAN	1679	KINGAROY GC
TROLLIP	GORDON RALPH	1680	BEAUFORT GC

DIAMOND GOAL

RAMSEY	JUSTIN		GEELONG GC
TROLLIP	GORDON RALPH		BEAUFORT GC

JOEYGLIDE TOP 10

1. 5433	IKZ	ANDREW MADDOCKS	QLD	LS 8
2. 5226	FQK	COLIN STAUSS	SA	MOSQUITO
3. 4993	VKC	NATHAN JOHNSON	NSW	STD. CIRRUS
4. 4845	NSO	MATTHEW SCUTTER	SA	DISCUS 2
5. 4817	XGG	NICHOLAS MADDOCKS	QLD	LS 8
6. 4639	GHS	ADAM HENDERSON	QLD	ASW 28
7. 4592	GNP	AILSA MCMILLAN	SA	LS 4
8. 4453	XJY	NICHOLAS OAKLEY	NZ	LS 7
9. 4283	GQT	ALEX MCCAW	NZ	CIRRUS 75
10 4281	FQB	ERIC STAUSS	SA	MINI NIMBUS

WOMEN IN GLIDING

Calling all female glider pilots interested in a fantastic week where we all get together, further our flying skills, catch up with old friends and have fun. Women of all gliding skill levels are encouraged to participate as well as those non-pilots who want to attend.

This year it will be held in January 19-26th 2013 at Adelaide Soaring Club in Gawler, SA where the organisers Ailsa, Claire, Jess and Michael

The draft programme includes flying every day, for both pre and post solo pilots and the program will be designed to suit participant's needs, skill levels and goals. The tentative program includes:

- Training and coaching
- Badge flying
- Aerobatic Training
- Official observer training and refresher
- Use of Oxygen systems
- Human Factors
- Stress Free Soaring
- Outlanding training
- Flight Analysis

There's also going to be a team based photo scavenger hunt running over the whole week, and we've got a quiz night in the works.

If you would like to know more about the Australian women in gliding week, please contact Ailsa McMillion amcmillan107@gmail.com or Jess Stauss jmstauss@internode.on.net

For more information and pictures of Gawler airfield visit blog site wigweek2012.blogspot.com.au

To see how much fun you could have visit the GFA website for pictures and information on past events www.gfa.org.au/imis15/GFA/About/Women_In_Gliding/GFA/About_Content/Women_In_Gliding/Women_In_Gliding.aspx

RECORDS UP FOR GRABS

A new category of gliding records has recently been created to recognise more that just national achievements. Continental Records are now open for claims and the list is wide open. You could claim your own piece of immortality by being the first person to be to claim a record for the continent of Australia and Oceania.

The list below is preliminary and is still being updated and completed. We have included it to spur your imagination and encourage you to set your sights on a record.

As we go to press some of the best soaring weather for years is unfolding in NSW and several new claims could well be in the bag by the end of January.

Already this season there have been new record claims from Alan Barnes of:

Triangle distance 1,006.40km;

Free triangle distance 1,018.90km;

Distance using up to three turn points 1,006.40km;

Free distance using up to 3 turn points 1,020.60km.

(See Narromine Cup feature on page 12.)

Jenny Thompson also flew the following Australian Feminine Records 26 November 2012 in her ASW27b at Narromine: Speed over a 300km triangle in 15m Class, 18m Class and Open Class 144.34kph. The previous record holder was Judy Renner, 141.03kph.

Record claim initial notifications must be sent to pam@kurstjens.com immediately after the flight, with a copy of the .igc file. Claim forms are completed by the OO and sent to me with the original .igc file saved to - usually - a CD or SD card.

DO - Open class gliders

Type of Record		Min Performance	status	Claimant	Requirements
General	Free distance	1100			
General	Free out- and return distance	1100			
General	Free distance - using up to 3 turnpoints	2049.4	wr	Delore	
General	Free triangle distance	1100			
General	Straight distance to a goal	1092.25	wr	HW Grosse	Predeclaration
General	Distance - using up to 3 turnpoints	1100			Predeclaration
General	Out - and Return distance	1100			Predeclaration
General	Distance over a triangular course	1379.35		HW Grosse	Predeclaration
General	Speed over Out & Return of 500 km	216.42		Newfield	Predeclaration
General	Speed over Out & Return of 1000 km	166.5	wr	Delore	Predeclaration
General	Speed over Out & Return of 1500 km	no			Predeclaration
General	Speed over a triangular course of 100 km	150			Predeclaration
General	Speed over a triangular course of 300 km	223	wr	Newfield	Predeclaration
General	Speed over a triangular course of 500 km	187.1	wr	Fossett	Predeclaration
General	Speed over a triangular course of 750 km	161.33	wr	Grosse	Predeclaration
General	Speed over a triangular course of 1000 km	125			Predeclaration
General	Speed over a triangular course of 1250 km	143.46	wr	Grosse	Predeclaration
General	Speed over a triangular course of 1500 km	no			Predeclaration
Feminine	Free distance	1078.2	wr	Kurstjens-Hawkins	
Feminine	Free out- and return distance	1042.55	wr	Zejdova	
Feminine	Free distance - using up to 3 turnpoints	1081	wr	Kurstjens Hawkins	
Feminine	Free triangle distance	1000	wr		
Feminine	Straight distance to a goal	965.3	wr	Kurstjens-Hawkins	Predeclaration
Feminine	Distance - using up to 3 turnpoints	900			Predeclaration
Feminine	Out - and Return distance	900			Predeclaration
Feminine	Distance over a triangular course	1036.56	wr	Hawkins	Predeclaration
Feminine	Speed over Out & Return of 500 km	143.5	wr	Hawkins	Predeclaration
Feminine	Speed over Out & Return of 1000 km	133.89	wr	Kurstjens-Hawkins	Predeclaration
Feminine	Speed over Out & Return of 1500 km	no			Predeclaration
Feminine	Speed over a triangular course of 100 km	159	wr	Kurstjens Hawkins	Predeclaration
Feminine	Speed over a triangular course of 300 km	153.83	wr	Kurstjens Hawkins	Predeclaration
Feminine	Speed over a triangular course of 500 km	151.37	wr	Hawkins	Predeclaration
Feminine	Speed over a triangular course of 750 km	131.4	wr	Zejdowa	Predeclaration
Feminine	Speed over a triangular course of 1000 km	126.09	wr	Machinek	Predeclaration
Feminine	Speed over a triangular course of 1250 km	no			Predeclaration
Feminine	Speed over a triangular course of 1500 km	no			Predeclaration
Feminine	Gain of Height	10212	cwr	Loader	

D15 - 15 m class Gliders

General	Free distance	1000			
General	Free out- and return distance	1000			
General	Free distance - using up to 3 turnpoints	1000			

Type of Record		Min Performance	status	Claimant	Requirements
General	Free triangle distance	1000			
General	Straight distance to a goal	1000			Predeclaration
General	Distance - using up to 3 turnpoints	1000			Predeclaration
General	Out - and Return distance	1000			Predeclaration
General	Distance over a triangular course	1000			Predeclaration
General	Speed over Out & Return of 500 km	150			Predeclaration
General	Speed over Out & Return of 1000 km	110			Predeclaration
General	Speed over Out & Return of 1500 km	no			Predeclaration
General	Speed over a triangular course of 100 km	150			Predeclaration
General	Speed over a triangular course of 300 km	179.3	wr	Delore	Predeclaration
General	Speed over a triangular course of 500 km	158.4	wr	Delore	Predeclaration
General	Speed over a triangular course of 750 km	136.66	wr	Jensen	Predeclaration
General	Speed over a triangular course of 1000 km	110			Predeclaration
General	Speed over a triangular course of 1250 km	no			Predeclaration
General	Speed over a triangular course of 1500 km	no			Predeclaration
Feminine	Free distance				
Feminine	Free out- and return distance	1042.55	cwr	Zejdova	
Feminine	Free distance - using up to 3 turnpoints	1042.55	cwr	Zejdowa	
Feminine	Free triangle distance	1012.3	wr	Zejdowa	
Feminine	Straight distance to a goal	800			Predeclaration
Feminine	Distance - using up to 3 turnpoints	800			Predeclaration
Feminine	Out - and Return distance	1042.55		Zejdowa	Predeclaration
Feminine	Distance over a triangular course	1012.33		Zejdowa	Predeclaration
Feminine	Speed over Out & Return of 500 km	157.9	cwr	Wilkinson	Predeclaration
Feminine	Speed over Out & Return of 1000 km	109.44	cwr	Zejdowa	Predeclaration
Feminine	Speed over Out & Return of 1500 km	no			Predeclaration
Feminine	Speed over a triangular course of 100 km	125			Predeclaration
Feminine	Speed over a triangular course of 300 km	140.8	wr	Zejodowa	Predeclaration
Feminine	Speed over a triangular course of 500 km	136.3	wr	Zejdowa	Predeclaration
Feminine	Speed over a triangular course of 750 km	132.5	cwr	Zejdowa	Predeclaration
Feminine	Speed over a triangular course of 1000 km	116.1	wr	Zejdowa	Predeclaration
Feminine	Speed over a triangular course of 1250 km	no			Predeclaration
Feminine	Speed over a triangular course of 1500 km	no			Predeclaration
DW - World class gliders					
General	Free distance	500			
General	Free out- and return distance	500			
General	Free distance - using up to 3 turnpoints	513	wr	Wills	
General	Free triangle distance	500			
General	Straight distance to a goal	500			Predeclaration
General	Distance - using up to 3 turnpoints	597.1	wr	Wardell	Predeclaration
General	Out - and Return distance	500			Predeclaration
General	Distance over a triangular course	513	wr	Wills	Predeclaration
General	Speed over Out & Return of 500 km	75			Predeclaration
General	Speed over Out & Return of 1000 km	no			Predeclaration
General	Speed over Out & Return of 1500 km	no			Predeclaration
General	Speed over a triangular course of 100 km	110.14	wr	Frackowick	Predeclaration
General	Speed over a triangular course of 300 km	75			Predeclaration
General	Speed over a triangular course of 500 km	76.42	wr	Wills	Predeclaration
General	Speed over a triangular course of 750 km	no			Predeclaration
General	Speed over a triangular course of 1000 km	no			Predeclaration
General	Speed over a triangular course of 1250 km	no			Predeclaration
General	Speed over a triangular course of 1500 km	no			Predeclaration
Feminine	Free distance	400			
Feminine	Free out- and return distance	400			
Feminine	Free distance - using up to 3 turnpoints	400			
Feminine	Free triangle distance	400			
Feminine	Straight distance to a goal	400			Predeclaration
Feminine	Distance - using up to 3 turnpoints	400			Predeclaration
Feminine	Out - and Return distance	400			Predeclaration
Feminine	Distance over a triangular course	400			Predeclaration
Feminine	Speed over Out & Return of 500 km	60			Predeclaration
Feminine	Speed over Out & Return of 1000 km	no			Predeclaration
Feminine	Speed over Out & Return of 1500 km	no			Predeclaration

NOTE FOR CLAIMANTS

When attempting Continental Records, as with World Records, you need to select an Official Observer who has approval to control this type of record attempt.

All OOs can do badges, Australian Records, and national records flown by international visitors, but only a limited number can do World and Continental Records. Beryl Hartley and Pam Kurstjens can provide you with a list of OOs who can do this, and also help with issuing this extra level of approval to OOs.

A LEARNING EXPERIENCE

INTRODUCTION, INTERVIEW,
PHOTOGRAPHS BY: SEAN YOUNG

After the floods of 2011 the excellent weather patterns in NSW in October and early November gave cause for optimism that this year Narromine Cup week would provide some great soaring conditions, and we were not disappointed.

I took my glider from Bathurst to Narromine on the Wednesday before the official start of the week on Sunday 25 November. I wanted to take advantage of the good weather conditions and make sure that I was acclimatised by the time Cup week started.

I was glad I went early. On Friday 23 November, CUs developed to the north of Narromine, producing fantastic conditions up over the Warrumbungles with strong climbs to over 9,000ft.

This was followed on Saturday by CUs with over development forecast to the northeast. I tracked north to Barradine with good CUs all the way, but on the way back south, high cloud moving across the area from the west cut off the thermals and I watched the clouds ahead of me collapse. I went off track heading towards Gilgandra and edged around the worst areas of high cloud. Eventually the high cloud passed overhead and the sun shone once more on the ground. As if flicking a switch, the thermals sprang up again.

SUNDAY 25 NOVEMBER 2012

Alan Barnes	1035 km	FAI 1019 km	104 kph	LS8
Pepe Gressa	1029 km	FAI 943 km	129 kph	ASH 31/21m
Paul Mander	1024 km	FAI 814 km	121 kph	ASH 25E
Brian De Rieu	1012 km	FAI 387 km	110 kph	LS10/18m

Sunday, 25 November was the first day of Narromine Cup and over 40 visiting gliders had rigged and were lined up in the tie down area in front of the club house.

CLASSIC NARROMINE

It was a classic Narromine day with a high pressure centred in the Tasman and an inland trough slowly progressing across NSW, creating a very wide area of excellent soaring conditions. There were CUs to 10,000ft at Narromine rising to over 11,000ft at Nyngan and 13,000ft further west and south. I set a modest 500km task of Forbes - Nyngan - Colli, and Alan Barnes flew his first 1,000km. Three other 1,000km flights were also flown from Narromine.

This year the National Coaching Director Peter Trotter and Bryan Hayhow organised for G Dale to fly coaching sessions in the Narromine GC Duo Discus and give morning lectures during the Cup week. (See G Dale interview on page 28).

I was fortunate to have a booking as the first coaching flight of the week. The inland trough was moving closer to Narromine and was visible from the ground to the south. By midday high cloud had covered the area but cumulus were forming beneath it.

In the late afternoon a dramatic line squall went through the area, and that evening we were treated to a

spectacular band of showers with violent wind, rain and lightning show in the dark, which obscured a partial eclipse of the moon. The next day was overcast and we did not fly.

WAVE AND CONVERGENCE

After a no fly day the trough moving south to north created convergence and wave with an east-west moving air mass on the Harvey range to the south-east of Narromine. The weather made for an extremely interesting day with thermal, convergence and wave soaring all on the one day, with many beautiful cloud formations. It was as if G had brought typical Omarama weather with him.

On 30 November the temperature reached a muggy 41° as the trough slowly moved across the area again. The conditions were difficult with a late start, and rain developed to the south. Nevertheless, there were scattered CU with bases up to 11,000ft and once again beautiful cloud formations and dramatic light flickering through the rain.

As important as the flying is, Narromine Cup is also an opportunity to catch up with friends, meet some of Australia's top pilots as well as learn about the art of soaring in the morning lecture series. Narromine Cup is not a contest, so there is no pressure to perform or fly a set task, but it is a good introduction to the discipline, planning and routines needed for competition flying.

Together with the camaraderie, top class facilities and catering provided by Beryl Hartley and Narromine GC, Cup Week is a must-attend event for me. I book my accommodation for the next year on the day I leave. This year however, Cup Week was followed by the NSW State Championships.

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OPPOSITE: Narromine Airfield and town from the southwest.
LEFT TOP: Rain approaching Narromine.
MIDDLE: Convergence over the Harvey range.
BELOW: Pilots experienced thermal, wave and convergence

ALAN BARNES 1,000KM

Alan Barnes flew his first 1,000km in his LS8/15m Standard Class glider, achieving a total distance of 1,034.9km and making an FAI triangle of 1,019km at a speed of 101.7kph. Although three other flights over 1,000km were flown from Narromine that day, Alan's flight was the only FAI triangle.

From this flight Alan is also claiming four of the new Continental Records. (See page 7 for more information on the Continental Records.)

CONTINENTAL RECORD CLAIMS

Triangle distance 1,006.40km
Free triangle distance 1,018.90km
Distance using up to three turn points 1,006.40km
Free distance using up to three turn points 1,020.60km

At briefing the next morning Alan recounted the details of his flight. He said, "I have been trying for a 1,000km for a long time and I thought that the secret to it was getting to the first thermal. I launched at 9:45, a bit later than the planned 9:30.

"The first two hours were a real struggle and it was two hours before I got above release height. Four or five times I thought I might have to land out. The last time I was down to 500ft agl with my hand on the wheel just about to put it down. As I made my turn onto final I found a bit of lift so I kept turning and started going up.

"The first turnpoint was straightforward, but there was a lot of wave influence coming off of Lake Cargelligo which was ripping the thermals apart.

"Getting into the scrub line I got low again so I was slowed down. Once I got back up it was quick up to the second turnpoint of Byrock. Coming out of Byrock I was going quite well, but there was a lot of spread out cloud over the top and I got down to 5,000ft again. I could see no possible climbs ahead so I turned 45° off track to the north and got a climb to cloudbase.

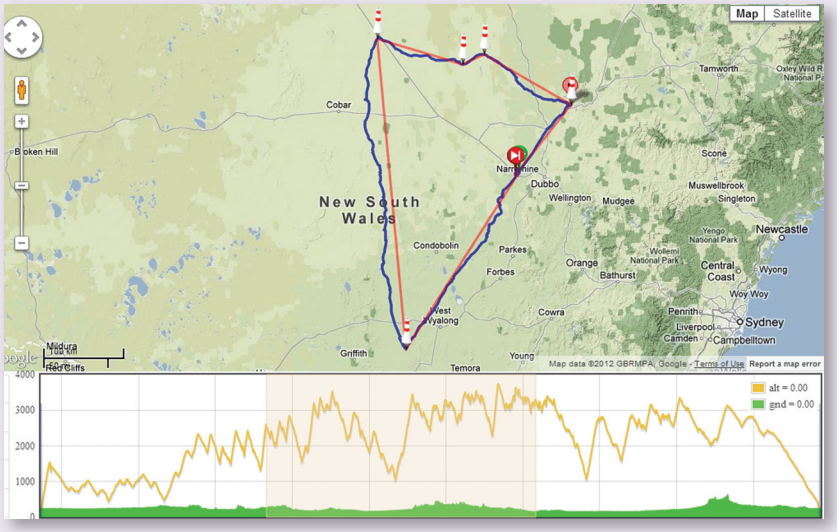
"I was convinced that I was too slow to make it around and the clouds were decaying rapidly. I found a 1kt climb just before the last turn point at Tooraweenah. I thought, if I can get all the way to cloudbase at 12,000ft I'll have final glide. But then I calculated that, as I was climbing at 1kt, by the time I reached the top the sun would have set, so I couldn't stay.

"I left thinking that it was probably the last climb of the day. I went past the turnpoint into the Warrumbungles to the last remaining CU and got a 3kt climb to cloudbase. I was under final glide, but worked gentle lines of lift, pulling up very slowly, and got home 10 minutes before sunset. It was a long day, 10 hours in the air."

TOP RIGHT: The view heading south from Narromine on 25 November (from an ASW20), on a classic day.

TOP LEFT: Alan Barnes arrived at the Narromine GC after his 10 hour flight.

BELOW: Alan's trace, 1035 km, FAI 1019km, 104 kph.



Flight trace image www.onlinecontest.org/olc-2.0/gliding

G DALE'S COACHING AT NARROMINE CUP

BY BRYAN HAYHOW - NSW RTO SPORTS

During the Narromine Cup, English Coach G Dale ran the morning theory lectures that precede the day's briefing, and rarely have the fundamentals of soaring been communicated in such an evocative manner. Facing a room of 30-50 pilots of vastly varied experience, it would have been a tough gig for most coaches.

Not for G, however, who had them in the palm of his hand, using references from popular culture like the Clash song 'Should I Stay or Should I Go', illuminating examples such as 'think of your turn point with a mirror behind it, and look at the reflection', along with a huge cache of highly entertaining war stories from his extensive competition experience. He turned himself into a glider and flew around the whiteboard, and was probably the best mimic of an audio vario you will ever hear. The entertainment value was immense, and as with all good teachers, it was used to great effect.

As John Clark said, 'I was amazed at the number of Eureka moments that I had' - that is probably the best summation of G's skills as lecturer. Not so much through what he said but how he said it, he brought many of the concepts we have heard before, so vividly to life, and gave us very practical ways to assess and manage strategic risk on task. Among the comp pilots, there has even developed a little saying, 'G told us not to do that'.

As a coaching group, we are in discussion with G, attempting to get him out here on his way to Omarama each of the next few years. He is talking of perhaps bringing his glider out with the English container that goes to Benalla every year, and combining some flying with coaching his way around the country. We hope that will be the case, as his contribution to our flying and coaching has been significant. If you get the chance to attend his lecture/courses, drop everything for the opportunity to do so. You will not regret it.

LEFT TOP: Narromine Cup Week CD Chris Stephens coordinates the launch point.

MIDDLE: Mark Barnfield in his SZD 55.

BOTTOM: Derek Ruddock lands the Southern Cross DG1000.

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CUP WINNER TERRY BELAIR

TERRY BELAIR, WINNER OF THE NARROMINE CUP 2012

Terry learned to glide in 1963 at Geelong Gliding Club. He lived in the USA in the mid 1960s where he continued to fly. Upon returning to Australia he became heavily involved in dingy sailing and sail making and did no flying until he re-joined Geelong GC in the late '90s.

Since 1999 Terry has been flying his DG400/17 and has clocked up more that 3,000 hours, flying 250 to 300 hours a year. He is a member of Bendigo Gliding Club. This year, 2012, was the second time that he has won the Narromine Cup.

I asked Terry a few questions after briefing one day, in particular about what brought him back to gliding after such a long absence.

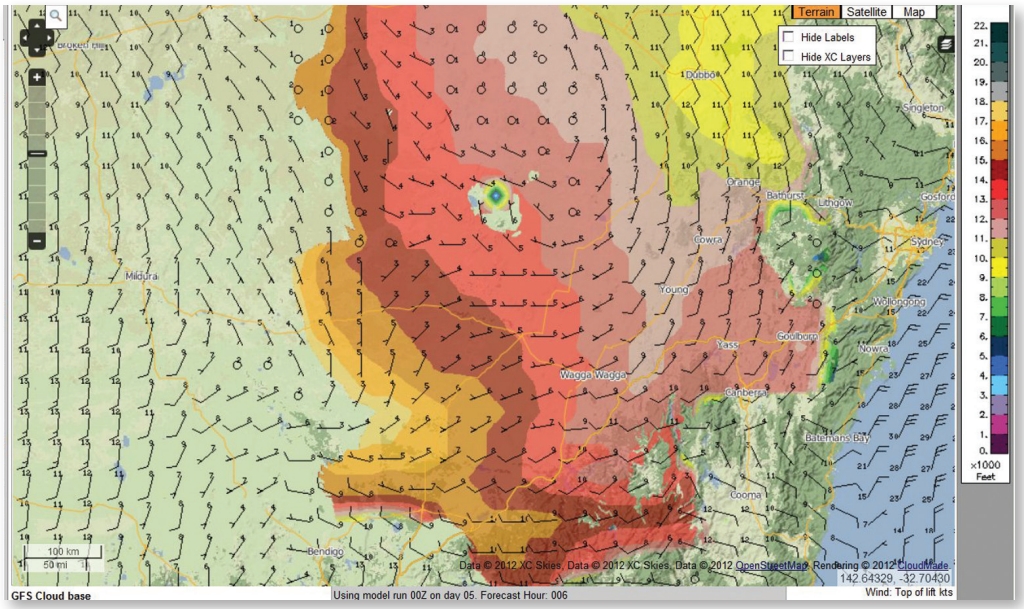
"I was 59 years old and was sailing in a world championship competition in Adelaide. I thought, this is ridiculous, trying to compete with people several decades younger than me. I decided to get back into flying.

"I'm an environmental consultant doing a lot of work in air quality and monitoring and I have an interest in meteorology. What I like to do is squeeze the maximum distance out of the conditions on any given day.

"The few comps I have flown in were very frustrating for me. I could see that the thermals had begun at 11am, for example, but we didn't launch until around 2pm, and there might still be good soaring conditions for several hours after we landed. So, the OLC fits with my philosophy of what I'm trying to achieve.

TERRY GETS HIS 1000 ON BIG SATURDAY

A 1,000km flight has been my target for the past 10 years – I have missed a number of opportunities through declaring a task which turned out to be inappropriate for the day, and a range of tactical errors.



5 January 2013 was certainly a great soaring day in the Riverina region, with a trough line overhead and surface temperatures well over 40°. A total of eleven 1,000 km flights were claimed on the OLC that day, six from Corowa, three from Tocumwal and one each from Wangaratta and Benalla.

I declared a 1,008 km FAI triangle from Corowa via Tullabigeal, 35 km ESE from Lake Cargelligo, and Chinkapook, 55 km NW from Swan Hill – I had fallen 50 km short of completing this task in 2009.

I launched from Corowa at 10.23am, and for the first 2 hours worked mainly between 2,500ft and 4,000ft QNH in the blue, with a 15 kt headwind. Things weren't looking too flash at Tullabigeal, as it had taken me almost 4 hours to complete the first leg, approx 300km.

When I remarked that having a self launcher and making his own weather assessments would make him quite independent, he said, "I'm the only one at Bendigo GC who is doing long flights, so I'm flying by myself most of the time. I have been to Corowa three times and met like-minded pilots there doing long flights like me. Most of them are in high performance gliders, so it gives me an urge to try and knock them off on the OLC.

A TYPICAL FLYING DAY

The first thing I do is use the meteograms on Weatherzone to pick which days might be good, looking at temperature, dew points, winds and synoptic predictions. I live only 20km from the airfield and I get up at 6am and check the weather forecast at Airservices, soundings and so on. Nowadays I am relying more on XC Skies. Then I decide whether I am going to fly or not that day. I will normally only fly if I think I can do 500 km or more. I always declare 1,000km as I haven't done one of them yet.

"I learned from David Wilson to use the Delta T, the difference in ground surface and air temperature I have an infrared thermometer which gives me the ground surface temperature and a sling psychrometer to sample the air. When the Delta T gets to about 6°, I will think about launching. The idea is to launch to 3,500 or 4,000ft, switch the engine off and by the time I have cruised about 30k on track I should be able to find a climb. It is very rare, perhaps once or twice a season that I have to re-start the engine.

"Normally in Victoria the earliest start is about 10:30am. I never believed you could start at 9:30am until I saw Alan Barnes do it here at Narromine.

"A Delta T of 6° usually gives you weak climbs to about 1,500ft but the thermals are quite close together. As the day progresses the early morning inversion breaks and the lift ceiling rapidly increases.

"It is very important to change gears as the conditions improve. I normally start full of water and as the day progresses I speed up. Later in the day I concentrate on staying high and working the evening thermals. I have landed as late as 8:50 pm. It was getting pretty dark on the ground but it was still quite light up at 5,000ft! People can be amazed, but you still get climbs after 8pm. If you can climb to 11,000 ft you can go another 100km on the OLC.

"I have heaps still to learn. I have not had any coaching except a couple of flights with G Dale in Omarama. The biggest learning tool for me has been downloading the traces of top pilots and analysing their flights. It was an eye-opener when I looked at my own traces some years ago. I looked at my thermalling technique, thermal entry, departure and, compared to Ingo Renner or Toby Geiger, it was embarrassing. I told myself, my traces have to look like theirs.

"It seems to me that a lot of people are reluctant to expose their traces for others to look at. I had the same fear but Rolf Buelter, who is a very good coach at Geelong GC, visited Bendigo and we compared traces. He took half as many thermals as I did and went around faster. I then realised the benefit of getting advice and comments from good pilots on my traces.

"I am still learning lots here at Narromine. One area that I feel needs improvement is my average rate of climb which is a bit lower than I would like it to be. I also have to improve on thermal selection and be more aggressive in the middle of the day. My average speed has been improving. But lots of my flights have an average of only 75kph or so because of the slow starts and finishes. This Narromine Cup I have had a couple of flights over 100kph which is an improvement for me.

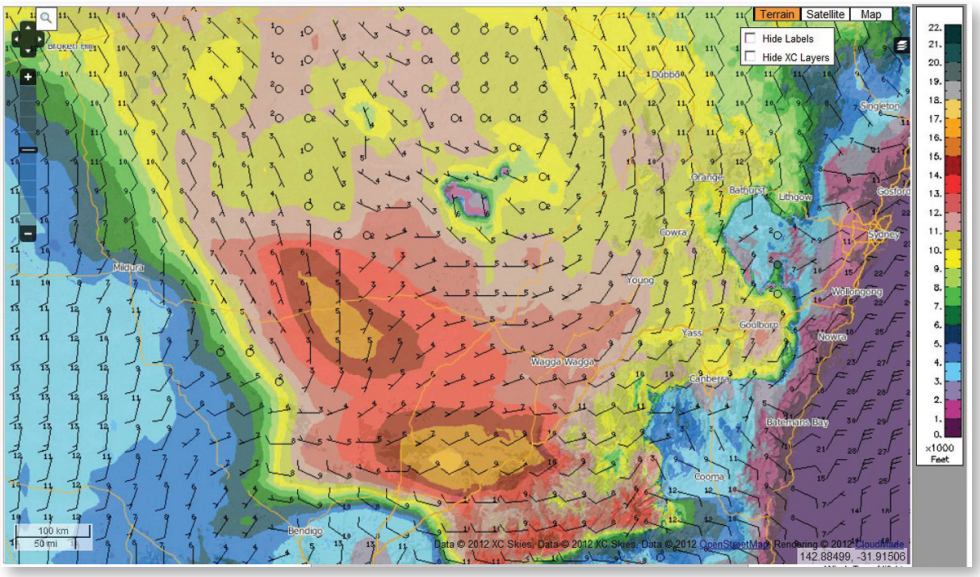
"My longest flight to date was 950 km - one thermal short of 1,000. I am in two minds about getting 1,000km. On one hand I want the badge, but on the other hand, if I get it my motivation to fly might be reduced."

I abandoned the declared task 230km further on, near Hay, as the sky to the west looked quite dead, contrary to the forecasts. As luck would have it, the SW edge of the cumulus clouds, towering by this time, was on track to Corowa, with bases at 15,000ft. I had a good run back to Corowa under the CUs, dodging rain, to close the triangle before heading back along the same track for about 110km. I took only one short climb on the next 150km return leg, but still passed over Corowa at 9,000ft before flying to the edge of Albury airspace and returning to the airfield.

The total distance was 1,037km, with a flight time 10:07. In hindsight, I could have made 1,100km if I had sought and obtained clearance to fly into Albury airspace, as I landed 45 minutes before last light and there was still lift under the CUs. My advice is don't give up early in the flight and keep pressing on, because one day it may be your turn to get lucky!

The view of the sunlit towering CUs, with rain and lightning flashes below, was breathtaking.

Weather charts from www.xcskies.com



ABOVE: The thermal height predictions for 5 January 2013 showed very good conditions extending west to Mildura. I relied on these.

LEFT: The cloud base predictions were pretty good although the actual cloud base which I experienced was about 15,000ft.

It certainly looks like a special day! I reckon I deserved a bit of luck after trying for 10 years! Terry Bellair

GA

NSW CHALLENGE

PHOTOGRAPHS BY PETER NEWCOMB

ABOVE: Craig Collings in his ASW 20B lands after winning on the final day of the comp taking the 15M Class trophy.

BELOW: Areas of high cloud arrived with sheer wave clouds south of Tottenham on the final day.

The 2012 NSW State Championships were held from 1 - 8 December at Narromine. Forty two pilots competed in six classes. Five competition days were flown, with two cancelled days. The weather was challenging with high cloud cover, blue skies and high winds.

The weather followed the usual pattern for eastern Australia at this time of year with a series of inland troughs passing from southwest to northeast. These Goldilocks systems can be far too wet - as in 2011 when Narroine Cup week was washed out - or near perfect with high cloudbases, dust devils and enormous thermals. This week was marked for its areas of high cloud generated inland that crossed the area, cutting off thermal activity and making otherwise good conditions tricky.

In addition, following the passage of the trough on Monday 3 December, a low in the Tasman clashed with the inland high to produce strong southerly winds that resulted in the cancellation of the Tuesday and challenging high wind, but also very strong thermal conditions on the Wednesday.

Following the high winds was a difficult cloud shadow day that made the start very challenging as nearly the entire fleet became stuck close to Narromine, climbing in large gaggles waiting for the shadow to move out of the area before a reasonable start could be made.

The final day promised to be excellent with 11,000ft cloudbases. However, once again, high cloud in the contest area made navigating between areas of good conditions and marginal cloud covered areas a challenge. Later in the day, to the south of the area we were treated to an amazing lenticular filled sky over pumping cumulus at 11,000ft. Day 5 turned out to be a great finish to the competition.

On the following pages, some of the competing pilots recount their experiences.

A HANG GLIDER PILOT'S DAY!

BY BRYAN HAYHOW

Day 1 of the NSW State Titles was that rare day when only one pilot gets home - Derek Ruddock in Club Class. It reminded me a lot of my days as a hang glider pilot, when that would be normal... in fact, that is one thing I do like about gliders by comparison. You usually get home, and often in much more difficult conditions.

We had gone straight to 7,800ft off launch, under a few CUs over the airfield, with not a lot of wind but blue conditions to the north on track to Gular silo. It was obvious on the first glide out, however, that there was something different about the day. It was quiet and a long way to the first thermal source. We were topping out at ever decreasing heights as we tracked north - 4,500ft, 3,500ft etc - and I got little impatient with the gaggle, leaving early in weak but relatively consistent conditions.

That was a mistake, as I missed the next climb and was down to 2,000ft, struggling for contact and watching a massive CU build just short of the turn point at Gular, incredibly the only one since the start 95km behind us. I struggled back into the game, shot across to the bottom of the gaggle at the CU, and straight back to 7,800ft, as we had pre start. Where did that come from?

The next leg to Mullengudgery, to the south west, was just as blue, but with a small line of CU across track a long way out, around 50kms. Conditions reverted to being weaker, with ever decreasing height again, and we struggled to make that CU line, where we climbed to 6,400ft again. By then the wind was increasing markedly out of the southwest, and we went back to the ever decreasing height game again.

The run in to Mullengudgery was made more difficult by an area of irrigation that stretched around 20kms in and around the turn. It was about then that the outlanding reports started coming in thick and fast, when not only did the wind increase again, but also the thermals clearly began to weaken. A weak climb to 4,000ft got me around the turn, and another to 3,500ft just out of it, was really the last of the meaningful climbs.

Bryan Hayhow in his Discus. Bryan came second in Standard Class.

I had been listening closely to the outlanding reports, and was confident I was one of the last in the air. The wind was rapidly increasing up to 15kts, and thermal strength was minimal by now, with each weak climb taking me at right angles to my track home to Narromine 95kms away. The goal became to maximise the distance, and after each climb I returned at 45° to my track, in order to stay close to the road home and use the trees that ran along it for thermal sources. I could hear two of the 18m pilots just behind me and hoped that they might catch me, and that we might be able to get home together.

That proved not to be the case, as they both had to start their turbos to get home. Ten climbs later at an average of 1.2kts and with glides of just 5.3km in length, I landed just 51km short of Narromine, tired but happy that I might have got the day... 242km on task at 54kph is not usually a happy result, but I had done enough, and it set me up for a good comp, narrowly losing to Gary Stevenson overall by just 23 points.

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OPEN CLASS

BY ADAM GILL

I could not have asked for better preparation. The two weeks prior to arriving at Narromine were spent learning the finer tips of competition flying from G Dale at Lake Keepit.

ABOVE. Adam's Nimbus 3T/25.5m

ABOVE RIGHT: Adam receiving his bottle of wine at briefing

The weather was conducive to reinforcing the lecture material with my speeds and distance increasing markedly each day - if you get the chance to do a speed week with G in 2013, my best advice to you is do it!

The first day at Narromine could not have been more testing, with high cloud and variable conditions making the 343km racing task set to the north via Gular out of the reach of all of the 18m and Open class field. After turning Gular, thermal activity dried up as thick high level cloud cut off convection. It was fast become a task of survival, with the speed dialed back to best glide, trying to extend the glide to get to Nyngan Airfield before lighting up the engine.

NEVER GIVE UP

I decided to pull the motor out early, 20km short of Nyngan, as the terrain ahead was unlandable and the glide slope to Nyngan was already pretty flat. It turned out that at a task distance of 212km, I managed to squeeze out what was the best effort of the day earning me a day win. This was critical in giving me a good points buffer on the other competitors in 18m and Open class that had either flown too aggressively or given up too early.

3RD PLACE

On day two at Narromine, the task setters were understandably conservative having seen almost the whole fleet outland on the first day, and they set a conservative two-hour AAT task to the northwest. The weather improved with high cloud abating, and reasonable speeds and distances were achieved. My own performance was a little disappointing, having flown conservatively and gotten a little too low after taking a deep turn to the south of the Tottenham turnpoint. Luckily the tailwind on the home leg helped me recover and I still scraped home with a respectable 3rd place result.

HIGH WINDS

Day three was held after a lay day was called due to high winds and weather conditions that would have made launching difficult. The winds were still a significant factor but the predicted convection looked promising. Task setters set another two-hour AAT task which allowed me to set my first leg into wind to try and pick up and stay in a good energy street, this strategy worked well and I was careful to stay high in the convection band to make use of the better organised lift and streeting. The downwind leg was a ripper with half the number of climbs required to cover almost twice the distance - the 25kt tailwind certainly helped. Final glide was really fast with 125kph looking like a guaranteed result, but the short headwind leg back turnpoint was a little nasty with big areas of sink eating all of my altitude reserve and requiring me to slow down and take a very turbulent climb for a vital extra 200ft to get me home. The last 20km cost me 8kph! But this was still enough to finish runner up for the day.

BLUE DAY

Day four of the competition was held after another lay day, this time out of respect for a tragic accident that occurred on day three. Another AAT task was set with a 2.5 hour window, with another difficult blue day predicted. I followed a similar strategy lining up my legs with the wind and aiming for the Tooraweenah on the north-eastern edge of the first turnpoint centred on Gular where some rare CUs were predicted to form. The first leg was awfully slow and hard work with the streets more difficult to connect with. Beautiful CUs were forming just outside the turnpoint circle over the Warrumbungles and I decided it was worth the extra kilometres to head straight for the nearest peak arriving at a little over 1,500ft above it. The first thermal was strong but turbulent and soon I was rewarded with second 10kt thermal just next to the first, which took me all the way from 4,500ft to 10,000ft in just eight minutes. The final result was a runner up spot again, but it was good enough to move me into first position in Open class and Second overall in the combined Open /18m class behind Tom Claffey.

RACING TASK

Day five was a 420km racing task and a day to be strategic. I had decided that if I happened to be near a gun pilot or a good gaggle I would try and stick with them to ensure I had a consistent result on the final day to try and win my first state title. The plan started exceptionally well with shear wave helping me to a useful start height advantage and a clear view to finding Tom Claffey starting from the same altitude and start point! The next 80km went well with the Nimbus 3 sticking to Tom's ASG quite well at cruise speeds that were probably quite a bit lower

ABOVE: The first time that and ASH 31 Mi/21m has competed at a NSW comp being flown by Ed Marel flying is first ever comp.

than what T1 was use to. High cloud was ever threatening but we soon caught the first gaggle and joined some mediocre thermals.

HEAD FOR THE SUN?

I could see the sun shining on the ground at the first turnpoint at Coonamble and thought it was time to make a break for the sun. This turned out to be a big mistake! I got the turn point well ahead of the gaggle and averaged 121kph for the first leg and even saw dust devil kick off the corner of feed lot just downwind after the turnpoint, but try as I might I couldn't find anything that was good enough to get me back off the deck and into the racing zone.

Soon the gaggle passed high overhead while I was skipping from field to field trying to find that elusive climb. After 30 minutes of toiling, I finally climbed back under the clouds and was fighting to regain lost time and speed after the second leg to Nevertire saw my speed drop back to a dismal 76kph. The day was starting to cool off and I stayed high this time to keep connected to the cloud streets. I could see the sea breeze kick in with the clouds around the last turnpoint at Tullamore disintegrating, but this was going to help me in the end as the lower level wind allowed me to take advantage of the tail wind heading back to Narromine. Final result saw my speed recover back to 100kph but the gap to the rest of the field was enough to see my lead slip away by 50 points.

While I needed some consoling having snatched defeat in the jaws of victory, overall I was extremely pleased with the performance having finished runner up in the Open class and third in the combined Open 18m, scoring despite some difficult flying conditions.

COLIN TURNER COMPETITION DIRECTOR

December 2012 was the third occasion that the Bathurst Soaring Club combined with the Narromine Gliding Club to host the NSW State Gliding Championships in the rotation between Lake Keepit, Temora and Narromine.

The NGC has great facilities and of course Beryl and Arnie Hartley to so competently handle the catering whereas the BSC has the member numbers to organize the operations. Eighteen BSC members made the trip to Narromine, each meeting their own expenses, to help run the comp. Eight of those members also flew in the comp to bring the total entrants to 42 spread evenly across all five classes.

Operations during the comp went smoothly despite difficult weather conditions. The first couple of days were very hot and humid, overcast with high cloud. The entire fleet either outlanded or aborted on day one. Then followed three days of high winds, on one of which the task had to be cancelled on the grid and on another the task was changed on the grid. The last two days promised good conditions but the high cloud moved in again on both days. We flew a total of five competition days and were able to declare Champions in each class.

This was the tenth comp I have helped run, nine as comp director and one as ops director. It was my last and the most difficult comp given the death of a good friend, Errol Spletter. We know exactly what happened but I will be forever confounded as to why such an accident happened to such a competent and experienced pilot.

May I repeat a recollection I spoke of at briefing the day following Errol's accident. I first announced I would retire from the competition scene at the 2007 Club Class Nationals at Benalla. This prompted Errol and his long time gliding partner, Stuart Lutton, to go out and buy two big green and white striped umbrellas which they decorated with "I LOVE GLIDING" decals. They then went to the local Dance Academy and retained two young ladies whom they introduced at briefing on the last day. The young ladies were to provide shade for the ageing comp director during the launch. Unfortunately the day was canned, so I was denied that pleasure. I still have the umbrellas and I treasure them and this memory.

At 80, the technology attached to competition gliding in this day and age tends to overwhelm. While I have retired from the leading role in organizing comps I still enjoy the scene and hope to remain involved albeit somewhere in the background.

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FROM A STANDARD CLASS PILOT'S PERSPECTIVE

BY GARY STEVENSON

On 1 December 2012, the Bathurst team, ably fronted by Col Turner yet again in his 'last' competition as CD, seamlessly took over the Narromine aerodrome from the Narromine Cup team to stage this year's NSW State Competition.

Each class had enough entries to score all six classes individually, however, tasking and gridding was done in three groups – Open/18m, Standard/15m and Club Class. Club Class used AAT's exclusively. The other classes had a mix of AAT and racing tasks.

PRACTICE DAY

After the usual extensive first day briefing, a two-hour AAT practice task was set for the 11 Standard Class competitors. The weather for soaring was ordinary, although it was also extremely hot and humid. Of the class competitors who took to the air, only two completed the task. I elected not to fly.

THE LONGEST DAY - OF RETREIVES

The competition proper started on the Sunday with a 300km racing task set for Standard Class, Narromine - Gular - Mullengudgery - Narromine. The first leg proved interesting. However, I got a nice climb to 7,500ft at the turnpoint, along with what appeared to be half the entire field! The 2nd leg was a push into a 14kt south westerly. I enjoyed a nice climb to 6,800ft under CU about 45km along this leg but after this the 8/8 overcast really set in.

I got as far as Warren, and as the day looked like it might turn into a total disaster, I decided to head for home. My fears were well founded, and in the end the only competitor in the fleet to complete the task was Derrick Ruddock, flying Southern Cross's DG 1000 in Club Class. I limped the 65kms home from Warren, and as reward, got to retrieve David Wilson off the Mullengudgery airstrip, getting to bed just before Midnight.

Many thanks to Beryl Hartley who did a mighty job providing meals to hungry pilots and crew until well after midnight. In Standard Class, Brian Hayhow with 244km won the day from Ross Mclean with 229 km, 935 points. I got 7th position and 662 points for 162 km. Tim Wilson did well, but damaged his undercarriage on outlanding and so was out of the competition.

SIXTH PLACE

On Day 2 a two-hour AAT was set for Narromine – Nevertire – Albert – Mungeribatr – Narromine (min/max 105/347km). Kerrie Claffey won the day from Errol Spletter who was just 53 pts behind. I got 6th position for 879 points.

On 4 December the day was very windy. Eventually the day was cancelled on the grid – a good call by the CD.

STRONG SW STREAM

For Day 3, 5 December, the task for all classes was a 2.5 hr AAT, 110/528km. The strong SW stream persisted, but the tugs were able to operate. It was visually obvious that the task setters had got it wrong in the task set prior to briefing, so they very wisely changed the task on the grid. We set off on Narromine – Mickibri – Tottenham – Mugeribar – Narromine. Despite the windy conditions, strong climbs to about 8,000ft QNH under closely spaced CU were available on the first leg – dolphin flying was the name of the game here! The day tended to blue out to the

west, and later in the day the CU generally became much sparser. I elected to go to the back edge of the first circle, which was also the southern edge of the CU, thus minimizing travel to the west. I got 3rd place and 920 points, behind the winner Matthew Atkinson of Lake Keepit, flying in his first competition, and Matt Gage 2nd with 928 points. Overall, Brian Hayhow was holding onto first place with 2,767 points. I was in 7th position with 2,461 points.

Unfortunately, this day will always be engraved in my memory as the day Errol Spletter died so tragically. As is so often the case we basically know what happened from eye witness accounts, but as yet, we don't know why it happened … and we may never know.

As a result of Errol's accident the 6th December was declared a no-contest day. Bob Hall said a few very wise words at briefing that day, about managing risk in a dangerous environment, and that certainly resonated for me. Thanks Bob.

DAY WIN

Day 4's task was a two-hour AAT (130/325 km), with the same turnpoints as the practice day, Gular and Nevertire, but this time with a 40km radius circle around each turnpoint. Winds were light northerlies. There was a great deal of cloud shadow around on this day, and it was essential to fly to the sunny areas. I had a generally good run for the first two legs, turning at Mullengudgery in the second circle. Three quick, strong, closely spaced, climbs then followed, with the last climb rising to 8,900ft near Nevertire. My glide was through generally good air, and I ended up at VNE towards the finish. In the end, I had so much energy that I was forced to do a circuit to bleed off all the excess. Tough, eh? This fast last leg gave me a win for the day with Matthew Atkinson 2nd at 821 pts, and Matt Gage 3rd at 770 pts. Overall the situation was very interesting. I was catapulted into the lead with 3,461 points. Brian Hayhow was just 27 points behind. Matthew Atkinson was 207 pts behind, and Matt Gage 220 pts behind. Game on!

GAME ON

Day 5 was the last day. The task setters gave SC a generally north–south quadrilateral racing task of 345 km with the turnpoints of Gular, Nevertire and Tullamore. Winds were lightish north westerlies. The day was predicted to go to 10,000ft with CUs, if the temperature got to 36 degrees. This turned out to be the case. Matt Gage put in a blistering performance and blitzed the entire field with a stunning 126.9kph time. In the wind up, this gave him two of the three Best Speed trophies for the competition, and third place in SC. Richard Frawley won the Best Speed trophy for Club Class. I finished fourth for the day (827 pts), and just managed to hang onto the overall lead.

Thank you to the Narromine and Bathurst teams. Everybody who was at Narromine knows that they did a splendid job under very trying circumstances. David Wilson from the Victorian Motorless Flight Group augmented the two teams as weatherman for the majority of the competition. Matt Gage ably filled in for the last two days, as David needed to be in Bacchus Marsh for the 2012 VSA Competition.

Keith Gately, President of Bathurst Soaring Club, as well as helping out on the launch, and also donated the daily bottle of wine prizes, and the winners' champagne.

Standard Class Winner Gary Stevenson.

Matthew Atkinson Lake Keepit SC won Day 3 in his Discus 2.

David Pietsch Canberra GC flew in 18m in his JS1 Revelation.

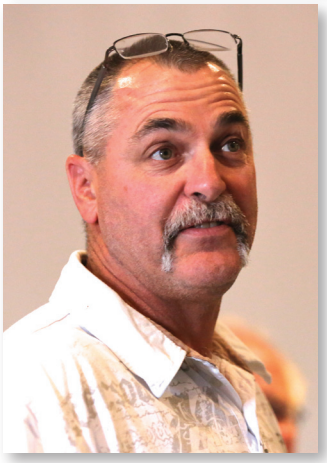
Bob Hall at briefing.

☛ continued over page

MY DAY WIN

BY MARK ROWE

CLUB CLASS DAY 2 (HANDICAPPED)
1. 1000 HNI Mark Rowe Warkworth Std. Jantar 79.2 km 88.2 kph



I had never flown outside my home field of Hunter Valley gliding club before. I decided to go to Narromine for Cup week and stay on for the state championships, hoping to improve my cross country performances.

Cup week was great and I had an absolute ball in the awesome conditions so by the time the comp started I felt at home with the conditions and my glider, a STD Jantar 3.

CLUB CLASS DAY ONE

As it was my first day at my first comp, my primary goal was to get around the task and make it home. The day was to prove to be one of the toughest for the comp with strong winds and on the first leg down wind, it became very obvious that I was going to struggle to get home, let alone complete the task.

I about-faced after getting into the first sector and headed for home, but about 2.5 hours after I turned, I landed out. It was a good paddock though and I was soon joined by a Duo Discus. After a short wait for an aero tow retrieve we were on our way home. On the return trip to Narromine I had time to think about the events of the day and my performance. Although I hadn't made it home I was still happy as I had managed to get to within 25km of Narromine on a day that I would not normally have flown and completed a successful out landing,

DAY WIN

The weather looked good but blue. I am no fan of blue days. My goals for the day were to get around the task and try for an average speed of 90kph - a speed that I had never been close too - if things were going well. Brian Hayhow, a super coach, was helping me with all things comp. So I had a plan and felt good - I just had to go and do it.

I had no problems on launch, getting off tow in good lift with a good climb straight to 7,000ft. I took my time before starting the task, getting a feel for the air, and 15 minutes after the start gate opened I thought I was in a good position to go through. Go! I was on my way. I followed the road to the first turn point Nevertire, hoping the road and tree line would trigger the thermals.

I had decided to stick to a working height band from 7,000 down to 5,000ft. I was weaving gently to try and extend my glides, but couldn't see anybody else in the air so figured I was on my own and down to 5,500ft. Feeling a little cautious, I started to look for a climb.

I kept the nose down and kept to my cruise speed of 75kts and as I reached 5,000ft bam! Wait, wait and crank it in with a huge grin on my face and 6's and 7's on the averager until I reached 7,000ft. It stopped like an elevator - go! 75kts and back to a gentle weaving, 5000ft bam! again a big grin, back to 7000ft again, go!

I was having an absolute ball and couldn't believe how good the climbs were. The leg continued like this all the way to Nevertire. The next turnpoint was Albert - two more good climbs and I was feeling really confident. A little way off I could see the dust from a car on a dirt road. As it got closer it turned a sharp corner and I could see an enormous plume of dust, so I pushed the nose down to get to that climb in a hurry. 5000ft, 4000ft and I could still see the dust rising,

I was grinning in anticipation of the climb I was about to get but when I reached 3,500ft and there was no climb there. I slowed down, looked at where I was and what I needed to do - Priorities, Next. The wind was from the SW and there was a small gully bordered by trees with acres of hot ploughed paddocks - I hoped. I cruised parallel to a gully on the downwind side. The vario started chirping and I had 3 to 4kts, I was getting pretty low so I stuck with it, thinking that I would push on for a better climb at about 4,500ft or so. The thermal got better as I got higher so I checked the time and distance remaining and started thinking of final glide and the finish.

I had a tail wind for the last leg home so I stayed with the climb and took it all the way to 7,500ft. The gadget said I was only 500ft above glide to Mungeribar, and I still had to get to the finish gate and land.

I set off for the last sector and the finish, pulling the speed back to 65-70kts and started weaving to try and pick up some extra height for the last turn and the short leg into wind that would see me finish the task. I hit the time soak and had picked up plenty of altitude, I checked the task time remaining and it looked really good so I committed to the finish and landing.

After I had landed and stopped I got out and could hardly control myself. I was absolutely ecstatic. I had finished my first comp task and had had the best day that I can remember. I was on the ground but my head was in the clouds. I had clicked with the day and it was a wonderful feeling to have got around the task. Goal 1 achieved.

Later that evening, again with Brian's help, I was analysing the flight and average speed on task. It was 90kph. I couldn't believe it - goal 2 achieved. I couldn't help thinking what an unbelievable day I had had, I also started thinking that I might actually manage a reasonable finish. I uploaded the flight trace to the contest scorer and waited for the official handicapped result and there it was. That cannot be right - first place! I'd gone out to have some fun and push myself along a bit, and I'd won the day. How much fun and how good can this sport be?

NSW STATE GLIDING CHAMPIONSHIPS 2012

RESULTS

OPEN/18M

1. 4542	TK	TOM CLAFFEY	SOAR NRM	ASG 29
2. 3920	37	SHINZO TAKIZAWA	SOAR NRM	NIMBUS 4DM
3. 3843	FF	ADAM GILL	BATHURST SC	NIMBUS 3/25.5M
4. 3698	DS	DAVID SHORTER	LAKE KEEPIT SC	JS 1 REVELATION
5. 3652	FTT	GOE TERAMOTO	SOAR NRM	ARCUS M

OPEN

1. 4215	37	SHINZO TAKIZAWA	SOAR NRM	NIMBUS 4DM
2. 4165	FF	ADAM GILL	BATHURST SC	NIMBUS 3/25.5M
3. 3806	FTT	GOE TERAMOTO	SOAR NRM	ARCUS M
4.3694	GO	PAUL MANDER	HUNTER VALLEY GC	ASH 25
5.3466	0Z	STEVE HEDLEY	LAKE KEEPIT	NIMBUS 3/24.5M

18 METER

1. 4616	TK	TOM CLAFFEY	SOAR NRM	ASG 29
2. 3774	ZDS	DAVID SHORTER	LAKE KEEPIT	JS 1 REVELATION
3. 3463	VJS	DAVID PIETSCH	CANBERRA GC	JS 1 REVELATION
4. 3455	YL	JAY ANDERSON	LAKE KEEPIT	JS 1 REVELATION
5. 3231	DW	DAVID WILSON	VMFG	ASG 29

15 METER

1. 4683	OR	CRAIG COLLINGS	MT BEAUTY	ASW20B
2. 4484	IIC	LISA TROTTER	KINGAROY	ASW 20
3. 4423	TB	ANDY SMITH	MT BEAUTY	VENTUS B
4.3372	UP	IAN MCCALLUM	BATHURST SC	VENTUS C
5.3164	MT	JACQUES GRAELLS	LAKE KEEPIT	LS 6

STANDARD

1. 4288	XZ	GARY STEVENSON	GRAMPIANS SC	DISCUS 2
2. 4265	JE	BRIAN HAYHOW	TEMORA GC	DISCUS
3. 4241	Q7	MATT GAGE	BATHURST SC	LS8
4. 4214	SO	MATTHEW ATKINSON	LAKE KEEPIT SC	DISCUS 2
5. 3878	WB	ROSS MCLEAN	KINGAROY	LS 8

CLUB

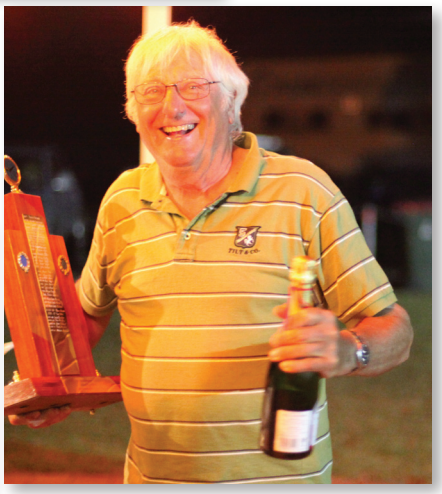
1. 4495	FQN	RICHARD FRAWLEY	HUNTER VALLEY GC	MOSQUITO
2. 4079	DGI	DEREK RUDDOCK	SOUTHERN CROSS	DG 1000/20M
3. 3812	CE	MARK BARNFIELD	SOUTHERN CROSS	SZD 55
4. 3526	AH	BERNIE BAER	SOUTHERN CROSS	LS 1 F
5. 2482	UIV	KEVIN LEO	STHN TABLELANDS	MINI NIMBUS

For the full day by day results and task information see
www.soaringspot.com/nswstate2012/results/

TOP LEFT: Tom Claffey Winner 18 M

TOP RIGHT: Shinzo Takizawa WInner Open

LEFT: Craig Collings Winner 15 Meter



TROPHIES

OPEN CLASS CHAMPION
DENZIL MACARTHUR TROPHY SHINZO TAKISAWA

18M CLASS CHAMPION
JIM STANLEY MEMORIAL TROPHY TOM CLAFFEY

15M CLASS CHAMPION
WERNER DENNIS TROPHY CRAIG COLLINGS

STD CLASS CHAMPION
JNARROMINE SOARING CLUB TROPHY GARY STEVENSON

CLUB CLASS CHAMPION
DEUTSH LUFTHANSA TROPHY RICHARD FRAWLEY

HIGHEST SPEED
BP TROPHY MATT GAGE – LS8 126.9 KPH

STANDARD CLASS SPEED
GLIDING ACCESSORIES TROPHY
MATT GAGE – LS8 126.9 KPH

CLUB CLASS SPEED
HERBERT SCHADE TROPHY
RICHARD FRAWLEY MOSQUITO 104.3KPH

ABOVE: Richard Frawley, Winner Club Class

ABOVE RIGHT: Gary Stevenson, Winner Standard

RIGHT: Matt Gage, Winner Highest speed and Standard class speed

GA

GLIDING AUSTRALIA


GLIDING
AUSTRALIA

FEBRUARY 2013

PHOTOGRAPH: GLIDERS COMING HOME AT SUNSET AFTER A 500K TRIANGLE. , BEVERLEY'S SOUTHERN CROSS EXPIDITION

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
28 January	**29**	**30**	**31**	**1**	**2** **Horsham Week** **2 – 9 February 2013.** **www.horshamweek.org.au**	**3**
4	**5**	**6**	**7**	**8**	**9**	**10**
11	**12**	**13**	**14**	**15**	**16**	**17**
10	**19**	**20**	**21**	**22**	**23** **VSA MOUNTAIN COACHING WEEK@ MT BEAUTY** **23 February – 2 March 2013** **Mount Beauty** www.gliding.asn.au ian.grant.gliding@gmail.com	**24** **Lake Keepit Regatta** **24 February - 2 March 2013** **Lake Keepit** Chris.Bowman@pcce.net
25	**26**	**27**	**28**	**1 March**	**2**	**3**

MARCH 2013

PHOTOGRAPH: PETER NEWCOMB, RICHARD FRAWLEY IN HIS MOSQUITO, NARROMINE

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
25 February	**26**	**27**	**28**	**1**	**2**	**3**
4 **Alpine Coaching - Mt Beauty** **4 – 11 Mar 2013** ian.grant.gliding@gmail.com www.gliding.asn.au	**5**	**6**	**7**	**8**	**9**	**10**
11	**12**	**13**	**14**	**15**	**16**	**17**
18 0 FEBEBRUARY	**19**	**20**	**21**	**22**		**24** Bunyan Wave Camp **22-29 September, Bunyan** **Contact** Stuart Ferguson Phone - 0419 797508 www.canberragliding.org
25	**26**	**27**	**28**	**29** QLD Easter Gliding Competition 2013 - Goondiwindi 29th Mar – 6th April 2013 eastercomps@warwickgliding.org.au Les Milne 0407986142	**30**	**31**

PROFESSIONAL APPROACH

INTERVIEW AND PHOTOGRAPHS BY: SEAN YOUNG

G Dale was in Australia in November for coaching courses at Lake Keepit, Benalla and Narromine. I caught up with G in Narromine and asked him about his life as a full time glider pilot.

" The only thing that makes you safe, is constantly thinking about being safe ..."

G started gliding at the age of 20. He soon progressed in the sport and became an instructor. When he was 31 he became a professional instructor at Lasham Gliding Club where he is currently the Deputy CFI when he is in England.

He also took the role of CFI at Booker Gliding Club for five years and served as the National Coach for the British Gliding Association for two years. He has been a mountain soaring coach at Glide Omarama since 2000.

G has competed in Club Class in the World Championships at Rieti in 2008 and Prievidza in 2010.

"On the basis of some reasonable results in the world comps I'm currently 38th in the world IGC rankings," G said. "I had two day wins in each of the world comps, but my performance was too inconsistent. I came 10th in Rieti and 6th in Prievidza but fundamentally I was inconsistent, and that has spurred me on to find a way to be more solid and professional in my approach.

"I now know some of the world's top pilots. I've flown alongside Sebastian Kawa, for example, and I've seen him operate. He is just 100 per cent professional in his approach. He has all the bases covered, but it's not just talent, it's work. So I try to have a professional approach to competition flying. When I go to a competition, I'm not there to have fun. Of course I enjoy it but I think to myself, now I have a big working assignment. The fact that I'm not getting paid, but that it is costing me money, is irrelevant.

"To me the lines between work and fun are blurred. When I'm coaching I'm working but it is tremendous fun. I've managed to reconcile the worry that I might be wrecking my hobby by doing it for a living. It is just what I do. I want to fly, think about flying, teach it all the time. So whether I'm getting paid for it or flying for myself doesn't matter. I give it the same attention, the same effort."

Do you fly many competitions?

"I always try and fly the British Nationals, because you need to compete there in order to qualify for the British team. Normally, if you qualify for the Worlds you can't fly the Nationals that year, which makes it very hard to qualify for the European championships. I could have qualified for the Europeans in 2012, but during the UK Nationals I got knocked out of the air on day two. So I came second last, which was an inconvenience to say the least. I normally go to Slovakia in the spring. There are good weather patterns there at that time of year and in April, they run the Pribina Cup, the Flight Challenge Cup and Fatraglide.

"In Europe, April is very quiet otherwise. So I go to Slovakia for about a month and fly a couple of comps there if I can, purely as practice. There is also a good club class field there. The club class field isn't that big in England because more people can afford modern gliders. In Eastern Europe there is less money around so you get a good 50 gliders in Club Class flying Jantars, Cirrus, Libelles and those sort of gliders.

"I take the attitude that it's work, and I am practicing. I run the process and try not to get het up about winning, it's not important. What is important is that I'm practicing. I've done well in Slovakia, and I've done badly there as well.

"I did badly this year because I stuffed up. I was winning the Flight Challenge Cup but I made a bad decision on the third last day and it cost me a place on the podium. It almost cost me a glider as well as I nearly pranged it. It was just bad decision making and over-confidence. I had two incidents this year. I got away with the first one but didn't the second one. So it's been a challenging year for me."

Considering those two incidents, as a coach, what lessons would you give to glider pilots regarding safety?

"At briefing today for Narromine Cup, Chris Stephens gave the example of the Australian submarine chief who wrote a

G DALE COMPETITION RESULTS

- British Nationals 2007 - 1st Club Class
- World Championships Rieti 2008 - 10th Club Class with two day wins.
- British Nationals 2009 - 2nd Club Class
- Prievidza Flight Challenge Cup 2010 - 1st
- Pribina Cup, Nitra 2010 - 1st
- World Championships, Prievidza 2010 - 6th Club Class with two day wins.
- Prievidza Flight Challenge Cup 2011 - 1st
- Pribina Cup, Nitra 2011 - 4th
- 38 in IGC Ranking List

review of the service's safety record that basically said, you are operating at too high a level of risk to get away with it for long.

"What we do in international competitions - the way we operate, flying in the mountains in competitions and gaggle flying - mean we are operating at a high level of risk. We also have a high level of skill, competency and currency. I am competent, one of the people who know what they are doing. If you're going to trust anybody in an international competition, if you're to trust anybody with your glider or with mountain flying, I am the sort of person you can trust. But, that doesn't mean I'm safe.

"Safety doesn't come from being current and competent. Safety comes from a decision when you are flying to avoid taking risks. If you decide that you are going to take the risk - it's a start gaggle, it's full of gliders, but I need to be in the start gaggle and I am going to go there - then it doesn't matter how good you are. It doesn't matter that you are current or that you understand the risk. You are still taking a risk.

"The mid-air collision that I had was in a big gaggle out on track. I didn't contribute to it that much. I was running a bit slow and flat and a glider ran into me from behind. So maybe you could say I should have been flying a bit faster, but I couldn't see the guy. I knew he was there, and I decided to accept the risk. I'm not pointing the finger, he made a mistake. He lost sight of me and flew into me. Anybody could do that. You could do it, I could do it. It is just a numerical risk. If you put yourself in the line of fire you might get hit.

"The only thing that makes you safe, is constantly thinking about being safe and the level of risk you're working at.

"So, for a lot of the flying I do, when I'm coaching in the mountains for example, there are some things that I would do occasionally, like a difficult pass crossing, or circling close to the hill in rough air, or flying above cloud in wave. Those sort of things I might do occasionally looking at the risk versus reward. If you assess the risk and the reward is big - like winning a competition - it could be worth the risk ... but you certainly don't do that stuff all the time.

"You have to operate in a way that avoids risks. So, normally when I'm coaching, I fly small tasks, flying over terrain that is as safe as possible, tending to stay high, avoiding busy gaggles. I am trying to stay away from the risks on a day to day operational basis. People look at me and think, he knows what he is doing, he doesn't stuff up. Well that is a deliberate choice to operate in that style.

"The lesson is to choose the level of risk you are prepared to operate at, but be aware that being good does not mean there is no risk. Just because you know how to fly along a ridge, it doesn't mean that you'll make the right decision every time you do it.

"As far as gaggle flying is concerned, this is a personal axe to grind of mine. Now that BRS systems, total recovery parachutes, are available why don't we just fit them? They have saved around 200 lives. They can go wrong and yes, they have famously done so. They are not 100 per cent foolproof, but having just been forced to bail out of a glider, it is a no brainer to me.

"I'm hoping that when the 13.5m class arrives, because there will be a new set of manufacturers, such as the company that make the SparrowHawk and the ultralight type manufacturers, that because of their different backgrounds, they will fit BRS to their gliders. That would make the class personally attractive to me."

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HOW TO IMPROVE YOUR PERFORMANCE?

" ... you won't get a better result by doing more of the same thing ..."

"I have learned a fundamental lesson over the last ten years that is important for aspiring pilots. When I looked at my gliding ability, I thought it was an innate ability. I thought that whatever competency I have came from doing a lot of flying and having half a brain. But then a friend said to me, 'What are you doing to improve your performance at the next Worlds?' I said I was going to go the gym to keep fit and fly a lot. He said, 'But you did that last time. What are you going to do that's different?'

"This made me realise that I was being lazy, staying in my comfort zone. I would fly, keep fit, look after the glider, doing all the obvious things and hoping that I would get a better result. Well you won't get a better result by doing more of the same thing. You won't be able to fly better at the comp than you normally do. You won't improve by simply trying harder. So what to do?

"I realised that I needed to wind out some intellectual ability, and some discipline, to find a way of improving my flying. You've got to believe that it's possible to improve, but how?

"Instead of just flying, I came up with practice routines, ways of thinking, to streamline my processes and tried to find new systems, better ways of doing things. Various people made suggestions such as Andy Davis who said, 'Why don't you cover the vario on your glider to make you look out.' That is an idea that works very well. There is no need to have a visible vario needle if you have an audio vario and averager. I have come up with various matrices to improve my performance.

"However, the basic lesson is, you can be as good as you want to be. I've got to a reasonable standard. I'm not at the top, but I'm knocking on the door of a podium place if I can maintain my rate of improvement - sixth place is just one mistake away from the podium.

"The way to get there is dedication. I work at my flying all the time. I have found a way to do it. I haven't made real sacrifices. In fact, it's a luxury to be able to do what I want to do. I remember during the London Olympics an interviewer remarked to an athlete about all the sacrifices he had made to get to the games, and the athlete, said, 'It's not a sacrifice to do my sport. It's a joy, it's what I want to do.'

"So, you can be as good as the amount of effort you are prepared to put in. The question is how important is it to you? Money is not such an issue nowadays because there is Club Class. You don't need to have a Nimbus 4DM. The last glider to win the Worlds in Club Class was a Libelle. I have over 8,000 hours and I just bought a Libelle, because it can win at world level."

What is your schedule going forward?

"My plans for 2013 start with working in Omarama until mid February. Then I am going to the UK where I will pick up my new glider. It's an insurance paid-for Libelle that is being built up to IGC racer specs, with all the mods and a refinish, new wiring etc.

"At the end of February I will go to South Africa where I'll be coaching for three weeks at the Helli Lasch Challenge. It is a hell of an honour to be asked to coach there. It is a very prestigious event. Then I will go to Slovakia and fly two comps there in April. After that I'm giving a mountains soaring course in the Spanish Pyrenees. Then back to Lasham and the UK Nationals. I hope to be back in Australia next September.

GA

HELLI LASCH CHALLENGE
www.jonkersailplanes.com/index.php?pageid=105

PRIBINA CUP
www.pribinacup.sk/2012/

FLIGHT CHALLENGE CUP
www.fccgliding.sk

FLYING A TASK WITH G DALE

I attended two days of the VSA Coaching Seminar, held at Benalla 12 to 16 November 2012. I was very fortunate to be allocated to fly with G in the GCV's Duo Discus.

BY: COLIN C CAMPBELL.

We set a task of Benalla, Corowa, Katamatite, Benalla, with a distance of 189kms. Two other Duos, from VMFG and Geelong flown by David Wilson and Rolf Buetler with respective co-pilots, flew the task with us. This gave us the opportunity to apply some of the tactics covered in the morning discussion. Particular emphasis was placed on decision making and the need to prioritise decisions depending upon the stage of the flight. Pilots were assumed to have the skill to circle tightly, and the stamina to continue for an extended period.

We launched to just over 2,000ft. Our priority at this time was to explore the thermal conditions and form some opinion upon minimum thermal strength, for both taking and leaving lift, together with a desirable height band. We also flew to the northern extreme of the start line, carefully looking at any indications of lift, small CU, on track. G was tempted by a line of CU on the Warby Ranges, but decided the diversion was too great, particularly if they failed to yield lift.

A false start was planned to lure other gliders out on track to provide some thermal markers. It had limited success. One Duo dutifully set off but we did not see that glider on task, and when we returned to make a genuine start, we were shadowed by the other Duo and the Nimbus 3. We approached the start line at best L/D to conserve height. This was a lesson learned. My previous competition starts have followed acceleration to cruising speed when the decision was made to fly through the start line, even though there may have been 5km to run to the line. Once on task we adopted a block speed of 75kts.

It is interesting to look at the average climbs and height gains at various task distances:

DISTANCE (KM)	AV. CLIMB (KTS)	HEIGHT GAIN (FT)
21.3	3.8	1962
25.9	4.8	965
50	2.7	407

It was at about this distance the VMFG Duo passed us. With the weight of the turbo engine it had a higher wing loading which gave an advantage in glide. They were also slightly north of track and hooked into a good climb just before passing us.

53	4.1	1079
66.6	3.5	863

G flew with numerous pilots at Lake Keepit, Benalla and Narromine. Here we see Mark Barnfield of Southern Cross GC preparing to launch the Narromine GC Duo with a thunder shower passing to the south.

At this time we were approaching the turn point. The other Duo was ahead and above us and appeared to go around the TP. Under G's direction we just brushed the circle and may have gained 1/2 kilometre by that tactic.

Gliding across the Murray River did not yield any lift. To our disappointment, the L/D on this 21km phase was only 26. While we were gliding to a low point of 2,687ft, we were headed under two circling gliders. The thermal gods were smiling. G pinned the entry, straight into strong lift, 5.7kts average for 3,166ft gain. Our rate of climb was better than the two higher gliders.

87	5.7	3166
107	4.5	1864

Here we were back in touch, but the other Duo again drew away with better glide at speed.

Into the turn at Katamatite, we again brushed the circle while our opponents appeared to have approached from at least 1km to the north of track. Another small gain, but still behind.

138	1.4	138

That try did not help, two turns too many at km 143.

The other gliders must have made the same mistake. There appeared to be no relative height gain as we approached them circling. After some confusion on the co-pilot's part, we transited this area without circling to find the next climb for final glide. While it was the strongest of the day, it did not have the same exhilarating feeling that climbing away from the low point gave!

147	6.1	2411

The final glide commenced at 6,004ft and 90kts. As we approached Benalla, the speed was progressively increased to 110 kts arriving at 1027 or just under 500 ft AGL.

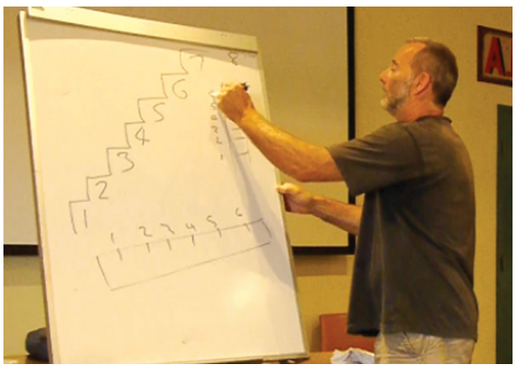
The other Duo arrived shortly after, illustrating another of G's hypotheses that the first glider to leave the last thermal on final glide is not likely to be overtaken. Our speed around the task was 107.94 kph.

A very satisfying flight with lots to reflect upon. GA

PHOTOGRAPHS AND EDITED EXTRACTS OF G'S TALKS BY SEAN YOUNG

G DALE LECTURE SERIES

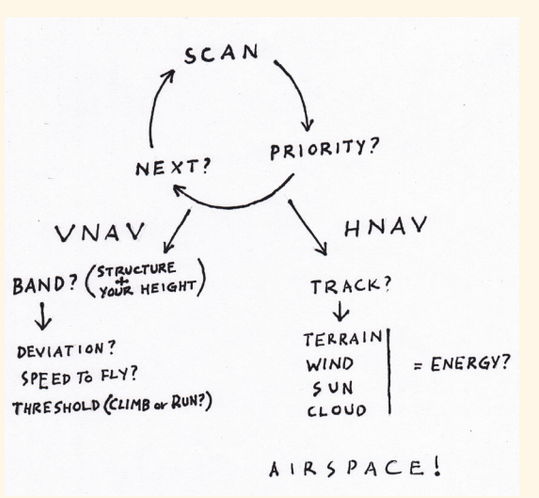
As part of G's coaching weeks in November he gave a series of talks on gliding theory and practice, including the morning seminars during Narromine Cup week. His talks were well attended by pilots from all levels of experience all the way up to world championship team level. Here are some extracts from the extensive range of material that he covered over five days.



G started by saying, “A few years ago I was lucky enough to qualify for the British team for the world championships. I discovered what I describe as a circus of people who travel around attending the major gliding events. They have a common understanding of how gliding is done.

"For people coming up through the system, real expertise can look like black magic, but it’s not. It is hard work. You can improve your flying technique if you apply yourself, and I am on a mission to de-mystify it.

“My friend Chriss Rollings described gliding as ‘a sport of chance and skill’. You can try what you think is right and find that it doesn’t work, or take a loose decision and it will work very well. There is a fumble factor, a roll of the dice that can make it hard to distinguish between doing the right and the wrong thing. My aim is to present the elements of a good soaring technique, the important bits.”



G's in en route check list.

G introduced a wide range of concepts, some of which are outlined below.

NO COMFORT

When you are trying to improve, you have to change the way you are flying, you have to leave your comfort zone and that is a hard thing to do.

EIGHTY/TWENTY RULE

The 80/20 rule is that you will get 80 per cent of your results from just 20 per cent of your effort. What you are trying to do is improve the difficult 20 per cent.

You will be slowed down by the weakest link in your soaring and must identify an aspect of your flying that you are weak on and work on that. But it is important not to become obsessed with that one thing. Work on it, find another weakness and move on to work on that.

DECISION MAKING

Maintaining a good decision making process is vital, but when you become overstressed your brain is unable to cope.

How do you get overstressed? What kind of mistakes do you make when overstressed?

1. Single Channel - your mind fixes upon one thing to the detriment of other important tasks.

2. Blank Screen Effect - You ask yourself a question but get no answer in return. Where is the lift? ...

3. Inappropriate Focus - Your mind fixes upon one thing that may well be irrelevant to your current situation. For example, worrying about the operation of your computer, when you are actually very low and looking for a thermal. Your focus is usually inside the cockpit.

When your mind becomes over stressed you lose the ability to feel the air, make decisions, perceive what is around you.

Ignoring the obvious safety concerns, how does this affect your performance? You may not notice the course of action that might have saved you. For example, you may leave a weak climb and land out. But why did you leave the climb at all?

It is difficult to maintain good decision making processes under pressure. When the pressure gets too much your decision making process simply shuts down, known as workload shutdown.

How can you lift your awareness from a low point?

One way is to have a simple mantra or catch phrase that you use to take your mind away from the current fix - for example, Lift off - Look out (for clues) - Stay light.

However, it is far better not to get to the point of overstress in the first place.

How to avoid overstress?

Have a conscious decision making process. You can avoid a workload shutdown by maintaining a decision making process. We learn check lists for pre-launch, release and landing, but not mid-flight checks.

The illustration to the lower left is what G uses as his constant in-flight check list.

SCAN

While scanning for traffic, which you should be doing constantly, you are also gathering much valuable information about the weather and conditions all around you.

PRIORITY

What is your immediate priority at each part of the flight? What is your immediate priority right now? For example, you are low and have just found weak lift. Your priority is to centre the thermal. Your priority is not determining the best direction to turn when you reach the next turnpoint.

NEXT

What is the next priority after climbing in the thermal? It could well be figuring out the direction of the next turn.

"It is a simple workload management tool, but it is effective," said G.

SPORTS PSYCHOLOGY

Usually we focus on our overriding ambition or goal - I must win today. So when something does not go to plan, we incorrectly focus on the overall result - damn, now I can’t win today!

"Sports psychologists say that instead, your goal should be to do with process. So in the morning you focus on careful preparation of your glider. On take off you focus on the tow and possible emergency procedures - lower the nose, maintain best glide speed etc. After release your goal is to centre the first

thermal, then to position yourself for the start and on it goes.

"If you do not have a process, when things get tough you have nothing to focus on so you panic."

RATE OF CLIMB

What is the most important thing in cross country flying? Rate of climb. The idea that gliding is a game of chance and skill, is also important when you are trying to centre a thermal and get a good rate of climb. It is of course important when you are choosing thermals, because the question in soraing is, how long will I go on for before I stop and climb? Your overall rate of climb for the flight is important, but it is also important when you are actually climbing.

The game of chance is important when you are climbing. What is the meaning of rate of climb? Climbing at 1kt is 100ft per minute. If we are in a 5kt thermal and know there are 6kt thermals around, we tend to think in numbers, 6 is bigger than 5.

In terms of risk versus reward this is a fundamentally incorrect way of looking at it.

If you leave 2kt to get 4kt you can double the rate of climb. However if you leave 8kt in search of 10kt gives only a 25 per cent higher rate of climb. We tend to think that the biggest number is most important but, climbing at 2-4kt and 8-10kt are two very different propositions. The height band that you are working at, and the availability of strong thermals is part of the risk-reward analysis. You should ask, what is the reward worth versus the risk of leaving the climb you are in?

For example, if cloud base is 9,000ft and you are at 6,000ft climbing at 1kt, it will take you 30 minutes to climb to cloudbase. If you are climbing at 10kt it will take you 3 minutes. So leaving 1kt in search of 10 obviously has the possibility of a big reward. However if you are climbing at 8kt and you leave in search of 10, assuming you find it the reward will only be 45 seconds less time in the climb. If you do not find 10kt and instead are forced to leave the thermal area and press on, the loss of time could be far greater.

"Australian pilots I fly with tend to want to search out the best lift when the rewards are very low. Yesterday while flying my student remarked after we finally found a better climb, 'It probably wasn't worth it ...' This is the calculation you need to make, what is it worth to you in time saved?

If you are going to climb 3,000ft at 2kt, it will take you 15 minutes. If you move out of the lift in hope of getting better and you fly a circle before moving back to your original climb, it will only cost you 20 seconds so the climb will be 15 minutes and 20 seconds. Not a big loss and worth the risk. If however, you are climbing at 10kt the same climb will only take 3 minutes, so an extra circle will make it 3 minutes 20 seconds, a much larger percentage hit to your rate of climb.

As the rate of climb increases, your joining, centring and leaving times become much more critical. In high rates of climb you should have a different thermalling style to low rates of climb.

In summary, in strong conditions it is good to have higher climb rates but not essential. In weak conditions it is critical.

CENTRING THERMALS

"How do you measure the distance across a thermal? How long does it take to cross a thermal? If you are entering an area where you expect to find a thermal and you have slowed down to 60kts, you will be travelling at 100ft per second. If it takes 10 seconds to fly from the beginning of the lift through to the sink in the other side, the thermal is 1,000ft across. That is a big thermal and at a 20° angle of bank your turning circle would be 1,000ft.

Thermals are usually much smaller than that. If you increase the angle of bank to 30° your turning circle would be 600ft, at 45° your circle would be 500ft and at 55° it would be 450ft.

This is a non-linear curve and the difficulty of flying the glider at increased angles of bank has to be taken into account. At 60° angle of bank you would be pulling 2g, which is difficult to maintain for long. However, G said, "Centring a thermal is a game of chance and skill. You have to have the skill to fly the glider in a tight turn under control, or you won't be able to thermal well."

VARIO

The glider starts accelerating upwards as it goes into rising air, but the peak vario reading (sound) will come when the glider is accelerating fastest (after a time lag) which is at a different time to when you are entering the thermal. To have a method of centring, you must understand the difference between reacting to acceleration and what the vario is indicating.

THE DEFAULT METHOD

In scenarios where, for a variety of reasons, you do not know where the centre of the thermal is, turn more tightly as the vario goes up. As it goes down decrease the turn slightly.

Turn harder in lift - turn wider in sink

This is not the best method of centring a thermal but it is a good gambling tactic. It does not tell you where the centre of the thermal is, but if you are in good lift and you want to stay there, the best way is to turn tightly. If you are not in good lift, you don't necessarily want to leave as you know there is a thermal core nearby, so by decreasing the angle of bank a bit you are increasing your area of search. If you are in a properly formed thermal, you will not lose it using this method. "We teach this as the default method in the British Gliding Assiciation," G said. ***GA***

G is currently working on a series of books. Volume one, available in late 2013, will cover how the sky works, ridge and thermal lift in flatland and mountainous terrain. Volume two will cover wave and convergence systems and volume three will be on improving your personal performance.
For enquiries and pre-orders you can contact G at gdale247@hotmail.com

THE WIND IN THE TREES

FIRST PUBLISHED IN KEEP SOARING, LKSC,

It was a windy day, perhaps 25 knots. There were whitecaps on the water and the windsocks were horizontal. The favoured runway was 20, almost directly into the wind.

I turned final at 70kts. Ahead of me were the trees that border runway 20. I watched the strip against the far edge of the trees... plenty of height. I cracked the airbrakes a fraction. Glancing occasionally at the ASI and checking my aiming point against the trees, I found that I was easing the brakes back in, to the point where I quickly closed them and had one of those brief anus-clenching moments... maybe I was a little low.

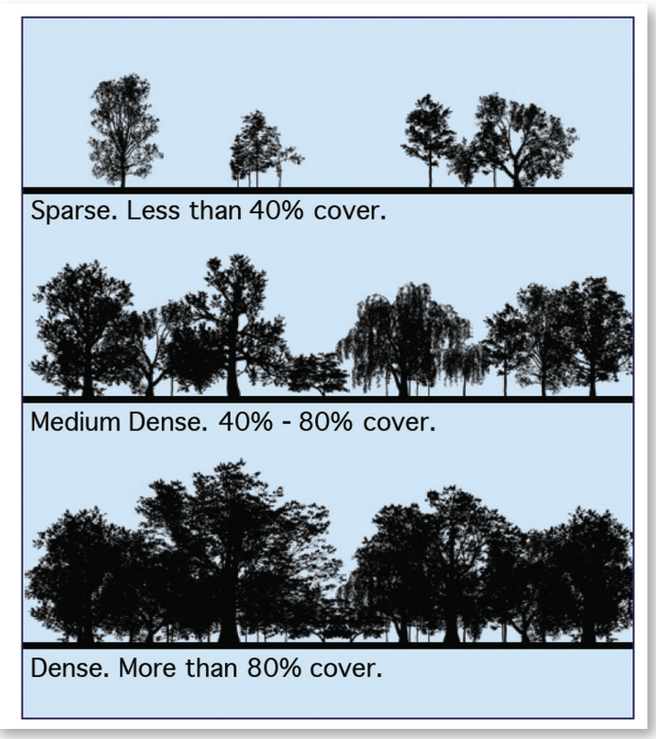
It only lasted a second or so but it was enough. With a headwind that strong, the safe option would have been to come in higher over the trees and land long. With trees in the way, the consequences of landing short were very bad. When landing long in that wind, the round-out and landing run would be short and there was heaps of strip to spare.

You can easily get into a habit of landing short because in theory, it's good practice for outlanding in small paddocks. In reality, though, best practice is to pick the safest place to land and make sure that you touch down and stop where you planned.

I believe that on this occasion, I had taken into account the effect of the headwind on the glider and was flying the approach at a sensible speed, but I had ignored the effect of the wind in the trees.

Trees can create a lot of turbulence or rotor. We're perhaps not so aware of the effect that a line of trees can have when they are directly in our flight path, especially on low final.

When looking at the way trees affect the wind, there are three main variables. The height of the trees, the wind speed and the density of the tree barrier.



The relationship between these factors is interconnected so that the higher the tree barrier, the further upwind and downwind their effect will be felt, so most calculations are related directly to tree height.

FLYING OVER TREES

At low wind speeds, less than 8 knots, the air flow over obstructions is fairly laminar and there is little energy in any rotor that a tree line may produce.

If you are flying over a tree line on low final in winds less than 8kts, a sparse tree barrier will provide little change in wind speed, little change to the airflow over the barrier and therefore little turbulence.

As the wind speed increases, the energy increases exponentially. Anyone who has launched from a cliff site in a hang glider will confirm that taking off between trees or bushes at 10-12kts is fairly trivial but at wind speeds of over 20kts, it is anything but trivial.

If you have successfully flown over a line of trees in 10kts, do not expect the air conditions to be the same at 20kts and more. Be exponentially more cautious.

We're all aware of the effect of wind gradient over a runway and the way that the wind speed becomes slower as it gets closer to the ground. We maintain a safe speed of about 1.5 times our stall speed because of this. However, what happens to the wind gradient over a rough surface like a field with crops or the tops of trees, is considerably more extreme.

Over a normally smooth grass strip, the wind speed increases by a factor of 1.4 between 3 and 30ft. So if you have 10 knots at 3ft, you can expect 14kts at 30ft.

Over a long grass or cropped field where the surface is rougher, the wind speed increases by almost two times. This means your 10kts wind has increased to 20kts at 30ft. A line of trees is also significantly rougher than a field!

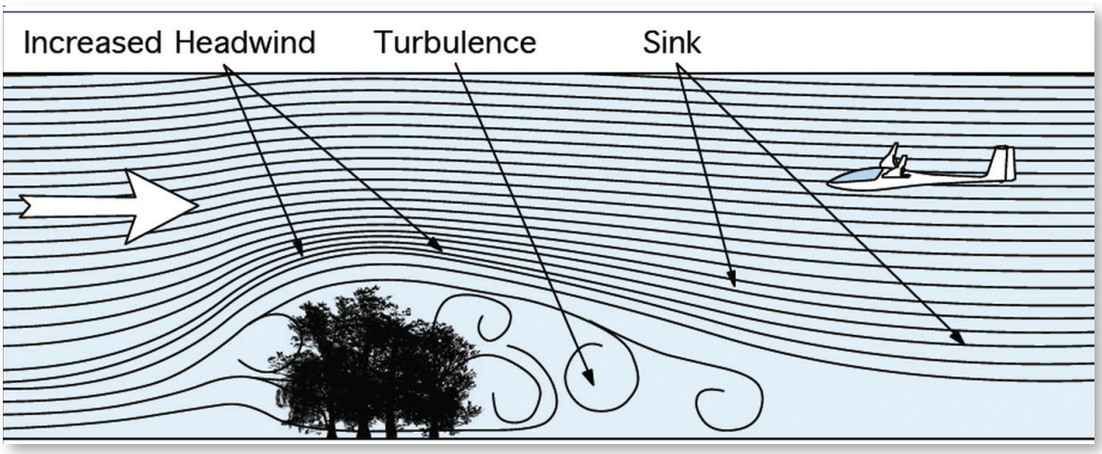
To allow for the increased wind gradient over trees, especially in strong winds, it would seem prudent to either make sure that you overfly with significant height to avoid the worst of the gradient, or that you add more than half the wind speed to your safe speed near the ground.

If you have energy in reserve, speed or height, you could choose to fly low and dive through the turbulence and wind gradient, but depending on the strength of the wind, this can be a risky strategy compared with staying high.

It makes sense to treat a moderate to dense tree line as if it was a hill when overflying it in moderate to strong winds and fly at least twice the tree height above to avoid the effect of the trees. In a strong wind, allow more vertical separation than this.

The density of the tree barrier is the third significant factor in assessing the effect of trees and can be divided into three broad types.

- An sparse or open barrier where there is less than 40 per cent tree cover.



- A medium dense barrier where there is between 40 and 80 per cent cover.
- A very dense barrier where there is between 80 and 100 per cent cover.

It's the medium and dense barriers which present difficulties for sailplanes in terms of over-flying a tree barrier on final or landing on a field bounded by dense trees.

LANDING IN FIELDS NEAR TREES

The graphs to the right show in the way wind speed varies with distance from a barrier. The barrier is shown in plan view and the graph shows wind speed on the Y axis against distance on the X axis.

The horizontal or X scale of these graphs is reduced and is about 1/10th the scale of the vertical axis.

A tree barrier will affect the wind speed both upwind and downwind. The biggest effect is downwind of the tree line and it's not until about 30 times tree height that the effect ceases to be significant.

Putting this into numbers, an average 15 metre high tree barrier will be felt 450 metres downwind… almost half a kilometre.

Closer to the tree line there will be increasing sink, wind gradient and turbulence. Overhead the tree line, there will be a compression zone with increased wind speed relative to the height and density of the tree barrier.

The dense tree barrier behaves as if it was solid and at ground level, the wind speed close to the tree line will be close to zero. Further away from the barrier at around five times the tree height, gusts are caused by rotors from above.

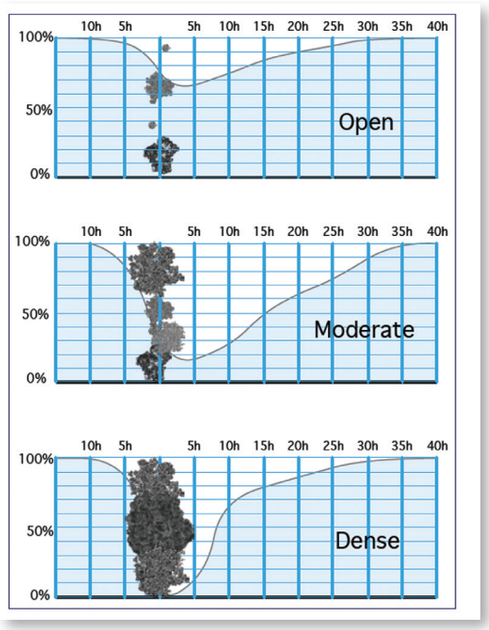
Because wind filters through a moderately dense tree line, it behaves slightly differently to a very dense tree line and the lowest wind speed is found some distance further away. In fact, the overall reduction in wind speed is greatest with a moderately dense barrier.

With less than 40 per cent tree cover, the effect on wind speed is minimal with the low point at about five times tree height away from the barrier.

With a moderately dense barrier, there is some wind immediately behind the trees and the greatest overall wind speed reduction. Wind speed reaches a low point at a distance of five to ten times tree height.

A very dense barrier will have almost zero wind immediately behind it, but the wind increases more rapidly with distance. In the near zone from 0 to 10 per cent tree height, significant gusts can be expected.

If you are landing in a field bordered by a sparse or open barrier of trees, only a small drop in wind speed will be felt about 5-10 times the tree height from the tree line. But if the barrier is dense or moderately dense, you need to make a significant allowance for the effect of the trees on the wind.



As a final note, for its own personal reasons, wind prefers to travel around barriers rather than over them. Friction over the barrier also changes the direction of the wind to the end that the wind blowing over the barrier is closer to straight on. This means that the wind at the ends of barriers may not only be stronger but the direction will be different.

If you are landing in fields surrounded by trees in moderate to high wind, you need to be aware that an approach over trees or a landing towards a tree line will be affected.

Because of the speed and mass of sailplanes compared with flexwing gliders, many of these effects can be ignored most of the time, but if the wind is stronger than normal, be prepared!

It is a fairly alarming feeling to think that you are about to grease it in over the tree line and find that at the last moment, you are suddenly dropping towards them… or to have made a perfect approach and be rounding out nicely only to find that the wind speed has suddenly dropped and you are approaching a stall or a hard landing.

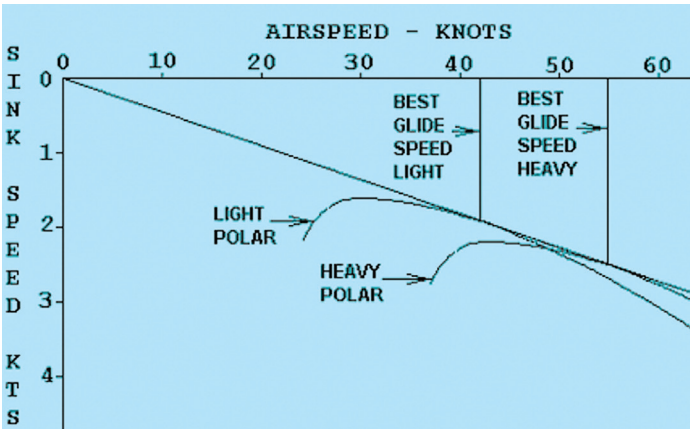
A downwind leg in a strong wind can be quite exciting as you see your aiming point zip past unnaturally fast, but that's the time to assess the wind direction and speed and if necessary make an adjustment to your plan.

If you do a diagonal leg between downwind and base, you will have plenty of time to adjust your position in relationship to your chosen landing point and make sure that your final leg over any obstacles is flown safely, with plenty of height.

GA

HOW MUCH WATER BALLAST DID YOU HAVE TODAY?

BY PETER TROTTER



Thermal Strength	Dump	Block speed	Wing Loading	Water Quantity
6 kts	0 sec	105 kts	50	163 lt
5 kts	45 sec	100 kts	45	116 lt
4 kts	90 sec	90 kts	40	69 lt
3 kts	135 sec	85 kts	36	22 lt
2 kts	180 sec	75 kts	34	0
1 kts		70 kts		

Effective use of water ballast can make a significant difference to your cross country performance. How do you decide how much ballast to use and when to use it?

First, what is the effect of ballast on a glider's performance? With the addition of water ballast you will achieve the same maximum glide ratio, but at a higher speed. At speeds higher than the maximum glide ratio the ballasted glider will sink less. These two effects can be seen in the polar curves shown above. The increased wing loading of the glider moves the polar curve to the right, giving better high speed performance.

However, when you stop for a climb you will achieve a lower climb rate because the minimum sink rate of a ballasted glider is higher. The more modern gliders seem to have the ability to carry a significant amount of ballast without a high penalty in climb performance.

So, for ballast to be useful the flying conditions must be reasonable. The pilot must make a decision on how much ballast to retain, which depends on –

- The thermal strength and convection height
- The nature of the thermals including size and turbulence
- Streeting, since this affects the proportion of time spent cruising vs climbing

Cross country pilots find carrying ballast beneficial on most cross country days with the exception of the weaker conditions often found at the very end and start of the day. It is helpful to have a simple table compiled specifically for your glider and based loosely on McCready theory that shows the amount of ballast to carry and block speed to fly for different thermal strengths. Shown here also is the table I take with me in the LS8 in 15m configuration.

The time it takes to dump ballast can be easily measured by timing it on the ground.

It is better to be optimistic when deciding before the flight on how much ballast to load. It's easy to drop ballast after launch but impossible to load more in flight. Similarly, think carefully before making the decision to dump during a flight. Consider whether the conditions ahead for the remainder of the task are better than any temporary soft point in the weather or low point you are currently in, but always allow enough time to dump before an outlanding. Landing in a rough or short paddock with ballast is not a smart option.

Ballast affects the weight and balance of a glider. In most gliders the ballast is in front of the wing spar which puts it forward of the centre of gravity, C of G, making the glider nose heavy when ballasted compared with the empty configuration. Some gliders have ballast in a tail tank to compensate for the forward C of G with the tail tank designed to drain faster than the wings. It is important that the tail tank is not full when the wings are empty since this might bring the C of G dangerously far back.

Ballast will also change the handling of the glider because it increases the stall speed and thermalling speed and decreases the roll rate, but it takes only a short time to become accustomed to this and will be worth the time taken to ballast up in the morning and join the common post flight conversation about 'how much ballast did you have today and when did you drop your ballast?'

CUTTING COCKPIT PAPER

One of the many items that will contribute to a successful cross country soaring flight is to be organized in the cockpit. Yes, you need food, water, maps and your electronic recorder and or navigation device. However, the requirement for maps can sometimes lead to frustration. It is neither the time nor place to have to fold and unfold such items.

However there is a solution to the problem that allows you to have the necessary map available plus all of the extra facts and figures that you might require. Laminate the area of the map that you intend to fly over. This both protects the map itself and allows you plenty of writing space on the reverse in one singular A4 sized document. A fine permanent marker pen is ideal for the task. Everyone will have his/her own ideas on what should be on the chart itself. Personally I draw in the proposed track, plus the magnetic directions of same, also I note the required heading using a mean airspeed. This allows an approximation of the actual drift on any particular leg of the flight. Very useful if the electronics fail.

Radio frequencies can also be noted if changes are required en-route. In fact the amount of information is related to exactly what you need to access in-flight.

Checkpoints can be noted and distances to run between checkpoints are sometimes useful. Other useful items are the area QNH and the basic surface wind and velocity. Yes, you should always check the local wind if landing out, but in times of stress it is handy to know the general direction before flight.

On the back of the laminate I tape a tabular polar of the type of glider I am flying with several selected wind components. This allows a quick reference of the expected performance of the glider under most conditions. Once you have used it a few times I have found that the most important figures are easily remembered. My tabular polars are based on nautical miles per thousand feet but you can calculate in kilometres if you wish. Some pilots ink in permanent range marks based on either 10 nautical miles or kilometres.

The end result is a single piece of laminate that has all the information you need at your finger tips, and is easy to keep track of. Just ensure that it's not jammed in the canopy rail before takeoff. I wonder who did that?

MATTHEW CAMERON

THE MAN WHO TAUGHT US HOW TO FLY

BY MATTHEW CAMERON

When you were taught to fly a glider, your instructor followed a sequence of instruction as laid down by our governing body, the Gliding Federation of Australia. Further, the standards of instruction and normal operating procedures for glider pilots throughout Australia are those laid down by the same governing body. Both are a requirement for the safe orderly conduct of gliding with minimum risk.

Standards, as such, can be very slippery customers from a gliding point of view. They have developed from powered flying and date back much further than most pilots think. The assessment of potential pilots before training commences is as old as aviation. You will note that there is no such assessment for glider pilots or powered pilots in relation to RAA or Private and Commercial Pilot Licenses. However, manipulative standards have to be assessed at both the initial training level and thereafter, and this applies to gliding or any other type of flight.

The first positive standard relating to instructional techniques was developed by an English eccentric, Robert Smith-Barry. As a flight commander and later commanding officer of No 60 Squadron Royal Flying Corps, he continually complained about the poor standard of pilots sent to his squadron during the First World War. This in turn was reflected in the very high casualty rates. In 1917 the average combat life of a fighter pilot on the western front was three weeks and sometimes less. He believed, correctly, that the standards of the day in relation to all flight training were inadequate and varied widely.

In the UK during World War One, more pilots were lost in training accidents than in combat. Smith-Barry reasoned that there should be a common method of teaching Instructors who would impart their knowledge so that all would receive the same standard of instruction. Such thoughts did not endear him to the authorities. As a result of these complaints, in true bureaucratic fashion, Smith-Barry was relieved of his command, returned to England, and told that he had to fix the problem.

He started a school to teach instructors at Gosport in August in 1917. The sequence of instruction was to provide a balance between academia and dual flight training with the aim of providing a common method of instruction to ab-initio Pilots. Smith-Barry and his associates reasoned that if a pilot understood why certain events occurred during flight that they would better understand their aircraft and be able to use them more effectively in combat, hence the initial academic instruction. In the air the instructor would be able to demonstrate each phase of flight to the pupil and thus remove many of the pupil's myths and fears by simple demonstration. The system worked.

The standard method of instruction arrived at even suggested the phraseology to be used. Initially this system was handed down verbally but eventually to preserve the validity of the original statements it became a written record. The method was quickly accepted in the UK and was in use in America as early as 1918.

Foremost within this revolutionary method of training was the intentional teaching of both spinning and side slipping. Up until this time spinning, usually unintentional, nearly always had a fatal result. It is interesting to note that the method of extraction from a spin has not changed. Although not the first pilot to recover from an intentional spin, Smith-Barry was the first to teach intentional spinning and a safe recovery.

The same applied to side slipping, a useful combat technique. Like the spin it was initially considered fatal. Smith-Barry showed just how effective it was and that a safe recovery was possible.

Pupil and instructor communicating using the Gosport Tube.

PHOTOGRAPHS COURTESEY OF THE ROYAL AIR FORCE MUSEUM

Lieutenant-Colonel Robert Smith-Barry, developed the theory of flying instruction.

By the early 1930s the RAF Central Flying School published an Instructor's Handbook of Elementary Flying Training. This was updated in 1942 and again in the 1960s. Since World War One there have been many dramatic changes in training aircraft, including the introduction of modern jet powered training aircraft. Instructional manuals had to be changed to incorporate the advance in technology and changed flying techniques.

It was realized very early in the academic class room and dual flying instructing that there was a very human element involved, a fact that continues to this day. The method of delivery by individual instructors has a large bearing on the pupil's retention rate and the expected standard. Of course it is now known that different individuals learn in different ways and it is up to the instructor to deliver the message in a manner that ensures the pupil understands what he is in fact talking about. One very experienced instructor once told the author that the art of good instruction involved the teaching of a single item a thousand different ways!

However, principles of instruction as laid down in these manuals are still the basis for teaching the art of gliding to this day. Smith-Barry's common standard of instruction and teaching methods may have changed over the last 92 years to take into account the changes in aircraft and technology but the basic principles set out in 1917 are still sound today.

GA

IF AT FIRST YOU DON'T SUCCEED

BY ADAM WOOLLEY

It was the first of November, the days were growing longer, higher and hotter here in South East Queensland. After a magnificent Australian Club Class Nationals held in Kingaroy, it was time to do some of my own flying. I've been interested in long distance flying for some time, though haven't had a chance to do much because of my constant competition preparations. Thursday was looking good and a chance to try a bigger flight was upon us!

I initially declared a task with Dad and two of his best mates, all in their latest generation 18m ships, fully ballasted. I was in an un-ballasted Cirrus, though one that outperforms the factory polar! They were going to try an FAI 830km, and I set a FAI 600km task.

I was first to launch out of the Kingaroy valley at 9.05am to 3,500ft, diving across the start line to begin the journey at 3,200ft. Best L/D in the silky smooth conditions, though the thermals are soon to start. Down, down, down. I find a few bubbles at 1,100ft, but because they're so weak I'm unable to do coordinated turns to save myself. I move on, another bump with the same story. Over a nearby town for a last chance climb, nothing. I then find myself lining up a PAR 5 on the Kumbia Golf Course!

After I make a quick call to the 18m guys, who are all using their engines to stay airborne, they line up an aerotow retrieve for me. I'm strapped back in, what next? Take off and head west? If I outland it's all over for the day. If I tow 26km back to Kingaroy, can I make a re-start doing something else for the day?

Fortune favors the brave and thanks to Rob Butler who gave me a brilliant tow out to the task area, I cored into 4kts and I headed off on the original task at 10.05am.

I flew away from Kingaroy Soaring Club, which is located in a valley with rolling country-side with amazing local effects and great soaring year around. We have one of the best sites in Australia, and possibly have the most active pilots. Five of the six pilots in the Uvalde team practiced from here at some point, and four of them were Kingaroy Soaring Club members! The club has a fantastic racing and learning culture, an auto-tug that has to be seen to be believed, a modern fleet, and a town close by with plenty to see and do such as wineries and bushland.

The Bunya Mountains divide our playground with the Darling Downs Soaring Club, where they boast endless flat soaring country with scrub patches that are easily managed – incredible for soaring. This is exactly where the task leads us on this particular day.

The weather for the day was CU predicted to 10,000ft for half of the triangle, the remainder in the blue with strong climbs out West with a 10-15kt breeze blowing. After my first climb, I headed over the Bunya Mountains onto the flats, still tentativly though, as I didn't want my second outlanding for the day. I need not have worried though, as my next 50km of climbs averaged 4.1kts.

At this point the radio came alive and Allan Barnes asked me where I was off to. He said he'd join, - great! A climb later, he asked, "Are you sure you don't want to join me on my original task? Yours looks really blue." The thick high CU to the south was too hard to resist, especially in such good company. We decided to fly his brilliantly planned task, down south around the airspace, hence the big curve in my track, over the foothills of the dividing range to Killarny, then NW over the planes and patches of thick scrub to Tara, NE to Durong and varying features, then head our own separate ways for home.

Allan and I both really enjoy team flying together, and both with the prospects of representing Australia at the Club Class WGC 2014 – what better time to sink our teeth into some radio work, form flying and tactics again. The whole day went without a hitch, and I believe we were both noticeably faster as a pair, rather than if we were flying solo for the day.

The first leg was easy when we both put our minds to it,

lots of nice little energy lines linking up, with the CUs fully formed producing nice climbs. I shared the climb of my life with Allan, 10.5kts bottom to top for 2,700ft – often seeing 14kts on my ClearNav 20 second averager! This was clearly a high for the day and set the tone for a fast one from here on in - 600km was still on the cards.

Around the first turn and heading back to NW into a 15kt headwind, we could see the CUs were thick for one third of the leg, then thinned out for the following third, then into the blue. Pushing hard while we could, we carefully chose our routing options to be able to take the scrub at the perfect track. Thankfully though, the thinner CU was working reliably, with strong climbs under each – the limiting factor, a 10,000ft airspace step for the Royal Australian Air Force. The CUs were at least at FL120!!

We're now at the last CU, just under airspace. We took it to 9,500ft and head off into the blue at 75kts. Down, down, down. We coasted over the scrub where there was good air though nothing to turn in. My ClearNav confirmed that I could make the next turnpoint of Tara with good landing options. I was relaxed, wingtip-to-wingtip with Allan in his LS1-f, but we still need to be careful.

Up to this point, Allan and I had averaged 108kph for 190kms into a 13kt headwind. We made average climbs of 6.3kts, 55:1 for 22km glides at an average cruise speed of 131kph.

Our first hint of a thermal, a long way from home, was 2.9kts from 2700ft, just enough to get up into a comfortable height band. The wind blew us back on course, with the hot dusty air ahead and light wisps teasing us 30km down the next leg. We just had enough to make it to them. Another 10km down the road, we were rewarded with 4.9kts though only for a short amount of time. In and out of the turn very carefully, but our average speed was dropping – although because we were working together as a team it all seemed quite OK.

On our way NE, the day slowly started to change into a cooler sky. It was time for us to stay higher, but we still could not find that one climb that was strong enough to take to the top of the convection.

We got to a likely looking cloud/wisp, which seemed a good chance. Allan and I separated to search out a climb. The radio came alive, "Adam, I've got what feels like 6kts." It was, 6.1kts for 3700ft – a big fat and extremely smooth climb. It really felt like we were on railway tracks! We're back in the racing game. Back into the regular thick CU now, we were on our way again. It was great to negotiate the hard conditions with the good, learnt a tonne as usual.

We decided to try and take 5kts where possible, knowing very well that in Queensland it's possible for the thermals to switch off without warning. From this point however, we averaged another 109kph for 85km taking 4.8kt climbs until we were around the turn-point of Durong.

Instead of flying home to Kingaroy, I aimed for the Kumbia Golf Club, keen to get some bonus points from the OLC! Along the way, I found some nice 4kt climbs to over 10,000ft and decided to head north to max out the glide before heading home. I was scored for 680-odd kilometers for the day, OLC rules, although I managed to fly my first 700km flight once home. An amazing feeling!

Stats for the day: 706km at 99kph, 4.8kts (25%); 46:1 for 18km glides at an average cruise speed of 139kph. Outstanding – can't wait for my next big flight here in Australia!

FOR ALL MY GLIDING ADVENTURES SEE, GA

TECHNIQUES & TIPS FOR SAFE GLIDING

In the first of three coaching articles, Richard takes us through some useful flying practices to help improve our flying.

BY RICHARD PINCUS

As any coach in a sport or discipline will tell you, unless the basic techniques are right, you will not achieve your optimum performance. It is possible to learn and practice these basics and then to be able to fly much better.

BACK TO BASICS

The first skill you need to develop is to feel the air - without that it will be harder to find and to stay in the good air. Three basic techniques will help - holding the controls very lightly and using them slowly, and responding early enough to the slightest perturbation.

How can you be light enough on the controls, and feel the air through them? Try this: Consciously spend all of your next flight holding the stick very lightly, with your feet very lightly on the rudder pedals. Now constantly feel for the pressures on both the stick and the rudder pedals by gently applying slight pressures forward and back, and from side to side, so as to feel what the air is doing as it flows over these surfaces. Whether or not you can manage to do this for the whole flight or not, repeat this exercise from time to time for the rest of your life. This is the first secret to feeling what the air is actually doing around you, which in turn is crucial to knowing which way to go for the next good air. Do this, and everything else you do, at various definite and trimmed speeds - do not fly all the time at 50kts, or any other speed.

In passing, some pilots do not trim their gliders. It may work for some but if you do not trim all the time, how can you hold the stick lightly enough to feel the air pressures? Also, it is much easier to maintain any desired speed if the glider is always trimmed.

When you have learned to hold the controls very lightly, and feel the air pressure by constant slow presssures against the air as you fly, then practice flying the glider in an absolutely perfect straight line. You will remember that your instructor taught you how to fly straight and level early on in your training, and you may never have revisited this exercise. Revisit it now. The most crucial thing is to keep the wings perfectly level.

FLY WITH A FRIEND

Fly with another pilot, of whatever standard, or even an observant passenger. Seat him behind you, where she can see the nose movement best, and ask her to tell you if the wings are not perfectly level, or if the nose ever rises or falls even very slightly, or goes slightly left or right, as soon as he sees any of these things happen. Try very hard to fly perfectly straight and level, so that your passenger never has to say anything.

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In any but the smoothest air, good wave at height for example, you will find this exercise maddeningly difficult, but it is extremely useful. Persist. By polishing this basic skill, you will learn to pick up the very slight changes that tell you what the air is doing. You will no longer be guided right out of the best, rising air by the gently rising wing. Aim at and be satisfied with nothing less than perfection.

If you then reverse roles, and if the observer you choose is a really good pilot, and always flies perfectly level, then the nose will never wander. You may be hard pressed to see the slightest stick or rudder movement because he or she will use such slight movements. This is possible if the movements are very early, at the first trace of nose wander or wings not level and coordinated, simultaneous movement of stick and rudder is initiated.

If you fly with someone who really knows what they are doing, they will be able to show you this again and again. You will eventually see that it is not because they are always lucky and always in smooth air, but that, if you are like many students, most of the apparent movements in the air when you are in control are pilot-induced!

These things are important. Just ask any successful comp pilot or wise instructor or coach. Without learning to feel the control pressures, you will never feel the air, and will fly in poorer air and will be less likely to find a thermal. Trying to fly perfectly straight and level requires that you become aware of the tiniest wing rise, nose drop, or nose wander, and without seeing these, you will always be a passenger, not a perfect pilot. It also requires perfect coordination.

The single most important visual clue is nose position. You must learn to stop the nose from rising or falling, rolling, or going left or right. If you can do this, you can be sure that any movement that does occur is telling you what the air is doing. The second but more vital part is the feel of the air. You will eventually learn to feel the wing trying to rise, and be able to stop it doing so altogether. This feel is very important in finding a thermal and it becomes crucial when learning to centre quickly and to stay in the best part of the thermal, all the way to the top.

I assume in all this that you are not a stick wobbler or jerker, that you move the controls slowly and wait for the airplane to respond. If so, by following the above advice enough times, you will be able to keep the airplane exactly where you want it at all times.

The earliest and most important thing to notice is that from time to time, one wing wants to rise. That means it is on the good, rising-air side. Often there is better air on that side. Very gently and with full coordination, squeeze the stick and

... The earliest and most important thing to notice is that from time to time, one wing wants to rise. That means it is on the good, rising-air side ...

rudder so as to start the glider very slowly rolling to the good side - a few degrees of roll only, please! - and listen to the variometer sound as you do.

Do not go more than five or at the very most ten degrees off track, unless the variometer continues to rise in pitch. If it is rising in pitch, you are probably going the right way. If it is rising in pitch rapidly, there may even be a thermal there. If, as you start the gentle roll, the pitch is not rising or is sagging off, stop rolling immediately, gently and slowly, and turn back genty and slowly onto the previous track.

Following this process means you will have to move, or at least press, the controls gently this way and that, but not randomly, all the time you fly, to find and stay in the best air. But for most of the time you will be flying perfectly straight and level. If the air is smooth and not lifting a wing, you will not need to keep moving the controls at all until you reach some different air.

When you are flying with somebody else at the controls, make sure you do not touch the stick, nor have your feet on the rudders. Otherwise they cannot feel the air. You can still see whether they are moving the controls. You will still know where the air is good, because you will see one wing rising, usually before the pilot has noticed it. (If the pilot had noticed before you did, he or she would have stopped it from rising and maybe started the wing slowly down.)

If the wing does rise by itself, even a tiny bit, the next thing that happens is that the nose will wander away from the direction of the rising wing, taking the glider into the bad air. A few seconds later, the nose will want to drop. If you see all this, ask the pilot to fly perfectly straight and level, and see what happens. Mostly the nose will rise and fall, and the glider will roll ever so slightly, and the nose will wander at times many degrees off course, usually more than it did before you asked for straight and level.

If uncommanded wing rise happens again and again, you know that there is probably plenty of rising air around, but unless you explain what is happening to the pilot, he or she will find nothing but bad air. Unless the gods are smiling and the glider stumbles into a thermal, despite the pilot generally letting it wander away, he or she will land after a short flight, telling anyone who wants to listen that “there is nothing up there yet”. You will know better. Change pilots and show him how to do it!

To sum up so far, good flying involves many skills and all can be learned. One is to develop feel. Another is to notice and reverse any wing rise, no matter how tiny. A third is to have perfect coordination, easy to do if you are slow and gentle and moving to only a few degrees of bank. A fourth is to trim the glider at all times. A fifth is learn how to fly perfectly straight and level, as explained above. A sixth is to turn towards the good air, but to stop and turn back if the vario says you are going the wrong way.

I never said it was simple, I only said it was possible, given enough directed practice.

IN THE NEXT ARTICLE, I WILL COVER TURNING, FINDING THERMALS AND CENTRING THEM QUICKLY, AND NEVER TURNING IN SINK OR RUBBISH.

GA

THE IMAGE OF GLIDING
THE FUN TRIANGLE

In discussing the image of gliding that we could promote to the general public, we came up with words like fun, exciting, challenging, rewarding, sophisticated, safe, opportunities, affordable, friendly, social, healthy, environmentally friendly and age of access at 15 years.

Discussions with members around the country on their image of gliding gave words similar to the above, but added are some not so complimentary words, such as officious, old fashioned, rules, waiting around and no progress

The head of the International Technical and Scientific Organization for Soaring Flight presented a paper on safety that included a triangle on our focus. He emphasised that we must ensure there is a balance between the elements of safety, affordability and fun. Most of the words mentioned above can fit under these three headings, mainly the 'fun' heading.

As the diagram above implies, you cannot just concentrate on having fun. If it is unsafe or just not affordable then you won't be able to sustain involvement of people. Similarly, there's no point in being super safe if no-one can afford to do it or no-one has fun doing it.

OPPORTUNITIES

Some clubs focus on making gliding as affordable (cheap) as possible, seeing this as a means to attract members. Ultimately, there is less fun to be had because the equipment is outdated and people have to do a lot more work. The image is certainly downgraded from 'exciting', 'challenging', 'rewarding' or 'sophisticated'.

A number of clubs have a strong safety focus. When there are excessive rules, checks, penalties and criticism, people are not encouraged to try new things, and it just becomes hard work. The fun vanishes.

Some people focus on fun, but at the expense of a safe operation. There needs to be a focus on safe flying, but this needs to be balanced by a challenging and fun atmosphere, at an affordable, not necessarily cheap, price.

What is this balance like at your club? Can you improve the balance between affordability, safety and fun?

How does your club rate on each of these three elements? Ask your members. Ask visiting pilots. Invite your M&D state representative to visit.

Being critical of a safety focus is often very difficult. Safety is essential to anyone's enjoyment and involvement in the sport, but when this is translated to mean that you need endless rules and checks, with power in the hands of just a few people, chances are that the approach to safety is at the expense of affordability and certainly fun.

Speak to your RTO/Operations to review what rules and approaches are necessary to ensure a safe operation, and what rules a regulations can be altered or toned down if feedback shows this to be an issue for your club.

Affordability is also necessary, but this does not always mean 'cheap'. Ultimately everyone needs to pay for what they do. Remember that people don't always select the cheapest option – they select what will give them the best value for money. If your club has poor equipment then people won't want to pay much for it. If the quality level of equipment is raised then people will be prepared to pay more for it because they will enjoy it more. As a simple example, for many years a lot of clubs kept their passenger flights as cheap as possible, commonly asking $40-$80 depending on whether they used winch or aerotow. Finally they were convinced to increase these rates and many now find they get more takers who are paying $100-$120 per flight.

'Fun' means different things to different people. Ultimately, at the end of the day's flying people need to go away having enjoyed the day's experience. If your members are not enthusiastic after their day's experience then you need to review the 'fun' that you are offering and providing.

Maintaining the correct balance is difficult and requires constant attention from the club committee, instructors' panel, coaching panel and the members in general.

DEVELOPMENT

If you have any questions or feedback please contact me at the email address below.

TERRY CUBLEY
CHAIR, DEVELOPMENT PANEL
CMD@sec.GFA.org.au

MEMBERSHIP STATISTICS

Our membership continues to decline slowly. We have 100 fewer members than 12 months ago, down to 2200. This was not helped in August and September when the website fell over just as our major renewal period occurred. The web-based renewal process has since been upgraded, and the GFA office contacted all members who had not renewed by their due date to give them assistance with renewal process – either electronic or paper based. Please check that your membership fee has been paid as you are not legally allowed to fly unless you are a member of the GFA

Our Executive Officer and IT convenor are looking at improved membership renewal processes so that members can renew simply and efficiently in future.

WEB PAGE

The current GFA web page is not robust enough to support effective member interaction. Sean Young, our editor of Gliding Australia magazine, has agreed to take over the improvements to the web page so keep an eye out for improved performance and functionality. This includes web access to the magazine which we know suits an increasing percentage of our gliding population. Our new IT committee is reviewing the structure of the web page to ensure easier use by members.

POSITIONS VACANT

The Marketing and Development committee has a major job to help clubs grow their membership, and we need help to do this. We need help from members who have professional expertise in a range of marketing, promotion and development areas. These include: Web content creator - Press relations interface - Event management, Event promotions/resources - Advertising Marketing – Lead generation -Sponsorship/Government funding

If you have experience in any of these areas and are prepared to help with specific activities and projects, please send me your details:
Email cmd@sec.gfa.org.au GA

MELBOURNE CUP VINTAGE RALLY AND AUSTRALIAN GLIDING MUSEUM OPEN DAY

BY BRUCE STEPHENSON
PHOTOS: PHOTOS BY BOB HICKMAN, JENNE AND DAVE GOLDSMITH

The weather for this year's Rally and Open Day was bound to be good, going on the law of averages and the downpours of the last two years! So it was, with flying on all four days, only turning on the last afternoon, the thunderstorms coming in on cue as the Cup was due to be run!

COLOUR ON THE LAUNCHING GRID

Winch launching was available on all four days, with thanks to John Buchanan, the Geelong Gliding Club, and enthusiastic helpers. Jeff McDonald kindly provided towing for the slower gliders in his Auster, sometimes flown by Martin Power. Pawnees also assisted with launching.

Saturday's flying began well, 3 November, with Bob Hickman and Boomerang GQY going to 4,500 ft amsl in a 1 hr 20m flight. Leigh Bunting, of Balaclava Club, in his beautiful red open cockpit Grunau Baby, GDN, also reached 4,500 amsl in a flight of 1 hr 15m. ASK13 GPY and Zephyrus GHZ also had good flights. Jenne Goldsmith won the hat for the shortest flight, after keeping her yellow Hutter 17 aloft for 13 minutes.

Sunday was another pleasant day, 24 degrees expected and good soaring. However the Gliding Museum's open day, Annual General Meeting and barbeque lunch placed more emphasis on convivial pursuits and nice food than challenging the elements. Once the pleasantries were over good flights were enjoyed by many, with the longest

LEFT TOP: Slingsby T-31b on winch launch

LEFT BOTTOM: GCV President Rob Dorning has long wanted to fly the Museum T31b, Jenne in the back seat.

ABOVE: TOP The T-31b coming into land.
ABOVE LEFT The Museum Annual General Meeting
ABOVE RIGHT: Colour on the launching grid

distance on handicap 35km by Leigh in the Baby, best duration by Jenne in the Hutter, and equal best height 4,500 ft amsl by Bob Hickman in the Boomerang, also being reached by Jenne and Leigh. Ian Burston and Dave Goldsmith won the shortest flight hat!

Monday 5 November was warmer, with a temperature of 28° and a northerly breeze. David Howse, just back from Japan, gave a very interesting presentation on Japanese Vintage Gliding. The Museum's T31b came out for some winch launches and was put to good use by David Craddock, Leigh Bunting, Rob Dorning, Keith Nolan, Alan Patching, and Jenne and Dave Goldsmith. John King from Benalla rigged the Slingsby Dart, but health problems with a family member intervened to reduce his time available, and he did not fly.

An overcast Tuesday again saw the T31 in action, with Ross Birch, Alf McMillan, David Fynmore, Jenne G and Alan P having flights, Alf and Jenne winning the shortest flight hat. Ian Patching flew Boomerang GTK on an evaluation flight after a long period of repair following an unfortunate connection of wingtip with fence post. The wing spar proved its exceptional strength by transferring much of the damage to the fuselage bulkhead. Ian's was the longest flight of the day. The Zephyrus and Geelong Club ASK-13 performed stirling service as well, however approaching thunderstorms with lightning called an early end to a nice day and a pleasant rally.

Delicious meals were provided in the clubhouse on Saturday, Sunday and Monday evening by Ann Birch, Sylvia Sharman, Jenne Goldsmith and Edna Nolan and available helpers. Thanks to them from the appreciative diners! Also thanks to the Bacchus Marsh gliding community for providing excellent facilities, accommodation, and even some hangar space for our wooden wonders – spaces vacated by gliders going to the VSA coaching course at Raywood. And thanks to all the members and visitors who enthusiastically handled

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ground duties, waved to tugs, flew tugs, drove winches and towcars, inspected gliders, towed gliders, hooked on and so on.

Overall, the rally was a lot of fun and much vintage flying was done. It was nice to see gliders and pilots from Adelaide and Benalla make the journey. The Museum continues to make excellent progress and the open day was a big success. Many were re-united with gliding and gliding people, and some even got off the ground!

Now, does good weather this time mean that it will return to its old ways next year – or perhaps we should assume the improving trend will continue?

ABOVE: Views of the museum's extensive collection of glider bodies and parts.

BOTTOM: The Slingsby Vega exhibited as an example of a modern sailplane on the final Saturday.

GA

Club Scene is a place for you to share your club's achievements, events, developments and needs with the gliding community. We welcome and encourage clubs to forward a few paragraphs for each edition of the magazine to keep members informed of developments. Please send your club news, long or short, to editor@soaring.org.au
Use this link www.soaring.org.au/ga to easily send pictures.

QLD EASTER GLIDING COMPETITION 2013

GOONDIWINDI
29TH MAR – 6TH APRIL 2013

With over 20 pilots already signing up from several clubs the Gliding Queensland Easter competition for 2013 is building up to be a great event not to be missed. The 2013 Easter competition is scheduled for Friday 29 March 2013 to Saturday 6 April 2013 with the practice day on Friday 29 March with the first day of competition on Saturday 30 March.

The Warwick Gliding Club will be the host club for competition and we have received strong support from the Goondiwindi Regional Council to hold the event at Goondiwindi Airfield. So much support that our competition will part of the Goondiwindi Regional Council 'EASTER ON THE MACINTYRE' in 2013 that includes the 40th anniversary of the retirement of legendary race horse, Gunsynd. The town will be a buzz with plenty to do on the ground as well as in the air – so register, come along and be part of it.

The gliding conditions at Goondiwindi will be superb and the competition will be setting Assigned Area Tasks daily for both Sports and Club class with plenty of encouragement to pilots new to the competition scene. As a change to standard competition rules we hope to have the winner from both classes chosen from the pilot's best three days of competition score results. In this way, pilot pairs can win the competition and you can choose to have as many lay days as you wish or even a bad day or two without potentially adversely changing your best three days score. We also see that a pilot's best three day scores may lead to improving safety. As in past years, this competition provides an opportunity for pilots of all experience levels to compete in a friendly and social setting with the aim to have a fun, safe competition.

This will be a GFA endorsed competition and therefore covered by GFA insurance, and will be limited to a maximum of 50 gliders. This means that all pilots in command must have a competition licence and all aircraft must be covered by a minimum of $1m third party liability cover which includes the standard GFA competition endorsement.

LOCATION
GOONDIWINDI AIRPORT

From Brisbane travel via the Cunningham Highway over Cunnigham's Gap and through Warwick and Inglewood to Goondiwindi. The airport is on your right on the edge of town as you approach from Brisbane and the east.

An alternative route via Toowoomba and Warrego Highway, then through Pittsworth and Millmerran on the Gore Highway brings you into Goondiwindi from the north. As you approach the town, turn left into Boundary Road and left again at the T-intersection with Cunningham Highway just past the show grounds. You are heading out of Goondiwindi now - the turn-off into the airport is on your left about 1km further out of town.

ACCOMMODATION

There is no accommodation available on the field at Goondiwindi, however there are numerous options in the township. The Goondiwindi Regional Council website at www.goondiwindi.qld.gov.au provides a list under 'Visitors' of 'Where to Stay'. Gundy Star Tourist Park (www.gundystar.com.au) and Goondiwindi Tourist Park (www.goondiwinditouristpark.com.au) are close to the airport.

REGISTRATION & EXPRESSIONS OF INTEREST

Registration is available from now until the practice day on Friday 29 March 2013. The form can be accessed at http://www.warwickgliding.org.au/eastercomps/registration.html. This form is to be used for expressions of interest, with confirmation and payment closer to the event.

COSTS

We have kept early entry fees the same as last year

- Entry fee of $250 per aircraft if received before 1st March 2013
- Entries from 1 March onward - $300
- Juniors under 25 years and club aircraft being used to introduce newer pilots to comps have reduced entry fee of $150.
- Tows - $55

For further details please contact Phil Southgate on 0419264713 or Les Milne on 0407986142 or email : eastercomps@warwickgliding.org.au

716 FLIGHT GLIDING CLUB
Joint operations at Cunderdin airfield with GCWA. Membership limited to the ADF Cadets or members of the ADF and authorised AAFC civilians. Operations weekends, Public Holidays and school holidays. Club aircraft 1 two seater. Tel# 08 9571 7800

2 WING AAFC
Operations from Warwick airfield shared with Southern Down GC. Located at: -28° 09' 00 " S, 151° 56' 36 " E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Other locations as directed by the FLTCDR 229 FLT (AAFC). Operations are 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. 20 members. Tel# 07 3879 1980. www.2wg.aafc.org.au

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. 22 members. Tel# 0412 870 963. www.augc.on.net

AIR CADET GLIDING CLUB
Gawler airfield – Two Wells road Gawler. 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. 13 members. Tel# 08 8522 1877.

ALBURY COROWA GLIDING CLUB
Operations from State Gliding centre Benalla. Tel# 02 6025 4436. Flying by arrangement with aerotow from GCV. 3 club aircraft including 1 x two seater, 2 private aircraft. 4 members. Shared facilities with GCV.

ALICE SPRINGS GLIDING CLUB
Located at Bond Springs 20km's North of Alice Springs. Located at: -23° 31' S, 133° 50' E. Winch launching Saturdays and public Holidays. 4 club aircraft including 2 x two seaters. Facilities include Club house, camp sites, Hangars, Toilet/shower. 20 members. 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 34° 05' S, 138° 20' E. 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. 49 members. www.bgc.asn.au

BALLARAT GLIDING CLUB
15 members operating from the Ballarat airfield. Airport Road Ballarat. 37° 30.7 S, 143° 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.

BARAMBAH DISTRICT GLIDING CLUB
Wondai Airfield, 3 km North of Wondai, Located at: - 26° 17' 5" S, 151° 51' 5 " E. Tel# 0417 719 979. Winch and aerotow operations weekends by arrangement. 6 Private aircraft. Facilities include Clubhouse, bunkhouse, camping on site and hangarage. 3 members.

BAROSSA VALLEY GLIDING CLUB
Stonefield, 16km East of Truro, L 5km, behind Stonefield church, Tel# 08 8564 0240, Location 34° 22' 30" S, 139° 19' 54" E. 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. 7 members.

BATHURST SOARING CLUB
Pipers Field - (On Fremantle Rd, 1.5km from Eglinton) Located at: - 33° 22' 53" S, 149° 30' 40" E. Tel: (02) 6337 1180. Aerotow operations weekends and public Holidays. Club has two tugs and 7 gliders including 4 two seaters. Private fleet is 24 aircraft. Club Facilities include: Clubhouse, ablution block, Caravan park with Power, Hangars, Full Kitchen, Dormitory. www.bathurstsoaring.org.au 91 members.

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 Tel 03 9497 2048

BENDIGO GLIDING CLUB
Borough Road Raywood. Operates weekend and public Holidays. Hanger, workshop, kitchen and club room with Showers and ablutions. Winch launching, own airfield. Tel# (03)5436 1518. Located at -36.5425, 144.2412 The club fleet comprises a two seat trainer and single seat glider. There are 27 other private aircraft on site. 31 members www.bendigogliding.org.au

BOONAH GLIDING CLUB
is in South-East Queensland about 25 minutes south of Ipswich. Contact the Boonah Gliding Club via Email infomail@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

BORDERTOWN-KEITH GLIDING CLUB
Western Hwy 5kms west of Bordertown, Located at: -36° 15' 54" S, 140° 42' 42" E, 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. 23 members.

BOTHWELL GLIDING CLUB
Operates by arrangement from a property 'Thorpe' at Bothwell Tasmania. Tel 03 6223 7615. Aerotow. 1 Club aircraft and two private. 4 members.

BUNDABERG SOARING
Elliott Gliding field, Childers Hwy Bundaberg, Tel# 0417 071 157, located at; -25° 03' 1" S, 152° 13' 33" E. 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, Caravan park, camp sites, 2 hangars. Grass and sane runways. www.gliding.inbundy.com.au 27 members.

BYRON GLIDING CLUB INC.
Tyagarah - E side Pacific Hwy, 5km N Byron Bay, entry off Grays Lane, left into Old Brunswick Road and proceed past blue hangars to two white hangars at the end of the track. Located at: -28° 35' 40" S, 153° 32' 30" E. Tel# (02) 6684 7031. Operations are 7 days a week self launch only. The club has 7 motorgliders and 2 private gliders. Facilities include: Clubhouse, kitchen, bathroom, 2 hangars and camping area. www.byrongliding.com 31 members.

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 51 members. Wave flying centre for NSW

CENTRAL COAST SOARING CLUB
Bloodtree Road, Mangrove Mountain NSW 2250, located at -33° 14' S, 151° 12' E. 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. 40 members. www.ozstuff.com.au/ccsoaring

CENTRAL QUEENSLAND GLIDING CLUB
Gliding Club Road, Dixalea, 90km's south of Rockhampton, Located at: -23° 57.233' S, 150° 16.333' E. Tel# 07 4937 1381. Winch operations weekends and weekdays by arrangement. Club fleet 3 gliders including 2 x two seaters, 10 private gliders. Facilities include: Clubhouse, Bunkhouse, Caravan Park, Hangarage, Club owns the airfield. 26 members.

CORANGAMITE SOARING CLUB
Kurweeton Pastoral Co, Kurweeton Derrinallum - Private strip. Tel# 03 5593 9277. Located at: -38° 02' 53" S, 143° 09' 20" E. Winch and self Launch. Club Fleet 1 x two seater, 2 private aircraft. Flying by arrangement. 5 members

CUDGEGONG 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). Located at: -32° 17' 54" S, 149° 33' 40" E. 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. 10 members.

DARLING DOWN SOARING CLUB
McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn S down Mason Rd), Located at: -27° 22' 06" S, 151° 32' 00" E, Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. The club has 7 gliders including 2 x two seaters. There are 26 private gliders. Facilities include: Bar, Kitchen, Cluhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. 100 members. 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, 61 members.

GLIDING CLUB OF VICTORIA
Samaria Road Benalla, Tel# 03 5762 1058, Located at: -36° 33' 06" S, 146° 00' 24" E, State Gliding Centre of Victoria. Club rooms with Bar and large lounge dinning, 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. 115 members.

GLIDING CLUB OF WESTERN AUSTRALIA
GCWA is about 1.5 hours, 160 km's east of Perth, towards Kalgoorlie. -31.6228, 117.2166. 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 The club currently has 61 members.

GOULBURN VALLEY SOARING
Lot 2, Tidboald Road Wahring, 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). Located at: -29° 40' 08" S, 152° 51' 53" E. 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. 8 members.

GYMPIE GLIDING CLUB
Located at Lybong 10 km's sth of Gympie on the bruce Hwy, Tel# 07 3285 3508, Located at: -26° 17' S, 152° 42' E. Winch operations Wednesdays and Saturdays or by arrangement. Facilities include clubhouse and hangarage. The club has 3 gliders including 1 x two seater, 2 private gliders. www.ggc.gympiegliding.org.au . 27 members.

HORSHAM FLYING CLUB
Horsham airport – Geodetic Road Horsham. Tel# 03 5382 3491. 36° 40' 12" S, 142° 10' 24" E. 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). Located at: -32° 33' 00" S, 151° 01' 30" E, 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 54 members.

LATROBE VALLEY GLIDING CLUB
Latrobe Valley regional Airport – Airfield Road Morwell. Tel# 0407 839 238, Located at: -38° 20' 94" S, 146° 47' 50" E Weekends, Public Holidays and mid week by appointment. 3 club gliders, 3 private gliders. 4 members.

LEETON AVIATORS CLUB
Brobenah - (9km N of Leeton PO, on E of main canal at foot of Brobenah Hills). Located at: -34° 29' 42" S, 146° 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 workship, Camping. 7 members.

MELBOURNE MOTORGLIDING CLUB
Moorabbin Airfield Located at: -37.977661,145.101671, 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. 2 members.

MILLICENT GLIDING CLUB
Mt Burr Road Millicent. Located at: -37° 35' 00" S, 140° 22' 00" E Tel# 0427 977 241. Winch launch operations Sundays or by arrangement. Two club aircraft one two seater, 3 private aircraft. Bar, Clubhouse, Workshop, Hangarage. 9 members.

MORAWA GLIDING CLUB
We are a small country gliding club 410 km's North of Perth at 29° 12' 06" S, 116° 01' 18" E. We are a winch club with two 2 seaters and one single, operating when we can and usually by prior arrangement. Morawa Contact - 08 9971 1775, Perth Contact - 08 9387 3654 derry@primus.com.au, PO Box 276, Morawa, WA 6623. Current membership is 9.

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. Located at: -36 44, 147 10 Tel# 0417 565 514. www.mtbeauty.com/gliding

MOURA GLIDING CLUB
Location: On Moura-Theodore Rd , 5 mins from Moura, Located at: -24° 37' 00" S, 149° 58' 42" E, 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). Located at: -35° 05' S, 139° 14' E. Tel# 0403 318 277 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 15 members.

MURRAY VALLEY SOARING CLUB
Redlands Road Corowa 3km's west of town. Tel# 02 6033 5036. Seasonal professional operation, aerotow or self launch. Located at: -35° 59' 37" S, 146° 21' 12" E. 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 at -32.9277, 117.0828 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.narroginglidingclub.org.au Members76.

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. 46 Members - The club welcomes all visitors.
www.narromineglidingclub.com.au

NORTHERN AUSTRALIAN GLIDING CLUB
Batchelow adjacent to the township, Located at: -13° 03' 30" S, 131° 02' 00" E. Tel# 08 8941 2512. Operations Saturdays and public Holidays. Aerotow operations, 1 two seater, 3 private gliders. Club House, Hangarage available. 2 members.

NORTH QUEENSLAND SOARING CENTRE
Corinda Avenue, Columbia, Charters Towers, Tel# 0428 797 735, Located at; -20° 02' 46" S, 146° 16' 12" E. Operations by winch Sundays and public Holidays by arrangement. 5 Private gliders. 13 members.
www.nqsoaring.org.au

PACIFIC SOARING
Operations from Caboolture airfield 45 km's North of Brisbane on the Bruce Hwy, Located at Located at: -27° 05' 00" S, 152° 59' 00" E. Tel# 1300 667 442. 7 days a week self launching motorgliding operation mainly for AEF's. Hangar and clubhouse facilities. Club has 2 x two seaters. 11 members. www.comegliding.com.au

RAAF WILLIAMTOWN GLIDING CLUB
Williamtown airforce base 25 km's North of Newcastle on Nelsons Bay Road. Located at: -32° 47' 42" S, 151° 50' 06" E, Tel# 02 4982 9334. Club fleet 2 Two seaters and 2 single seat gliders. Facilities include: workshop. 14 members. Operations weekends by appointment.

RENMARK GC - RIVERLAND SPORT AVIATION
Renmark airfield, Turn off 6km on Renmark to Berri Rd, Located at: -34° 11' 48" S, 140° 40' 24" E. 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 6 members. Aerotow operations.

SCOUT GLIDING CLUB
Armstrong, (On Morgan Rd, 10km N of Blanchetown, W side of River Murray). Located at: -34° 15' 26" S, 139° 36' 3.3" E Tel# 0418 815 618. 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. 9 members.

SOUTHERN RIVERINA GLIDING CLUB
Gate 3 Tocumwal Airfield Tocumwal. Operations weekends and public holidays, Launching by aerotow. Two club aircraft and 7 private gliders. Terminal building, Tel# 03 5874 3052. 42 members, www.srgc.com.au Located at: -35° 48' 42" S, 145° 36' 30" E

SOUTHERN TABLELANDS GLIDING CLUB
Lockesyleigh" Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left onto Carrick Rd, 8km, over railway on right). Located at: - 34° 41' 36" S, 149° 53' 45" E. Tel# 0408 647 671. Winch operations Saturdays or by arrangement. Facilities include hangarage. www.stgc.org.au The club has 2 two seaters and a single. 37 members.

SOUTH GIPPSLAND GLIDING CLUB
Leongatha airfield 8km's south of Korumburra. Tel# 0437 041 709. Located at: -38° 29' 36" S, 145° 51' 36" E 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. Located at: -S34° 10.347, E148° 28.296" E. 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 on town water. 3 members

SPORTAVIATION – TOCUMWAL
7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road Tocumwal airport. Tel#0427 534 122. Located at: -35° 48' 42" S, 145° 36' 30" E. www.sportaviation.com.au 52 members, 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.

SUNRAYSIA GLIDING CLUB
Winch launching Weekends and public Holidays. 3 km's West of Koorlong, Mildura. Located at: -34° 15' 30" S, 142° 03' 30" E. Tel# 03 5025 7335. 22 members, 2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites. www.sunraysiaglidingclub.org.au

SWAN HILL GLIDING CLUB
Nyah (1km N of Nyah on Murray Valley Hwy). Located at: -35° 12' S, 143° 22' E. Winch Launching weekends by arrangement. The club has 2 gliders. Bunk house, caravan Park. 5 members

SYDNEY GLIDING INC.
Operations from Camden Airport. Located at 34 02 24 S, 150 41 12 E. Tel# 0412 145 144. Self launch operations weekends and midweek by prior arrangement. Club has 2 self launching 2 seaters. 10 members.
www.sydneygliding.com.au

SOAR NARROMINE P/L
Operations from the Narromine airfield west outskirts of town. Located at: - 32° 13' 12" S, 148° 13' 54" E. 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 11 members

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. Facilities include a T hangar. 5 members.

TEMORA GLIDING CLUB
Operations from Temora Airfield 2km's Nth of the township off airport Road. Located at: - 34° 25' 18" S, 147° 30' 42" E. 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,

VICTORIAN MOTORLESS FLIGHT GROUP
Bacchus Marsh Airfield 8 km's south of Bacchus Marsh on the Geelong Road. Operations weekends, Public Holidays and Fridays. Located at: -37° 44' 00" S, 144° 25' 18" E 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. Bar Club House Bunk house, hangarage. Facilities shared with Geelong and Beaufort GC's.

WAIKERIE GLIDING CLUB
Operations weekends and by arrangement, 7 day operations December and January. Waikerie airfield 3 km's east of town. 34° 11' 00" S, 140° 01' 48" E. Tel# 08 8541 2644. Aerotow operations. 4 club aircraft including 1 x two seater, 17 private gliders. Clubrooms, commercial and members kitchen, Office, briefing rooms, bunk house showers and ablutions. Air conditioning, Wi/Fi, Hangar Storage, caravan Park, camping, Trailer park. 29 members. www.waikerieglidingclub.com.au

WHYALLA GLIDING CLUB
Tregalana (25km from Whyalla on the Whyalla to Port Augusta Highway on the Right) Located at: -32° 49' 25" S, 137° 33' 20" E Tel# 08 8645 0339. Winch launching operations Sundays. Two single seat club aircraft, 1 private. Club House, hangarage available. 5 members.

CLASSIFIED ADVERTISING

www.gfa.org.au

Please send classified advertisements with payment to:
The Gliding Federation of Australia - Classifieds
Level 1, 34 Somerton Road
Somerton VIC 3062.
Tel: 03 9303 7805 Fax: 03 9303 7960
Email: Assistant@sec.gfa.org.au
Your ad will be placed on the GFA website for a period of 1 month and published in the next edition of Gliding Australia. For the current advertising charges, please go to www. gfa.org.au and click Classifieds.

GLIDERS FOR SALE

SINGLE SEAT SAILPLANES

Libelle H201B VH-GSU 3,517hrs, 2,680 landings. Great condition and fantastic to fly with good usable trailer. Good basic instruments, wing and tail covers, tow out gear, parachute. $14,500 **PH 0427981966**

LS3 VH-DLJ serial number 3080, total hours 1948 in good condition with new form 2, C/W Cambridge LNAV and data logger, Becker Radio, electric vario, Terra Transponder, oxygen system and new water ballast bags. Great de rigging, tow out gear and wing walker. Trailer is old but very serviceable with good tyres and tows well with current Qld rego. $40,000 ONO **Contact Cliff on 0405 450 881** or c.hitch@bigpond.net.au

ASG29E 4D $165k or ½ share for $80k hangared at Kingaroy. David Jansen dgjansen29@gmail.com **0409 592 747**

Std Libelle H201b VH-GBI 968hrs, Good condition with registered trailer. Basic instruments, microair, wing covers and tow out gear. $17,000 **PH (04) 3991 2767** or email: siluzzip@gmail.com

TWO SEATER GLIDERS

ASK-21 VH-GMN It comes with a purpose built enclosed steel trailer, ground handling gear, a factory spin kit, LNav and Cambridge GPS with repeater instruments in the rear cockpit, G-meters front and rear cockpits. Refinished in 2 pack polyurethane. 9,000 hours • but is approved to 12,000 hours with 3,000 hour increments after Life Extension Inspections at 12,000 hrs. $69,000 for the glider and $6,900 for the trailer. For a club I am offering 25% deposit and the balance over 5 years with interest on the balance @ 1.5% over the official interbank cash rate (presently 3%) set by the Reserve Bank, so current all up interest is 4.5%. **Michael 0427108040**.

MOTOR GLIDERS

ASK21mi 2 seater self-launching glider, VH-GVS with enclosed Komet trailer. Total hrs 950, engine hours 101, always hangared, steerable nose wheel, current form 2 and in excellent condition. Price: $165,000 Contact: **Rod 0438 443815 roddo.harris@gmail.com**

EQUIPMENT

Zander system Complete comprising Zander ZS1 (computer), ZS1R (Vario) and GP9410 (Logger) The Zander was purchased new in May 2008 Works perfectly and has all of the very latest upgrades and manuals. Available for $2,750 Australian plus shipping Contact Tom Holt tn.mcholt@bigpond.com +61 418 910 110 Or Peter Howlett peterh@timeexposure.com +61 412 391 955

New emergency rig, Standard Cat. FAA approved.Seven points of

adjustment, 26' round parachute Most popular canopy on market and fastest deploying reserve. for more details and pricing Call **Barry, 0401 410 511**

2 Wing water bags, 40 litres each, were in a Libelle but I think originally from a Hornet. **And two 4' Tost wheels, one with brakes, one without.** Best sensible offers. **Robert Musgrave. 0407 502782**

Parachute: PA Slimpack. DOM 7/89. Aerolite canopy. New harness 2005. Sheepskin & static line option. Pvt use only. Inspected & repacked by PA 3/12. $1600. **Phone 02 6332 2195 or 0439 670 957**

GFA CALENDAR

Use the 'Contact' function on the header to send your news item to the GFA Secretariat for publishing online at www.gfa.org.au

GLIDING EVENTS

Horsham Week

2 – 9 February 2013

Horsham Week Competition 2nd to 9th February 2013 inclusive. The Horsham Comps continue to be a friendly comp. It is also one of the cheapest with the entry fee for this year's comp $110. Daily entries at $20 a day will be available.

www.horshamweek.org.au

VSA MOUNTAIN COACHING WEEK @ MT BEAUTY

23 February – 2 March 2013
Mount Beauty
www.gliding.asn.au
ian.grant.gliding@gmail.com

Lake Keepit Regatta

24 February - 2 March 2013
Lake Keepit
Chris.Bowman@pcce.net

Alpine Coaching - Mt Beauty - 4 – 11 Mar 2013

Contact ian.grant.gliding@gmail.com
www.gliding.asn.au

QLD Easter Gliding Competition 2013 - Goondiwindi

29 March – 6 April 2013

Gliding Qld's Easter Competition for 2013 will be held at Goondiwindi airstrip and organised by Warwick Gliding Club. Practice day will be on Good Friday 29 March 2013 with Day 1 of competition Saturday 30 March 2013 , final day on Saturday 6th April 2013. Entry fee $250 if paid before 1 March and late entry $300 from 1 March. Juniors and two seater entry fee $150. Entries and details online via the Warwick Gliding Club web site : www.warwickgliding.org.au/easter

For further information please email eastercomps@warwickgliding.org.au or contact **Les Milne on 0407986142 or Phil Southgate on 0419264713.**

Amys Aviation

your polish glider agent

Wes Myszak
mobile: 0404 311 656 NEW!
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SZD – 54-2 PERKOZ

45 max L/D (20 m version)
37 max L/D (17.5 m version)

In its 20m version
it can challenge
Duo Discus and DG 1000 !
Fully aerobatic in 17,5m version!

- easy rigging
- roomy cockpit, great visibility
  easy ground handling
  hand controlled rudder option

Even nicer to fly then Puchacz

Simplified maintenance
no more 50 & 250 hourly services
one piece, classic mount, elevator
spring loaded trim
gas strut in place of canopy retractor cable
special automotive-like shock absorber
hydraulic disk brake (TOST) operated by a lever on the stick
text-book spinns (in both versions)

Design life 15000 h

74,950.00 EUR basic config. Ex f.
9600.00 EUR Avionic AVM Duo trailer Ex f.
(when bundled with the glider)

PERKOZ Factory News !

Australia gets 2 brand new PW6U-s !

PERKOZ Factory News !

All tests of 20 m PERKOZ completed !

Flight tests indicate L/D max 45 !!!

EASA certification one step closer.

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