

GLIDING

AUSTRALIA

Issue 11 March - April 2013

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AUSSIE TEAM AT WGC ARGENTINA



MULTICLASS - WGC BENALLA - NEWS - ORANGE WEEK - BARNES' AMERICA

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Non GFA members are welcome to subscribe to Gliding Australia.
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FROM THE PRESIDENT

What a wonderful summer we have had. It is very pleasing to see all the flights being uploaded onto the OLC. You might not know that the GFA pays the fee for each pilot to load their flights. We feel that this service is well worth it, as it allows pilots from around the world to compare, compete and benchmark themselves. I also congratulate all those who have put in for goal, badge and record flights with the FAI records officers.

Of course, it wouldn't be summer without our regattas and competitions. It has been busy, with back to back events, from state championships, coaching weeks, the Junior Nationals, the 20m 2-seater Nationals, and the Multiclass Nationals. Not to mention the fantastic results from our Aussie team in Argentina.

As I mentioned in my email to you all, it is such a contradiction. On the one hand, our members are engaging in so many ways, yet we are still losing members. Thank you to all those who wrote to me. I appreciated your thoughts and advice very much, and I will take your ideas to the Annual Board meeting over the 20 - 21 April weekend.

After the success of the members forum we held at Gawler last August, we will take the Board to Brisbane. This gives all members, local and within travelling distance to Brisbane, the chance to join us over the weekend to

hear from the Board and ask questions and engage. Please keep an eye out for the notice of the meeting.

This issue I wanted to pay tribute to the inspiring amount of volunteer effort that goes into keeping our sport viable. Just think about the hours our members put in collectively, so that we can all enjoy our gliding experience. I think about the tireless club members, maintaining the gliders and club facilities, the ones who keep the books, and do the admin, those who fly the tugs, instruct, coach, and hold office... who have I missed? Many, probably.

And it does take a cast of many and often one person takes on several roles. We have our volunteers who run competitions and coaching events.

And then there are the less visible volunteers. You probably don't think about the hours put in by your state association office holders, such as president, treasurer, RTOs etc, and even less visible are your GFA board and executive. I shudder to think: what if we added up all of those hours and multiplied them by a notional hourly rate? How much would our club and membership fees be?

Maybe it is not relevant to do this, because part of being in a sport is the whole participation experience... I guess we just need to acknowledge our volunteers, and to make the jobs that



they do for us as pleasant as possible!

So, now the hard sell! Who would like to volunteer for this year's list of office holders? At the April ABM we will be electing the Board positions of President, Treasurer, and Vice President. We also appoint our RTOs (in conjunction with our associations and our departments) and other positions such as RTOs, Chairs of Departments, etc. So! If you would like to make an enormous difference to our sport, you can do so by expressing interest in these roles. If you would like to enquire, and aren't sure who to contact, send me an email and I will put you in touch with the right person.

As always, if you have any feedback, please don't hesitate to contact me.

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

POSITION VACANT

ITC CHAIR

FOLLOWING THE RESIGNATION OF MIKE MADDOCKS FROM THE ROLE, THE SPORTS COMMITTEE IS LOOKING FOR A NEW CHAIR OF THE INTERNATIONAL TEAMS COMMITTEE (ITC).

THE ROLE OF THE ITC CHAIR IS OUTLINED IN MOSP 4.

- 2.3 INTERNATIONAL TEAMS COMMITTEE CHAIR (ITC)
 - CONVENES AND CHAIRS ITC MEETINGS AS REQUIRED
 - MAINTAINS AND PUBLISHES ITC DOCUMENTS, PARTICULARLY THE SELECTION GUIDELINES
 - CO-ORDINATES THE SELECTION OF INTERNATIONAL REPRESENTATIVES, INCLUDING WORLD CHAMPIONSHIPS, GRAND PRIX AND TASMAN TROPHY
 - RECOMMENDS ITC FUNDING AND INTERNATIONAL TEAMS RESERVE BUDGETS
 - ENSURES THE EFFECTIVE ORGANISATION OF INTERNATIONAL TEAMS

A MORE DETAILED JOB DESCRIPTION IS FOUND IN MOSP 4 SECTION 3.3 AT
http://2009.gfa.org.au/Docs/sport/MOSP4_Nov_2012.pdf

FOR MORE INFORMATION PLEASE CONTACT THE CHAIR OF THE SPORTS COMMITTEE
MANDY TEMPLE AT csc@sec.gfa.org.au

GLIDINGAUSTRALIA.ORG



The GFA has a new website at www.glidingaustralia.org, featured throughout this issue of GA. Now a work in progress, we aim to expand the site over time to serve the interests of the Australian gliding community more comprehensively. Please check out the services and different areas and let us know what you think and how the site could be further developed to help support you, your club members and their activities. The main organisational site at www.gfa.org.au is still functioning as normal and all of the organisational content can be accessed through the new site as well

FROM THE CHAIR SPORTS COMMITTEE

There have been some changes to the NCC and ITC reps following the pilots meetings at the Nationals and the diagram on the Sports Home page has been updated to reflect this.

Another major change to the Sports Committee is the recent resignation of Mike Maddocks as chair of the ITC. We are currently seeking nominations for a replacement for this position. There is an advertisement on the page opposite with more details of the role. Mike has worked hard many years, often in trying and difficult circumstances, and the Sports Committee thanks him for his effort and dedication during his time as Chair of the ITC.

Terry Cubley, the GFA IGC representative, will be travelling to the Netherlands in early March. While he is there he will give a presentation to support Australia's bid for the 2016 flapped WGC. We are competing with bids from the UK and Austria. The competition was originally scheduled to be a Northern hemisphere event so geography is against us, but you never know.

A new class of Australian records has been established for 20m gliders. The full list of available records should soon be available on the GFA website. Initial record claims are set at the level of current Standard Class records.

BTW there is now a 'quick link' to the records page on the Sports Home page.

Work has begun on the new GFA website and the Sports section will be the first section to be migrated over. You can preview the new site at www.glidingaustralia.org Once this work is completed it will be easier for us to

update the site and to add documents and minutes etc. The old site is so hard to update it can sometimes take hours to make a simple change or upload one document.

HANDICAPS

The Sports Committee has had a lot of feedback about handicaps this season and to that end we are planning some changes to the way handicaps are presented. We will be adopting the European system so that handicaps can be seen on Soaring Spot, which does not cope with the Australian decimal handicaps. There are also some issues around winglets that became apparent this season which need to be addressed. We are going to have a meeting of the Handicap Committee to discuss this and other issues. If you have any constructive suggestions or opinions please contact Tobi Geiger chair of the Handicap Committee. Or you can contact me at csc@sec.gfa.org.au and I will pass your comments on to Tobi.

I have also had some comments that pilots do not get feedback when they approach the Handicap Committee with their suggestions. We intend to address this issue too.

Following a successful Squad Week at Narromine a group of 15 Junior pilots and three coaches attended the Australian Institute of Sport (AIS) in Canberra for three days of lectures and presentations. The AIS have great resources and expertise for GFA members to tap into.

Over the three days, topics such as nutrition, recovery, preparing a training plan and goal setting were discussed. It



was great that pilots were able to reconnect with Sports psychologist Vicki de Prazer who has worked with Australian team pilots previously and has a good understanding of what is involved in competitive gliding.

Another two-day session will be held at the AIS in April for accredited coaches. Contact Peter Trotter for more information.

Finally, thanks to those who have already come forward to volunteer their time and expertise for the WGC at Narromine in 2015. We are still looking for volunteers for several key roles. A list is in the News section of the Sports Page at http://www.gfa.org.au/iMIS15/GFA/Sports_Content/Sports_Committee_News.aspx

If you think you have something to offer please consider volunteering for this event. **MANDY TEMPLE**
CHAIR SPORTS COMMITTEE
csc@sec.gfa.org.au

JENNY THOMPSON AWARDED

At the presentation evening for the Multiclass Nationals in January Jenny Thompson received two awards. The first was the J R Iggulden award for services to the GFA - specifically relating to her work in developing the Safety Management System.

The second was for the setting of three Australian Feminine records that she set flying from Narromine in November 2012.

Congratulations to Jenny.

W.P. IGGULDEN AWARD

IN RECOGNITION OF OUTSTANDING SERVICE
TO THE GLIDING FEDERATION OF AUSTRALIA

AUSTRALIAN FEMINE RECORDS

JENNY THOMPSON

SPEED TRIANGULAR 300KM

26/11/12 ASW27B 144.34 KPH. 18M CLASS:

SPEED TRIANGULAR 300KM

26/11/12 ASW27B 144.34 KPH. 15M CLASS:

SPEED TRIANGULAR 300KM

26/11/12 ASW27B 144.34 KPH.



WORLD CHAMPIONSHIPS COME TO BENALLA 2016

Terry Cubley travelled to the annual IGC meeting to present Australia's bid the 2016 world championships at Benalla in Victoria.

The Federation Aeronautique Internationale (FAI) is the worldwide aviation organisation with responsibility for all airports. The International Gliding Commission (IGC) forms part of FAI. Australia's representative to the IGC is Terry Cubley, a member of the GFA Sports committee.

The IGC meeting this year was held near Arnhem in The Netherlands. Representatives from 35 countries in attendance. If you would like to read the detailed minutes of the meeting you can view these on the IGC website www.fai.org/gliding.

AUSTRALIA'S BID

When the closing date for nominations for this event passed in September 2012, no bids had been received so the deadline was extended with new deadline of 31 December 2012.

As the 2012 world comps had been held outside of Europe in the USA and Argentina, we had given no thought to nominating Australia for this event. We considered that there would be no way that the Europeans would vote for another trip overseas for their teams. Nevertheless, as there had been no other bids, we decided to put our hand up. The GFA sports committee established a selection panel (Mandy Temple, Peter Trotter and Terry Cubley) who called for clubs to bid to host the event, and three clubs, Lake Keepit, Corowa and Benalla all submitted excellent proposals. After a fairly extensive selection process, the committee decided on Benalla as our preferred site for 2016. Time was short but the Gliding Club of Victoria (GVC) team and the Benalla city council burst into action and by the time Terry left for Holland he had a fairly impressive presentation and 35 memory sticks containing the bid and a short video to share with delegates.

IGC MEETING FRIDAY 1 MARCH

In the afternoon we delivered our presentation for Benalla to host the 2016 'flapped' world competition. The

UK and Austria had also nominated but Austria had to withdraw as their bid as their airforce would not confirm access to the airfield. So it was between Australia at Benalla and the UK at Lasham.

Our bid comprised a powerpoint presentation and a small video put together by the Benalla Council to promote the town and the gliding club. An impressive low pass down the main street during an approved display certainly drew attention, and I had to explain that this is the one direction that we will not be finishing from.

The main points that we promoted were good weather, great airspace, reliable flying conditions, safe fields and finishes, and the marvellous facilities available at Benalla. I received a lot of positive comments, and was pleased that the bid presentation had done its job.

FRIDAY EVENING: IGC DINNER.

The Friday dinner is a great time to catch up with friends and to discuss the detail of a number of the proposals to be voted on during the second day of the IGC meeting. For me, the major task was to try and swing a few non committed delegates to vote for Benalla for 2016. Cost was the main issue so I was actively promoting the benefit of swapping gliders with Australian pilots – we have around 15 pilots who wish to fly in Europe and the USA each year, and gaining access to a glider on a swap arrangement can be very beneficial. There are other options also, most of which make the cost of getting a glider to fly in Australia for the comps quite minimal. The weather is another major factor in Australia's favor. The equation is that the cost may be higher, but the chances of flying more days are much greater.

By the time I went to bed, I had a list with approximately 14 ticks (yes we will vote for you), 8 crosses (sorry, we are voting for Lasham) and 13 undecided (or not talking). We need 18 votes to win the bid.

The next morning a couple more delegates confirmed that their pilots wanted them to vote for Benalla. 16 ticks. I made the effort to talk to one of the new delegates whose country had

not competed for some years. I was able to point out that we can support their team by helping them find gliders, and putting them in touch with community groups. They were going to vote for Lasham, but promised to check with their president at home to explain the options. It was going to be close.

SATURDAY 2 MARCH

At the meeting a number of motions were voted upon, until the time came to decide the venue for the 2016 world comps. The delegate who I had approached that morning advised me that their President had approved a switch to Benalla – a really positive move for us.

The ballot is secret, and when the scrutineer brought the results forward to the new President, he asked them to check the result one more time – it was close. Then he announced that Australia had 18 votes, and the U K had 17 votes. The competition is coming to Benalla!

There was only one bid for the Club, Standard and 20m two seat class, and this was awarded to Pociunai, Lithuania in 2016. Similarly, Lithuania was the only bidder for the 1st 13.5 m class (replacing the PW5 class) which will be held in 2015.

A PERFECT STORM

Australia has done well in securing world championships over the next few years. Assuming that we are successful in gaining the Grand Prix Final in 2015 then our calendar looks like this:

- Dec 2014 Junior Pre World Championships, Narromine
- Sep-Nov 2015 Grand Prix Final [Venue tbd, but possibly Lake Keepit?]
- Dec 2015 Junior World Championships, Narromine
- January 2016 Pre World Championships, Benalla
- January 2017 World Championships, Benalla

The amount of work appears daunting and we will need a lot of volunteers, but the potential for promoting and developing our sport is huge. It will be hard work, but great fun!



In addition to the WGC vote we also had one proposal regarding the structure of the Sporting code regarding badges and certificates, and of course a view on many of the other motions submitted by different nations.

SATURDAY 2ND MARCH

A number of motions were voted on. The following is a summary of the outcomes of many of these:

CLUB CLASS HANDICAPS:

- Reference to the max wing loading of 38Kg/m2 has been removed
- Removal of a handicap penalty for adding winglets

SAFETY PAYS

Provision of safety measures will now be required at competition, during scrutineering. The two core requirements are:

- Training for evacuation of the cockpit. (this was done last year and a significant number of pilots were not aware of the actions required to jettison their canopy)
- Flarm compulsory if legal in the country

Bid proposals and Local Procedures will detail other Safety Devices and Training required selecting form alist to be produced by the Bureau (Executive).

TEAM CUP

- There will be a team cups at each event, based on the total relative scores of all pilots in team

FREE DISTANCE RECORDS

Proposed limits on the number of record claims from a single flight was defeated

WORLD COMPS (ANNEX A) RULES

- Attempt to delete the Finish Line as a finish option was defeated
- Start height limits Proposal to delete any imposed altitude limit (Sporting Limit) at the opening of the start gate was supported, but rule to be defined
- Reporting Start times the requirement to report start times to the Organisers was removed.
- Introduction of the 'Thistle' observation zone of the for Racing task was approved
- Barograph calibration time limits was increased to 5 years. Effective 1ST Oct 2013, but may also apply at approved events during 2013
- 13.5 metre Class: Proposal to only allow non disposable ballast was defeated, as was the attempt to introduce handicaps for 13.5m class.

- Proposal from Germany to have rules requiring cancellation of the day in case of an accident was not supported, but competition organisers will be required to create an emergency plan that describes these obligations.

- Proposal from Germany to reintroduce penalties for not landing back at the airport were not supported. This is covered by introduction of a minimum finish height.

AWARDS, ELECTIONS AND VENUE FOR THE NEXT IGC MEETING IN 2014

Awards: IGC has three major awards which may be awarded each year. For details see the FAI website.

- Lilienthal Medal was awarded to the exiting President, Bob Henderson NZ
- Pirat Gehriger Diploma was awarded to Jaroslav Vach, Czech republic
- Pelagia Majewska medal was awarded to Maria Bolla, Hungary

THE IGC BUREAU

(Executive) consists of a President, a 1st Vice President and 5 Vice Presidents, plus secretary and Treasurer. A complicated voting process but the results are:

- President: Eric Mozer (USA)
 - 1st VP Brian Spreckley (UK)
 - Vice Presidents: Terry Cubley (Australia), Christoff Geissler (Germany), Artur Rutkowski (Poland), Rene Vidal (Chile), Marina Vigorito (Italy)
 - Treasurer: Richard Bradley (South Africa)
 - Secretary: Peter Eriksen (Sweden)
- So a major change in the Bureau, with 4 from outside Europe, and only the second woman elected.

GFA MEMBER SATISFACTION SURVEY

The GFA would like your opinion! Terry Cubley, who heads the Marketing and Development Team, has developed a survey which is aimed at finding out what you think about your club, your Regional Association and the GFA as a whole.

We would really like to hear your views and ideas, as this will help us to plan for the future, both in terms of how to improve existing services and in introducing new ones.

You can help us by completing the survey which can be found here at www.glidingaustralia.org

It will only take a few minutes, and there is also a chance to win a year's free membership!

TERRY CUBLEY HEAD, MARKETING AND DEVELOPMENT TEAM

GLIDING AT AVALON



The Australian Gliding Museum entry to the Australian International Airshow, 1- 3 March 2013, was well supported by GFA and VSA, resulting in a comprehensive display enjoyed by a multitude of visitors. Clear blue skies brought the spectators out in large numbers, making this one of the best attended airshows yet. The "almost ready for covering" Minimoa, owned by Fernando Salazar and being built by Mal Bennett, and the 1954 yellow Hutter 17, both inside the large marquee, were supplemented by a Ventus 18 single seater, a Twin Astir two-seater, and a Taifun motor glider on the grass just outside our front door. Also inside were the mobile gliding simulator projecting the Condor imagery onto a large curved screen, and a television media display running non-stop gliding films. The simulator was very well patronised at \$5 for 5 minutes. Around the walls were a large variety of colour gliding pictures, three pull up information screens and some large banners, while a special edition 8 page brochure based on the Gliding Australia format was handed out, as well as old issues of GFA magazines. Another handout of a VSA promotion for clubs offering a 10% discount on trial flights was very well taken up by visitors, and may provide some feedback on results achieved at Avalon.

A team of over a dozen supporters each day, dressed in royal blue long sleeve polo shirts with Museum, GFA and VSA logos, catered to the many in the crowd, although the tent rapidly emptied each time the roar of a jet reverberated through! The wonderful response to our efforts by the enthusiastic visitors was good compensation for all the hard work. Our sincere thanks go to all the volunteers and contributors for a job very well done!

Bob Carlton's airshow display of aerobatics and pyrotechnics in his jet-powered Salto was also a real crowdpleaser.



GLIDING POPULATION WORLD AND LOCAL TRENDS

If you refer to the international gliding membership statistics then you will see that the progressive decline in membership numbers is a world wide phenomenon. The actual reason for the decline cannot be explicitly stated, although it is probably related to

- Broader range of aviation sports available
- Changing community expectations regarding 'service delivery'
- Changing community focus on 'immediate satisfaction'
- 'Try everything' society
- Reduced commitment to a single venture

This world wide trend does not mean that it is inevitable that gliding will continually shrink and disappear. We have an opportunity to change our approach to better manage these issues and actually grow the membership again.

HOW MANY MEMBERS SHOULD AUSTRALIA HAVE?

- Best Practice: Germany is the role model, the best example of gliding uptake with one pilot for every 3,000 people in the population.

Country	Population	# glider pilots	Average pilot population
Germany	81.5 Million	29,700	1:3,000
France	65.8 Million	11,200	1:6,000
New Zealand	4.4 Million	750	1:6,000
Australia	22.5 Million	2,200	1:10,000
USA	315 Million	28,300	1:11,000

- Good practice: As a medium term target, we can consider France as an achievable aim and work towards 1:6,000 pilots per population. (Note that New Zealand is already at this level).

The fact that South Australia already has more glider pilots than the 1:6,000 target ratio indicates that this target is quite achievable.

For example, the table below shows that NSW should have a membership of 720 based on the current Australian ratio of 1:10,000, but only has 640 members, so it is behind even our current national participation level. It shows that the target membership is approx 1,200 members, nearly double the current value. Ultimate membership, at the same level as Germany's, could approach 2,400 members.

CAPITAL CITY CLUBS

Australia's population is primarily centred on the major capital cities, hence the closeness of the population figures for state and capital in many cases. The clubs around the capital cities tend to be the large clubs with potential for growth. Some capital city clubs (eg Benalla, Bathurst, Kingaroy) are reasonably distant from the city, but draw their membership from these large population centres.

OPTIONS FOR GROWTH

Most city clubs would already claim that they are

Region	Population	Current glider pilots	Expected 1:10,000	Target 1:6,000
Sydney	4.4 MIL	410	440	733
Melbourne	4.0 MIL	330	400	667
Brisbane	2.1 MIL	287	210	350
Adelaide	1.2 MIL	228	120	200
Darwin	0.9 MIL	2	90	150
Perth	1.7 MIL	223	170	283

The Australian picture

Region	Population	Current glider pilots	Expected 1:10,000	Target 1:6,000	German ratio 1:3,000
Australia	22.5 MIL	2,200	2,250	3,750	7,500
NSW	7.2 MIL	640	720	1,200	2,400
Victoria	5.6 MIL	530	560	930	1,860
Tasmania	0.5 MIL	21	50	85	170
Queensland	4.5 MIL	510	450	750	1,500
WA	2.4 MIL	240	240	400	800
SA	1.6 MIL	280	160	270	540

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

big, and most do not consider that they can stand to grow too much more. This then raises the issue of how we can double the number of glider pilots from each city, that is, growing from 100 members to 200 members per club.

Bacchus Marsh gives us one approach. The total membership of the three clubs that fly from that site is nearly 200 members, and has been over 250 members. I suspect, and this is consistent with other parts of the world, that one club at this site would not exceed 120 members, but three clubs can provide 250 members. If individual clubs cannot grow then they need to help establish a number of additional smaller clubs, either at the same site or nearby.

Within each of the capital cities there are some clubs that are much smaller than the others. Larger clubs need to try and support these clubs so that growth can occur within them.

Most capital city clubs only operate on weekends. Increasing to mid week operation provides an opportunity to double the size of the club without increasing the load on the aircraft and launching system. ASC at Gawler is a case in point. They operate six days per week, which may be contributing to SA's good results.

COUNTRY CLUBS

This is where the calculation of membership ratios starts to fall over.

Due to the drift away from the country to the city, many of the country clubs are reducing in size, and quite a number have disappeared. When you do the calculation based on one member for every 6,000 population within their regional populations, you see that many clubs are already exceeding this number. The problem is simply

that their communities are getting smaller, and despite some good efforts, the club membership falls also.

An example is Sunraysia Gliding Club. The Mildura region has a population of 80,000 and current club membership is 19 members. As a ratio of 1:6,000 would indicate a target of 13 members, the club is already 'punching above its weight'.

Maybe small country towns have fewer sporting options and therefore they can sustain a higher population of glider pilots. Maybe country people are less distracted by alternative, time-consuming activities. Whatever the reason, country clubs are more successful but need to be aware that shrinking populations will have a negative impact on their viability. They may be able to avert the decline by focusing more on promotion within their community – with probably more success than the city clubs can accomplish.

CRITICAL MASS OF MEMBERS FOR A VIABLE CLUB

Consistently staying above 120 members seems to be a natural limit, so what is the minimum number of members for a club to remain viable?

There are very small clubs who operate basically as a syndicate of interested glider pilots, with a focus on private flying. Although not having any potential for growing the sport, it maintains some good gliding venues across the country, which larger clubs can then take advantage of.

There are other small clubs that offer instruction and all other 'normal' club activities. For the smaller ones of these, they rely on the hard work and commitment of a handful of enthusiasts – weekend after weekend, year after year. These clubs are at risk if one or two individuals leave for any reason – the whole club can collapse.

It is suggested that 20 members is about the minimum number of members for a club to have potential for replenishment and potential growth. Some people suggest that this number is closer to 30. As the membership falls below this level it is more difficult to turn the club around. Finding some way to increase the size of the club possibly through amalgamation with another gliding club or aviation club is one approach to save the sport in the region. Finding an additional population pool by moving to a site within reach by another large centre would be another way.

Clubs with a membership close to 20 need to be very conscious of their development options.

GA

20M TWO SEAT NATIONALS 2013 NARROMINE 2013

BY CONTEST DIRECTOR ADAM WEBB



The 20m Two Seat National Championships were held at Narromine, NSW from 22 to 31 January 2013. This was the first time the contest had been held as a stand alone competition and there were 9 gliders entered, including one flying hors concours.

Of the gliders competing, seven achieved at least 20% of the winner's score, allowing us to declare a champion at the end of the week.

Nick Maddocks (P1) and Mike Maddocks (P2) flying Duo Discus GKC won the competition with 7,683 points and were declared Nationals Champions, Terry Cubley (P1) and Brian Rau (P2) were a close second place with 7,566 points and Harry and Wendy Medicott were third with 7,030 points.

The weather at Narromine was perfect for the competition. Of the nine scheduled days of competition including one practise day, all eight possible days were flown, allowing for one compulsory rest day as in the rules. The weather varied during the week, from fast strong cumulus days to slower low blue days, but none of the eight days were devalued.

Both Assigned Area and Assigned Speed Tasks were set, ranging from a three hour AAT and 240km fixed task, to a five hour AAT and 520km fixed task, reflecting the wide range of weather during the week.

The standard of airmanship displayed by the pilots during the contest was of a very high standard, with very few minor

issues arising. All pilots adopted a friendly yet competitive attitude which gave the contest a very enjoyable atmosphere and tone for both the pilots and organisers.

Thanks must go to everyone involved in the competition. The Narromine Gliding Club were, as usual, wonderful hosts for the competition, providing us with world class facilities as well as great meals. Beryl was a great support not only as task setter, but also with her wealth of experience at competitions and at Narromine. Arnie did a great job as Safety Officer, keeping an independent eye on all the operations and dealing with any issues as they arose. Jess Stauss took the role of Administrator for the week, and was a huge help with organising registrations, task sheets and accounts. Tim Bates scored remotely from Adelaide, and did a superb job getting the scores up promptly without any issues. Ian Baldwin was also a great help as scrutineer/ weighmaster, allowing us to weigh all competing gliders every day of the competition.

GA



FAI GLIDING BADGES TO 25 FEBRUARY 2013

During a very strong summer soaring season, a large number of badges have been achieved. The chance the excellent conditions have given pilots to show their skills has certainly brought exciting results! Congratulations to everyone.

A. BADGE

VENN MICHAEL C	11814	NARROGIN GC
FISHER ALEXANDER	11816	QLD AIR T
SHARPE DAVID J	11819	SOUTHERN CROSS GC
DAVIS CHRISTOPHER P	11831	NSW AIR TC
WROBLEWSKI ANDRZEJ	11834	GEELONG GC

A & B BADGE

GRAHAM ALAN F	11805	CABOOLTURE G
VENESS JUSTIN (JOE)	11809	SOUTHERN CROSS GC
MAYNARDEDEN LAURA	11815	QLD AIR T
BAHR MARK P	11817	BOONAH SC
STOUT LOUISE M	11823	NTH QLD SC
GRANDJA ANDREW	11829	GEELONG GC
CORREIA JASON D	11830	BOONAH GC

B BADGE

HUSSEY ALEXANDER M	11700	ADELAIDE SC
ROWE GRAHAM D	11755	LAKE KEEPIT SC

B & C BADGE

TONKIN LUKE M	11799	ADELAIDE SC
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C BADGE

JOHNSON LACHLAN	11729	ADELAIDE SC
HARRIS KARREN	11714	NARROGIN GC
WALL ROBERT J	11766	BEVERLEY SC
SHEARER NATHANIEL T	11753	ADELAIDE UNIVERSITY
CHAMPNESS HUGH R	11793	BEAUFORT GC
GREAVES BARRY J	11788	SOUTHERN CROSS G
HUSSEY ALEXANDER M	11700	ADELAIDE SC
ROWE GRAHAM D	11755	LAKE KEEPIT SC

A. B. C. BADGE

MADDEN CHRISTOPHER W	11806	RAAF RICHMOND GC
ROLFE JACOB M	11807	NSW AIR TC
NATHAN ARI	11808	BOONAH GC
BEKKER STEVEN	11810	ADELAIDE SC
MARTINI FEDERICO	11811	LAKE KEEPIT SC

A. B. C. BADGE

HERWIG GEORGE A	11812	G.C OF WEST AUSTRALIA
SHEAD ROGER C	11813	BEVERLEY SC
JAROLIM MIKE	11818	STH RIVERINA GC
JOHNS HAMISH B	11820	S.C OF TASMANIA
BUTTERS ALEXANDER J	11824	LAKE KEEPIT SC
LANE REUBEN A	11825	MT. BEAUTY GC
CROFT PAUL	11826	BEVERLEY SC
O'DONNELL JOSEPH P	11827	KINGAROY SC
CATTON ALAN G	11828	BEVERLEY SC
PERRY RUPERT W J	11821	CABOOLTURE GC
BURKE B L	11832	QLD AIR TC
BRADELEY R A	11833	WARWICK GC

SILVER C

RULE MARTIN J	4797	SUNRAYSIA GC
DONALD DAVID J	4798	BOONAH GC
HERWIG GEORGE A	4799	G.C OF WEST AUSTRALIA
CONNELLAN EDWARD	4800	ALICE SPRINGS GC
GOULD ROBERT B	4801	DARLING DOWNS SC

GAMBLE PETER	4802	V.M.F.G.
TOWN MARK	4803	LAKE KEEPIT SC
ATKINSON WILLIAM J	4804	SOUTHERN TABLELANDS
PACE VICTOR	4805	NSW AIR TC
GRALTON STUART T	4806	BEVERLEY SC
SUTTON OWEN C	4807	BATHURST SC
SCUTTER CLAIRE E	4808	ADELAIDE SC
GREAVES BARRY J	4809	SOUTHERN CROSS GC
GRALTON JAMES P I		4810 BEVERLEY SC
MORRIS GLYNN W	4811	SOUTHERN CROSS GC
VEPREU RATUO G	4812	SOUTHERN CROSS GC
ATKINSON DANIEL L	4813	WARWICKGC
HOWELL DAM P R	4814	HORSHAM GC

GOLD C

ATKINSON MATTHEW R	1681	LAKE KEEPIT SC
GALLOWAY CHARLES I	1682	G.C. OF WEST AUSTRALIA
GRALTON STUART T	683	BEVERLEY SC
GRALTON JAMES P I	1684	BEVERLEY SC
GAMBLE PETER	1685	V.M.F.G.
FERRIER RODNEY J	1686	SOUTHERN CROSS GC
CLAMPETT DAVID M	1687	SOUTHERN CROSS GC
WOOLLEY ADAM G	1688	KINGAROY G

DIAMOND GOAL

RULE MARTIN J		SUNRAYSIA GC
GODA AKINORI		NARROMINE GC
SCHONEVELD SAMUEL		BATHURST SC
HERWIG GEORGE A		G.C. OF WEST AUSTRALIA
GALLOWAY CHARLES I		G.C. OF WEST AUSTRALIA
STAUSS ERIC M		BALAKLAVA SC
SCUTTER CLAIRE E		ADELAIDE SC
RICHARDSON NIC		G.C.V.
WOOLLEY ADAM G		KINGAROY GC
UMEMOTO NOBUYUKI		NARROMINE GC

DIAMOND DISTANCE

STAUSS ERIC M		BALAKLAVA SC
STEWART RAY W		BOONAH GC
VEAL COLIN P		STH TABLELANDS GC
WOOLLEY ADAM G		KINGAROY GC

DIAMOND HEIGHT

PICKLES DAVID H		HUNTER VALLEY GC
BARNES ALLAN J		DARLING DOWNS SC

DIAMOND C

PICKLES DAVID H	239	HUNTER VALLEY GC
VEAL COLIN P	240	STH TABLELANDS GC

750 KILOMETERES

HAYHOW BYRAN	147	TEMORA GC
WOOLLEY ADAM G	148	KINGAROY GC

1000 KILOMETERES

BARNES ALLAN J	37	DARLING DOWNS SC
WOOLLEY CHRISTOPHER J N	38	KINGAROY GC

UPDATED LIST OF RECORDS

Since the last issue, the list of minimum performance criteria for a first claim for Continental Records been updated with the current Australian and New Zealand National Records. Please note that this list represents the minimum requirements for a first claim.

Continental Records must be claimed through a procedure similar to World Records: a notification of claim must be sent to the FAI Records Office within 7 days after the flight, and an OO qualified to observe World and Continental Records must be present. If a pilot flies a National Record sufficient for a claim, it will not automatically become a Continental Record. For example, if a pilot flies a

National Record that exceeds the Continental Record, but fails to notify FAI within 7 days, or didn't use an Observer qualified for World and Continental Records, he or she would be awarded the National Record but the Continental Record would remain unchanged. Another pilot would be eligible to claim it without exceeding the new National Record.

Initial record claim notifications must be sent to Pam Kurstjens at pam@kurstjens.com immediately after the flight with a copy of the .igc file. Claim forms are to be completed by the OO and sent to Pam with the original .igc file, normally saved to a CD or SD card.

General	Free distance	1177,45	Austral. n	Medlicott	Feminine	Free distance	949,7	Austral. nr	Karel
General	Free out- and return distance	1033,9	Austral. n	Buchanan	Feminine	Free out- and return distance	1042,55	cwr	Zejdova
General	Free distance - using up to 3 turnpoints	2049,4	wr	Delore	Feminine	Free distance - using up to 3 turnpoints	1042,55	cwr	Zejdova
General	Free triangle distance	1075,9	Austral. n	Buchanan	Feminine	Free triangle distance	1012,3	wr	Zejdova
General	Straight distance to a goal	1254,26	NZ nr	Drake /Speight/ SH	Feminine	Straight distance to a goal	806,21	Austral. nr	Hider Smitt
General	Distance - using up to 3 turnpoints	2502,8	NZ nr	Delore	Feminine	Distance - using up to 3 turnpoints	800		
General	Out - and Return distance	1029,9	Austral. n	Buchanan	Feminine	Out - and Return distance	1042,55		Zejdova
General	Distance over a triangular course	1379,35		HW Grosse	Feminine	Distance over a triangular course	1012,33		Zejdova
General	Speed over Out & Return of 500 km	216,42		Newfield/Malcolm	Feminine	Speed over Out & Return of 500 km	157,9	cwr	Wilkinson
General	Speed over Out & Return of 1000 km	166,5	wr	Delore	Feminine	Speed over Out & Return of 1000 km	109,44	cwr	Zejdova
General	Speed over Out & Return of 1500 km	no			Feminine	Speed over Out & Return of 1500 km	no		
General	Speed over a triangular course of 100 km	195,5	NZ nr	Harrison	Feminine	Speed over a triangular course of 100 km	139,45	Austral. nr	Martin
General	Speed over a triangular course of 300 km	223	wr	Newfield	Feminine	Speed over a triangular course of 300 km	141,03	Austral. nr	Renner
General	Speed over a triangular course of 500 km	211,45	NZ nr	Newfield/Malcolm	Feminine	Speed over a triangular course of 500 km	136,3	wr	Zejdova
General	Speed over a triangular course of 750 km	161,33	wr	Grosse	Feminine	Speed over a triangular course of 750 km	132,5	cwr	Zejdova
General	Speed over a triangular course of 1000 km	134,99	Austral. i	Jansen	Feminine	Speed over a triangular course of 1000 km	116,1	wr	Zejdova
General	Speed over a triangular course of 1250 km	143,46	wr	Grosse	Feminine	Speed over a triangular course of 1250 km	no		
General	Speed over a triangular course of 1500 km	no			Feminine	Speed over a triangular course of 1500 km	no		
General	Absolute altitude	11365	NZ nr	Masterton					
General	Gain of Height	10212 ?	NZ nr	Read/ Coveney					

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		
Feminine	Straight distance to a goal	965,3	wr	Kurstjens-Hawkins
Feminine	Distance - using up to 3 turnpoints	900		
Feminine	Out - and Return distance	900		
Feminine	Distance over a triangular course	1036,56	wr	Hawkins
Feminine	Speed over Out & Return of 500 km	143,5	wr	Hawkins
Feminine	Speed over Out & Return of 1000 km	133,89	wr	Kurstjens-Hawkins
Feminine	Speed over Out & Return of 1500 km	no		
Feminine	Speed over a triangular course of 100 km	159	wr	Kurstjens Hawkins
Feminine	Speed over a triangular course of 300 km	153,83	wr	Kurstjens Hawkins
Feminine	Speed over a triangular course of 500 km	151,37	wr	Hawkins
Feminine	Speed over a triangular course of 750 km	146,31	Austral. nr	Kurstjens Hawkins
Feminine	Speed over a triangular course of 1000 km	126,09	wr	Machinek
Feminine	Speed over a triangular course of 1250 km	no		
Feminine	Speed over a triangular course of 1500 km	no		
Feminine	Absolute altitude	11312,3	NZ nr	Loader
Feminine	Gain of Height	10212,6	cwr	Loader

15 m class Gliders

Category	Type of Record	Minimum Performance	status	Claimant
General	Free distance	1075,81	NZ nr	Delore
General	Free out- and return distance	1000		
General	Free distance - using up to 3 turnpoints	1000		
General	Free triangle distance	1000		
General	Straight distance to a goal	1004,55	Austral. i	Medlicott
General	Distance - using up to 3 turnpoints	1138	NZ nr	Stevens
General	Out - and Return distance	1015,18		Roediger / Wight
General	Distance over a triangular course	1063,7	Austral. i	Tuncks
General	Speed over Out & Return of 500 km	197,27	NZ nr	Delore
General	Speed over Out & Return of 1000 km	117,6	Austral. i	Temple
General	Speed over Out & Return of 1500 km	no		
General	Speed over a triangular course of 100 km	195,5	NZ nr	Harrison
General	Speed over a triangular course of 300 km	179,3	wr	Delore
General	Speed over a triangular course of 500 km	158,4	wr	Delore
General	Speed over a triangular course of 750 km	136,66	wr	Jensen
General	Speed over a triangular course of 1000 km	117,73	Austral. i	Claffey
General	Speed over a triangular course of 1250 km	no		
General	Speed over a triangular course of 1500 km	no		

World class gliders

Category	Type of Record	Minimum Performance	Status	Claimant
General	Free distance	500		
General	Free out- and return distance	507,97	Austral. nr	Claffey
General	Free distance - using up to 3 turnpoints	517,38	Austral. nr	Claffey
General	Free triangle distance	500		
General	Straight distance to a goal	500		
General	Distance - using up to 3 turnpoints	597,1	wr	Wardell
General	Out - and Return distance	500		
General	Distance over a triangular course	513,25	wr	Willis
General	Speed over Out & Return of 500 km	75		
General	Speed over Out & Return of 1000 km	no		
General	Speed over Out & Return of 1500 km	no		
General	Speed over a triangular course of 100 km	110,14	wr	Frackowick
General	Speed over a triangular course of 300 km	86,02	Austral. nr	Willis
General	Speed over a triangular course of 500 km	76,42	wr	Willis
General	Speed over a triangular course of 750 km	no		
General	Speed over a triangular course of 1000 km	no		
General	Speed over a triangular course of 1250 km	no		
General	Speed over a triangular course of 1500 km	no		
Feminine	Free distance	500		
Feminine	Free out- and return distance	507,97	Austral. nr	Claffey
Feminine	Free distance - using up to 3 turnpoints	517,38	Austral. nr	Claffey
Feminine	Free triangle distance	400		
Feminine	Straight distance to a goal	400		
Feminine	Distance - using up to 3 turnpoints	400		
Feminine	Out - and Return distance	503,22	Austral. nr	Claffey
Feminine	Distance over a triangular course	400		
Feminine	Speed over Out & Return of 500 km	68,82	Austral. nr	Claffey
Feminine	Speed over Out & Return of 1000 km	no		
Feminine	Speed over Out & Return of 1500 km	no		
Feminine	Speed over a triangular course of 100 km	75		
Feminine	Speed over a triangular course of 300 km	60		
Feminine	Speed over a triangular course of 500 km	no		
Feminine	Speed over a triangular course of 750 km	no		
Feminine	Speed over a triangular course of 1000 km	no		
Feminine	Speed over a triangular course of 1250 km	no		
Feminine	Speed over a triangular course of 1500 km	no		

NOTE FOR CLAIMANTS

All OOs can approve badge claims, Australian Records, and national records flown by international visitors, but only a limited number can approve World and Continental Record claims. 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.



Orange Week 2012 saw a band of Mexicans arrive at Waikerie with the intention of taking all the spoils back to Victoria. For those unfamiliar with the Mexicans, they are a nomadic group of pilots of seriously doubtful repute who cross the border to strike at the heart of unsuspecting gliding regattas.

Head honcho Jack Hart and his Beaufort band nearly pulled it off. Faced with the threat of seeing the Orange Week silverware disappearing interstate for a year the organisers quickly introduced the Orange Week Teams trophy, one that local knowledge would make particularly difficult to steal.

JUICING GRADE

Day 1 required all pilots to fly Juicing Grade. The visitors found 10kt thermals to 10 grand to be a great start. They all had a ball though the weather did turn off a little towards the end of the day. With fun a-plenty they couldn't wipe the smiles off their faces in the bar that night, although Peter Robinson in the Nimbus 2 held off the interstate assault with a lucky win. This is how he did it...

"Launching at the front of the grid, my first thermal went to 8,500ft, the next to 9,800ft. With 10minutes until the start gate opening, I elected to find another thermal and top back up. At 5,500ft I found a weak climb as I watched gliders high above me in the thermal I had previously left, flying through the start gate. Topping out at 7,000ft I elected to find another climb as I wanted to start at least at 9,000ft. Unfortunately, the thermals around the airfield had cycled and died as I flew down to 2,500ft wondering if I would need a relight and have to dump my water. I managed to find a weak climb that slowly got me back to 5,000ft then improving to get me to 8,000ft but now some 10km from the start line. With around 60 minutes having elapsed since the start gate opening I had no choice but to cross the start line at 6,700ft, 70 minutes after the gate opening.

Finally, having started I was keen to stay high and get to the CUs that were forming half way down the first leg. At 5,500ft I got a 5kt climb up to 9,000ft then the second climb was a small top up from 6,000ft to 8,000ft. Finally reaching the first CU at 4,500ft I hooked into 8kts taking

me to cloud base at 10,500ft. I went deep into the Peebinga area turning 15kms to the south with an average speed of 148kph with 6.3kt average.

I took a track to the Lindsay River area heading for the outer eastern edge taking me across the scrub along the border between SA and Victoria following what turned out being a good line of cloud and turning over the lake 20kms north east of the turn-point. My average speed for this leg was 129kph cruising between 8,500ft and 10,500ft with an average L/D of 64.

The third leg was directly into a 30kph wind back down to Loxton. With the CUs disappearing quickly out to my west I decided to take weaker climbs to stay high given my late start and with the day dying. My speed for this leg was a slow 92kph with 5.3kt average climbs. I took the last climb on this leg to cloud base at 10,500ft, with the last CU and my track home completely in the blue.

I was 1,500ft under final glide as I left the last CU and headed into the Loxton turn-point just touching the outer edge and turning for home. I managed to find more of the good air, flying at 70 to 80kts which slowly got me back above final glide height. This allowed me to increase my speed as I passed through 5,000ft to 80 to 100kts with enough height for a high speed finish over the club house dumping water.

Overall 380kms at 127kph off the stick with 5.8kts average climb rate, 30sec under time and a very enjoyable flight after the frustration of trying to get a decent height to start."

After that initial bang with the weather we ended up losing the next couple of days with the Bureau scratching their heads as to why their models failed to predict any of the weather experienced.

FRESH GRADE

Day 2 saw pilots flying in both Juicing Grade and the adventurous Fresh Grade. We thought that Fresh Grade

was sure to sort out the Southern-Victorian pretenders but it wasn't to be, with both wins going to those from across the border.

The forecast was not overly fantastic, but we had been on the ground for two days and no one was going to miss out on an opportunity to go flying. It was a classic lowish type of day for flying an AAT task. It was a day when more time was spent thermalling. That suited Jack Hart in the DG400, who won Fresh Grade. First prize was one orange for his efforts and the Mexicans had started a run. We were still looking forward to the weather-man Craig Vinall's promises for a huge day on Thursday.

In Juicing Grade Bernie Sizer, Pegase, also found the conditions to his liking. Bernie and his co-conspirators had decided to try to start together and see how things went, and this is how he went...

"The start was crowded and congested, so I decided to push out and try to find my own space. I soon found myself at the top of thermals with the others coming in under me, but I seemed to be able to stay one step ahead and before long I was inside the first turn point and several kilometres in front of the pack. The first leg had many small thermals of approximately 3 to 4 knots. They were classic style thermals and once centred were easy to climb in. The southerly wind pushed us back each time we took a climb and the tops were only at about 4 - 4,500ft QNH.

I had pushed into the centre of the first turn point so the guys could catch up by turning as soon as they hit the turn point radius, however they decided to continue until they reached the centre at Notts Well. I was not going to wait, and before long had caught up to two other gliders, both carrying water - I was dry. I managed to stay with them for the remainder of the second leg before they broke off and headed for home. I continued well into the second turn-point as the lift seemed to be getting stronger.

On the way home I realised that the pack had turned early and were now in front of me. While still about 50 - 60 km from home I saw a glider very low and trying to gain height. It looked as though he was almost on the ground, however, he refused to give up and eventually made it back. Final glide was approx 50km from 6500ft with a light tail wind. Off the stick speed was 80.6kph and handicap speed was 91.1 kph.

This was my first ever day win and no one was more surprised than me when my name was called out at briefing the next day. Thanks to the Waikerie members who attended and helped make the week very safe and enjoyable, especially the fine wine - and Nippy's orange juice!"

Progressive scores for Champion Pilot after day 2 saw Peter Robinson with 5.9 points narrowly ahead of Peter Buskens and Peter Paine, each with 6.0 points.

AROUND THE LAKES

Day 3 on the eastern side of a trough line, was a much better day and the Mexicans had fun cruising around at high altitudes without the airspace restrictions they have at home. Fresh Grade were to fly a 414km AST, Waikerie-Lake Cullulleraine-Morgan-Overland Corner-Waikerie, but



this grade comes with challenges. The twist was that each pilot had to circumnavigate both Lake Cullulleraine and Lake Bonnie either on the way out or the way back. A little different as the edges of lakes don't make for good thermal sources! And the weather changed again and completing the task proved to be a challenge. "Big Thursday was only ine sleep away", said Craig.

Fresh grade was won by Craig Vinall (ASG29E) with a final speed before handicap of 120.3 kph. Craig recalls.....

"Off tow, convection was going to 7000ft although 10,000ft was forecast. I elected to fly past Lake Bonnie and do the circumnavigation on the way back. The conditions would be better later in the day. I arrived at the Lake Cullulleraine turn point and then started around the lake - not an easy task as I'm sure I was much wider around the edge of the lake than needed to ensure not cutting off part of the lake. Penalty points awaited those who took short cuts.

After Lake Cullulleraine, the climbs started to improve, getting to 9,000ft. We continued back past Lake Bonnie and the second of the required circumnavigations. Around the lake, we felt like tourists, as racing had completely gone out the window! Anyway, that task was finally completed and no more diversions were required for the rest of the flight."

Juicing Grade flew the same turn-points but as a 3.5h AAT with circles to accommodate the range of gliders flying. Peter Robinson, Nimbus 2, held off the interstate threat with another win...

"CUs were popping out on the first leg as I started at 7,000ft. I took a large deviation following a CU line taking me north of Paringa and then back onto the track line at the border as I chased a CU to get a climb across the scrub line. In hindsight this deviation added another 14kms and cost me time. The run from the border out past Lake Cullulleraine was good with 5kt climbs going to 8,500ft at 115kph. Turning 15km past the turn-point saw a similar run back to the border at which point things began to change. The CUs stopped at Renmark and were replaced with a band of cirrus moving in from the west. I managed to get a good glide across the scrub, over the border and into Renmark aerodrome to top up before heading into the cirrus cloud shadow.

continued over page



The run from Renmark to Morgan was very soft with weak climbs to 6,000ft. I dumped most of my water after turning at Morgan and then took a couple of weak climbs to keep above 4,000ft, only to run into a 7kt climb to take me from 5,000ft to 7,000ft. I now had final glide and zoomed into Overland corner and home to Waikerie. Overall 398kms at 111kph with 4.3kt average climbs."

BIG THURSDAY

Day 4, Craig's Big Thursday, wasn't to be and a task never eventuated. Jack Hart, DG400, recalls the day well and probably hasn't stopped talking about it yet...

"Finally Big Thursday arrives and briefing is pushed 30 minutes earlier than normal. I couldn't wait to hear the news from the weather man. This is when reality hit, the trough was through Adelaide already and aircraft were getting scattered everywhere by the strong winds. We decided to wait a little longer and see how the weather was going to develop. Sitting around in the heat wasn't much fun. The Waikerie boys were still hopeful that we could fly. By midday the CUs had just started to pop and the predicted strong north-westerly winds were not far away. The forecast weather also made me think that an old fashioned downwind dash may be possible. I had been thinking about flying to Bacchus Marsh.

I decided to take-off and try it. The wind was very strong NW at 1,500ft, 25-30 kts. The first hour was tough going climbing in 2 to 3kts in sometimes broken lift. Nearing the Victorian border I contacted a strong climb to 9,000ft. Now the CUs were well within reach. Upon reaching the CUs in Victoria I was able to climb to 12,000ft in 10 to 12 kts. Cruising now at 90kts, the ground below me was moving very quickly in the strong tailwind which was bang on track for home. The next 250kms were easy and I was flying in some of the best conditions I had experienced in recent years. The highlight would have to be seeing 13.5kts average on the Tasman Vario climbing to 13,500ft over the Big Desert in Victoria.

The closer I got to home I could see the weather was changing. The CUs were getting closer together so I

decided to stay high and run just under the airspace steps. Just after St Arnaud and approx 150kms from home I started my final glide. I needed to start getting down anyway as I approached the airspace step NW of Ballarat. By now I was flying under totally overcast skies but still well above final glide.

Landing at Bacchus Marsh I had just flown from Waikerie in 4 hours 20 minutes. Task distance was 570kms and an average speed of 130kph.

The next day I caught a plane back to Adelaide, a cab to the bus terminal and then the bus back to Waikerie. All up it cost \$65 to get back to Waikerie as the plane ride was a free ticket from my employer, Qantas.

The drive home on Saturday took 9 hours and was a little less fun...but I'm coming back next year! Thanks to the Waikerie boys for a great week."

What Jack hadn't anticipated upon his return was the never-ending criticism of his outstanding flight by the wimps who didn't fly. "You didn't fly 570km, the wind blew you for 270km of it!" "You were flying downhill the whole time!" "You were flying back in time 100 years and half an hour." We're only kidding fellas, a little.

The Maurie Bradney Trophy, for the most meritorious competitor, is the most prized of the Orange Week trophies. Pilots have been known to abandon their quest for the Orange Week Cup for champion pilot to enhance their chances for 'The Brad', as it has become affectionately known. But winning The Brad is not easy, in fact most pilots lose it and the last pilot left standing may be the winner.

For example, Haidyn Dunn had bragged for two days about how easy it was to rig his Nimbus 2, GOG, with his mobile wing stand, requiring at most a half of a helper. We didn't encourage the bragging by asking what half a helper looks like! When it came to rig GOG, any chance at The Brad went out the window. Three and half hours later, with six helpers and control rods in the wing removed - Haidyn said it was easier than taking the wing off again! - GOG was finally rigged.

In contrast, Peter Robinson, having carelessly abandoned Club property, a broken aero-tow rope, in a paddock, a trophy-losing act, then tried to redeem himself by conning three Club members to walk through the wheat paddocks in thunder-storms and rain, following the path of his flight trace. He recovered the rope, but not The Brad.

After the set-back of having his battery charger interrupt briefing on the first day Ziggy Kusiak had a dream run dispensing his medical expertise to keep the catering staff, Jean Hudson, functioning. Jack Hart messed up his chaotic check after closing the DG400 canopy after dozing in the cockpit on the grid with his shoes on the cockpit sides. The DG400 is ideal for this. Unfortunately both shoe-laces were jammed by the canopy when he closed it and his feet couldn't reach the rudder pedals. Fancy wanting to fly with three yaw-strings! No Brad for Jack.

At the conclusion of the contest the pilot best placed to take The Brad, having flawlessly epitomised the essence of Orange Week by cramming as much fun into the week in-between flying the tasks, was Steve Jinks from Beaufort. His expert rendition of the world's best Bible salesman, which nearly had Marta Najfeld disgracing herself on the clubroom floor, sealed the fate for other contenders. Well deserved, Steve, though we mourn The Brad residing in Victoria for a year.

GA

THE ORANGE WEEK TEAMS TROPHY

The contest was hard-fought but the Mexicans never had a chance, which was the whole idea. The Waikerie Willies, which are dust devils, consisting of Peter Paine, Peter Robinson and Craig Vinall, trounced the opposition and won with 26.8 points.

Far behind came the Mexican Bandits Jack Hart, Malcolm Crampton and Peter Buskens with 49 points and the Beaufort Buritos Steve Jinks, Gordon Trollip and Peter Champness with 52 points.

Ah, but there's always next year, and we want The Brad returned!

Oh, by the way, the Orange Week Cup for champion pilot was won by Peter Robinson with 6.9 points followed by Craig Vinall with 7.9 and Peter Buskens, 9.0 points.

ORANGE WEEK 2013

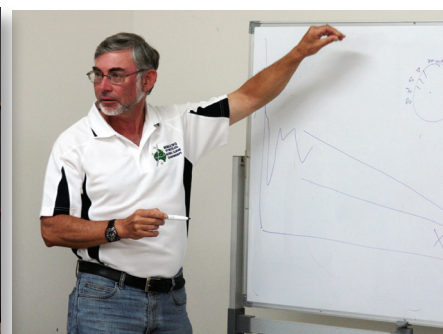
Saturday 23 to Saturday 30 November

For Information & Entry Contact

John Ridge 08 8389 1402 M 0417 868 213 Email: johnridge16@gmail.com

HORSHAM COACHING WEEK

BY TIM SHIRLEY
PHOTOGRAPHS: JUTTA GOLDMANN



LEFT: Horsham Coaching Week enjoyed a great turn out.

ABOVE: Tim Shirley at briefing.

For the past few years, a group of pilots and coaches has gathered at Horsham in the week before the famous Horsham Week competition. This event has been gaining strength, and this year an enthusiastic group once again descended on Horsham on Australia Day to learn and have fun.

As usual the support of the Horsham Flying Club was invaluable, and in particular the help given by President Arnold Niewand, CFI Peter Weisenfelt, Michael Hogan, Selwyn Ellis, Ziggy Kusiak, Marta Najfeld and many others was appreciated.

This year, Ian Grant was not able to attend and he asked me to organise things. In the background though, Ian continued to pull the strings and was a key contributor in making the week a success.

We had around 15 pilots attending. It is hard to put an exact number on it because some were there for the entire week and some for a few days less. The same is true for coaches – there was David Wilson, John Orton, Noel Vagg, Chris Thorpe and myself who attended the whole week, and for some of the time we also had Bernard Eckey, Peter Buskens and Trevor Hancock.

The pilots attending had a considerable range of experience, from beginning X/C pilots to some quite experienced people who went on to do well in the competition. This presents a challenge for coaches, because we need to keep the interest there for the more experienced people while not leaving the others behind.

We adopted the format used with success by Peter and Lisa Trotter over many years. On each morning we spent some time reviewing the previous day, then we had a discussion on a topic led by one of the coaches which would last an hour or so. We then had a weather briefing and set a task, with flying in the afternoon usually with launching a about 12:30 or 1pm.

The topics were varied, and we tried to have a different coach leading the discussion on each day. Bernard Eckey presented a very interesting general introduction on the first day, and on following days we talked about a wide variety of subjects – preparation, gliding weather, thermal formation and patterns, final glides, loggers and badge flying, and many others. Chris Thorpe gave an excellent presentation on several recent accidents associated with failing to make it over the fence, with some graphic pictures to show the effects of getting it wrong.

The discussions were always quite interactive which I think is the best way – lectures alone tend to be more interesting when there is lively conversation in the room.

The Horsham weather co-operated on most days. We were able to fly on all but one day, and the tasks set were intended to be relatively easy to complete. Task setting in a coaching situation is different from a competition because the aim should be to allow pilots to practice skills of thermal selection, strategy, and to give a sense of achievement from getting home. Tasks which stretch too far are less effective in coaching because they result in survival tactics (just stay airborne) or in outlandings, and this isn't the best way to learn. The flight analysis sessions that we conducted each morning were very popular, because they gave an opportunity for comparison and also for some learning about the value of analysing our own flights.

Bernard Eckey was as usual generous in offering flights in his ASH25 at no cost – the course contributed to his accommodation but nothing else – and he was also offering the latest edition of his book 'Advanced Soaring Made Easy' at a significant discount. Thanks Bernard.

The social scene was also well looked after by Mark Hunt, who managed to organise a pub to go to for dinner almost every night! Thanks Mark. Also to Jutta Goldmann for the pictures that accompany this story.

Most of the pilots came from the Bacchus Marsh club, with some also from Horsham, two from Bordertown, and one (apart from me) from GCV.

General response from the pilots was that the week was a success. The aim was to learn, experience and have fun, and I think that was achieved. Coaching weeks are often a two way street – they are not only for coaches to teach pilots, there are learning experiences there for coaches as well.

Thanks again to the Horsham Flying Club for hosting the event, and I am sure we'll be back again next year. **GA**





INTO THE BLUE

The 51st Multiclass Nationals in Benalla attracted a large field of pilots from around the country including Norm Bloch making a welcome return to national competition. Flying for the Tasman Trophy against Australian pilot Ian McCallum was Tim Bromhead from New Zealand. The weather during the competition did not live up to the promise of the incredible soaring conditions of early January. Tim Bates gives us a rundown of the competition as it happened, with contributions from some of the contestants.

PHOTOGRAPHS BY: TIM BATES



BY: TIM BATES

The first day of the competition proved challenging due to very strong westerly winds. Most pilots made it around the course, although there were 13 outlandings.

Day 2's forecast brought promise of a classic post-frontal Benalla day - low convection and windy but reliable and with an early cut-off as the southerlies funnelled up through the Nillahcootie gap. CUs were popping even before briefing, so the fleet was marshalled early, planning for first launch at 12:15 and a straightforward speed task to give the pilots a bit of reprieve after yesterday's challenging day.

The Open and 18m classes launched first for a 330km task, but the Standard and 15m fleets were held back waiting for the launch zone to clear and then finally cancelled when the winds failed to abate as much as expected.

There were three engine starts and one outlanding at Wangaratta but most pilots had a solid day, with Shinzo

Takizawa taking out the Open class and an unexpected win by Ben Loxton in the 18m class with 106.9 kph

Day 3 promised light winds and 5,000ft convection lasting well into the evening. Since the 15m and Standard classes did not fly on Day 2, they were put at the front of the grid and sent on a 340km fixed task, with the 18m and Open classes launched second on a slightly shorter task. The low convection heights meant tasking into the same northern region as the first two days, so for a bit of variety the fleet was sent the opposite way around - out to the northeast first, then west.

The longer task for the 15m and Standard classes took them out over the irrigation to the west, which proved challenging. Nine pilots failed to finish the task although all of the 18m and Open class pilots made it home.

Day 4 saw somewhat unpredictable conditions, again low and windy. These conditions and a desire for some change led to setting an AAT task after three days of fixed tasks. Due to the early start and no early cut off, the 18m

GLIDEFAST

January and February 2013 will be remembered by many as a brilliant time for long and fast flights in New South Wales. With pumping troughs setting up during holiday season, pilots set to do long tasks out of Tocumwal and Narromine experienced some exceptional conditions. This was not the case at the Multiclass Nationals held at Benalla.

We did not see a single usable cumulus cloud for the whole two weeks of the competition or for the week before when we ran the GlideFast course. Despite this lack of soaring weather that we all long for, we found the three weeks at Benalla to be extremely enjoyable both socially and for flying conditions.

During the GlideFast course we spent a lot of time talking about and analysing flights in low difficult blue conditions. We were able to put into practice what we learnt about finding sources and triggers, feeling the air and managing risk. This led to a more confident and competent performance for us and I think many others who were on the course. While the average weather did not yield fast speeds or super climb rates, it made for challenging and intensive flying. We had to work hard to survive and even harder to do well.

We get a real high and great sense of satisfaction from this type of flying. What also made the competition an enjoyable experience was the slick organisation – so slick, you almost didn't notice any organising. With a very experienced team running the show, everything seemed to go smoothly and the focus was on the flying and having fun. **LISA & PETER TROTTER**

class was put on the front of the grid with a 4-hour task, and the other classes were assigned 3.5 hours. All classes were tasked to the southwest first and then as far north as they could go in the time available, with the task setter promising to extend the northern sector if anyone could beat the 750km maximum task length!

The task setting was quite successful in the end, with only one outlanding and one pilot turning back early. The AAT shook up the leader board a little with a few new names at the top. Catherine Conway took out the day at 113.5 kph in the Open class and Ben Loxton, Peter Temple and Gary Stevenson won their respective classes.

After a cancelled day, Day 5 brought another 5,000-7,000ft blue day, with all classes being sent on a 3-hour area task to the northeast and then west. Because the western half of the third circle over Katamatite covered a lot of irrigation country, most pilots were expected to push north into the first circle and then stay east of Katamatite. To push pilots west and separate the inbound and outbound traffic, a small second circle was added over Berrigan.

The soaring improved as the day went on, with only Open Class at the back of the grid exceeding 100kph. Again, the AAT brought a few new names to the top of the scoreboard. The international pilots had a good day, with Swaantje Geyer of Germany, taking out Standard Class and New Zealander Tim Bromhead winning 15 Metre Class.

BETTER WEATHER?

Day 6 heralded the beginning of better weather, still blue but promising 7,000ft climbs with an early start and



a late finish. Even coverage of lift across the task area prompted the task-setting committee to start to explore more of the south-western region of the task area. The Open and 18m classes were sent on a 380km fixed task and the 15m and Standard classes a 300km task.

The tasksetter felt that the task was under-set for the day and he proved to be right, as nobody outlanded. Lots of time pre-start due to the short task and big gaggles saw close finishes today, with less than 1kph separating the top three places in Standard class.

Big weather was predicted for Day 7. The forecast 7,000ft climbs and a desire for a change in scenery prompted the tasksetter to suggest a waypoint in the foothills to the south east, since all the flying so far had been in the flat lands north and west. The fleet was sent north east first then tracked around to the west of Benalla, and then finally into the hills to the south.

The weather was 1,000ft or so lower at the peak than predicted, which made it a little more challenging than expected. Those pilots who knew to avoid the irrigation in the west made good times around the first few legs. Things became very soft over the hills, but pilots banded together to help each other find the few thousand feet needed to make it out of the valley, and only one

OPPOSITE: Gliders arrive back at Benalla after one of many blue days.

ABOVE: The town of Benalla which, as we go to press, has been chosen to hold the 2016 World Gliding Championships in Open, 18M and 15M Classes.

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ABOVE: Andrew Georgeson came 3rd in Open class flying a Ventus 2CX

BELOW: Dave Shorter came 5th in 18M Class in his JS1.

RIGHT: Nick and Mike Maddocks search the sky for Andrew, who had in fact already won the day and landed.

RIGHT LOWER: Jenny and Peter Thompson take some shade on the grid.

outlanded in that area. It was another day of very close finishes on which three 18m pilots achieved the same speed down to the first decimal place.

OUT OF THE BLUE

On the last day of the competition we finally saw a chance to get away from the 6,000ft ceiling we had been spending most of the competition under. The prediction was for 11,000ft. However, the forecast models caused a lot of confusion for the weather and tasksetters, as they predicted a large splotch of no thermals moving across the task area during the day, which was interpreted to represent an area of cloud cutting off the heating. The response was to set two very different tasks - an optimistic A task of a fixed 400km, heading first slightly south west to give the dead spot time to pass and then a long way north; and a pessimistic B task, an AAT mostly to the west and with large circles to allow pilots the leeway to work with whatever the weather might throw them.

As it played out, it became clear that the 100% cloud cover dead spot didn't materialize in the west as predicted

by the weather models, and the fleet was sent on the A task. Some cloud developed over the airfield during launch which showed distinct wave patterns, and pilots reported well defined lenticulars later in the day. Once again, there were only a few outlandings and most competitors had a good day. Nearly 30 pilots posted speeds in excess of 100 km/h and four of the 18m pilots topping 120 km/h - the fastest day of the whole contest.





LEFT: Andrew Maddocks came second in Standard Class flying an LS8 and winning the first two days.

TASK SETTING AT THE NATIONALS

After acting as Contest Director for the Club and Sports Class Nationals in Benalla in 2012, Tim was the Tasksetter this year. Here he takes us through the considerations and process of setting task at National level.

BY TIM SHIRLEY

In some ways it is easier to set tasks at a Nationals than it is at other events. For one thing there is a clear set of guidelines and rules, and also there is a clear objective – to challenge the pilots without creating dangerous or unfair situations.

Task setting is not so clear cut at other competitions, because the process must take into account a wider range of glider and pilot performances, and must be careful not to make things too easy for the elite pilot or too hard for the beginner.

In any task setting one of the key factors is the available time on task. This varies with the class size and launch order, and this year I created a spreadsheet which could give the start gate opening times based on a first launch time, the numbers in each class, and the launch order. After the first couple of days this spreadsheet was predicting gate opening times very accurately, and we used it with confidence through the rest of the event.

Task setters look to the Contest Director for guidance about the competitive situation. The choice of AAT or fixed task may be influenced by the need to consider weather conditions, but the CD may also consider the state of play in the competition to decide whether it is better to set a fairly conservative task or if luck and skill can create significant opportunities for success or failure. The CD may also advise about pilot fatigue, or any other factor that could influence the task setting.

Pilot representatives and the Safety Officer, with the CD and meteorologist, should always be present at task setting. Pilot reps are usually chosen to give a range of skills and expertise, and are rostered by the organisers –

both experienced and less experienced pilots should be used. The pilot reps are not there to actually set the task, but to advise and assist. It is not a democratic process but more of a consensus approach.

Once we have all the information we can start to set the task. My approach was to have a starting point for a task, as I have found that it is much easier to focus on a proposal than to invent one from scratch. I am always open to suggested change however, and it is very important to be flexible.

One strategy we have adopted as a standard in the last couple of years is the idea that the final leg of the task should be into wind, so as to facilitate straight-in long landings on the preferred runway. This has proved to be the best and safest way to bring a fleet of competition gliders back on to the airfield. This has received the backing of the Sports Committee and the Operations Panel, and I can strongly recommend it to all contest organisers.

The actual task needs to be set based on many considerations, including weather, terrain, convection height among others. The aim should be for a fixed task to be completed by pilots doing 85% of the winners speed, and in AAT tasks for the minimum completion speed to be around 70-75kph and the maximum to exceed 160kph.

AAT task areas can be either circles or wedges. Circles are easier for navigation and entering into instruments, and on days that are relatively even in weather conditions and terrain. Wedges are useful where there is a need or a wish to channel the gliders in certain directions, and where the task needs to be short. Wedges can be used to avoid overlapping circles. It is usual in AAT tasks to set a 'time-soak' area quite close to the finish to allow pilots who have misjudged their arrival to have some flexibility. I have found that it is best to set a wedge for this area, which can be made as big as necessary to provide the area, without overlapping with the finish or with other areas.

All this sounds complex, and in some ways it is – but if the basic principles and guidelines are followed it becomes a much easier job. The main aim is a safe, fair, challenging and fun competition.



THE RETURN OF NORM BLOCH

Norm Bloch is the winner of numerous state and national titles, he was on the Australian international team and flew in the pre-worlds in France and at the World Championships in Uvalde. From 1997 to 2010 he took a break from the sport and is now back again. We talked to him about his return to gliding.

INTERVIEW BY SEAN YOUNG



"The last competition I flew was in 1997. I had moved back to Perth from Sydney and become obsessed with windsurfing. I also felt that I needed a break from gliding. I had been doing a lot of competition flying and I was on the Australian team again, although I only flew twice for Australia because I was avoiding dangerous contest sites.

"These were the days before GPS had really got going, so we spent a lot of time in the cockpit looking at maps. It was also in the days before area tasks, which just meant racing tasks and lots of gaggle flying. I was thinking of winding back the amount of competition flying I was doing, and the move to Perth made it more difficult in any case. My job had me flying most weekends, and Western Australian clubs generally don't operate mid week.

"I thought about getting back into gliding five or six years ago but I bought an RV6 instead. I almost bought back my old Discus, FV, which I had flown for many years before selling it. Before that I used to fly club gliders in the Nationals.

"Eventually, a couple of years ago I went to the Beverley Soaring Society and started gliding again. Rod Duffy at the club decided to run a course just for me, and the members got me back into it in just one day, which was fantastic.

"I found an ASW24e to fly as well, which suited me. I need a self launcher because I am not always available to fly many weekends due to work. Now, I can get out gliding about once a month for a few days.

"When I left gliding, GPS were just coming into use, but only provided lat and long, not moving maps like they do now. I find that the moving maps really help keep your eyes out of the cockpit. The Flarm helps too with awareness. If someone is following you or flying below you, you still know they are there even if you can't see them. Also, there's now a mix of tasking including AATs and this makes it all safer. I've seen a bit of improvement in everything, which has made it acceptable for me to fly in competition again.

"I flew in the WA state comps in 2012 and then the Multiclass in Benalla this year. Every year the Beverley club flies the 'Southern Cross Expedition', which is good practise for me. It is a cross country camp aimed at extending your skills. I flew extensively at the 2011 camp so that when I went to the SA state comps I didn't feel too rusty in competition flying.

MULTICLASS 2013

"Before the competition I went to the Southern Cross camp again, which also proved to be good practise for the Nationals as the weather wasn't much good - lots of blue and low 5,000ft days with short tasks of about 400km.

"At Benalla the weather wasn't booming and there were lots of difficult days. I made many mistakes including using the wrong waypoint file so I had incorrect start lines for the practise day and Day 1, which cost me a lot of points.

"Probably because I had been out of it for so long, towards the beginning of the comp I was making tactical errors. For instance, on the first day I forgot that you often get wave at Benalla. While half the field started in wave, I wasn't even looking for it. I made up for it on Day 9, however, when I did find wave. After about Day 3 it started to come back and I began to think like a competition pilot again.

"Everyone was so friendly and the competition was so well run. It was a very good experience and I really enjoyed it. I turned up at Benalla not worried how I would do. I just wanted to see people I hadn't seen for a long time. It was like an old school reunion.

"I know Tom Claffey well so I would ask him questions. Also, last year Miles Gore-Brown came over to WA and held a coaching week at Narrogin. It was almost totally washed out but I went along anyway just to listen to the briefings and refresh things that I didn't even know I had forgotten. He covered a lot and it probably would have taken me a year to refresh it all again on my own.

"Talking to people was such a help. Flying northwest of Benalla is difficult because there is so much irrigation up there. I asked people like Peter and Lisa Trotter, 'Are you going to the left or right of track?' They were so helpful they probably dragged me up a few places."

LAST DAY WIN

"I think the people ahead of me at the start were more interested in what each other were doing. I decided to head out over the mountains to see if I could get a bit of extra height and found wave. It wasn't a big advantage. I started at about 8,000ft where, under thermals, the others started at about 6,000ft. So it was just 2,000ft but it gave me a good glide on the first leg. I left behind everyone but the extra height enabled me to catch up and it gave me a ten minute jump.

300KM NATIONAL RECORD

NORM BLOCH- 10 MARCH 2012



On 10 March, I decided to attempt a fast 300km FAI triangle. Normally out of Beverley the weather is better to the North and East but today RASP was showing a small band from Narrogin and to the East of Narrogin as being the best area. It showed no stippling, boundary layer top at a possible 14,000ft and maybe some CU. The temp trace from Perth was definitely showing good thermals to 14,000ft with CU at that height if it got to 38° C. With 40° C expected and good heating by briefing time I asked Owen Jones if he would be my official observer for a record attempt. I declared Beverley - Highbury - Bilbarin - Beverley 318 km.

I was basically after the fastest 300km flight trophy out of Beverley for the year but thought it could be possible to break the Australian standard class speed record too, which stood at 143kph. The plan for going fast is always to stay high to get the increase in true airspeed. At 12,000ft cruising at 100kts, true airspeed is 122kts and even at 10,000ft, 100kts is 117kts true airspeed. With the ASW24 full of water at 50 kg/m, she was able to glide at 29:1 doing 122kts true airspeed.

For an FAI speed you cannot lose more than 1,000m

"It was an unusual day. If you looked up from the ground and saw how much cloud there was, you might not even have launched. But it ended up being a good day. It was OK at the start but by the first turnpoint there was 7/8 of mid level stratus but no cloud beneath. I thought we were all going to land out. It was a wave affected day with good streeting. I had runs of 20km where I lost no height at all and into strong wind. But if you had just gone for a crosscountry flight you would have given up and gone home. I would fly along and get down to about 4,000ft then hit an 8kt thermal.

"I left quite a few people behind. Then I saw Ailsa McMillan going up like a train so I headed for her thermal and it was a beauty. It almost got me to final glide and gave me about a ten minute jump ahead. There were a couple of times that day when I seemed to make a bit of a jump ahead."

OTHER DAYS

"One day was tasked into the mountains. I have done a lot of mountain flying - including the pre-worlds in France.

altitude between start and finish, so the higher you start the higher you have to finish. Starting at the top of the thermal would be an advantage for a high, true air speed but then I might have to find a weak thermal near the finish to get above the minimum finish height and lose too much time.

As I climbed after my tow, to the South of me on track were some good CUs only 10km out so I compromised and at 13:46 I started at mid level at 5,800ft. At 15:46 I crossed the finish line at a conservative 4,000 feet having only lost 1,800 feet out of the allowable 3,280 feet, average speed just under 159 kph, the 318 km covered in 2 hours and a few seconds.

My average climb for the flight was 7kts which should, from the ASW24 polar, mean the average speed for the day was expected to be 122kmh. The actual flight was substantially faster.

I was only trying to see if I could win the Beverley fastest 300km for the year!

FLIGHT STATISTICS

- 318 km at a mean average speed of 159 kph
- Time spent thermaling was 14%
- Average LD for the flight was 81 even though cruise was mostly 90 - 100 kts
- Only 7 thermals were used.
- Most of the thermals where 10 to 11 kts on the 20 second averager, the best was 15.2kts for a few turns.
- 9,800 feet was the lowest point for the first 2 legs apart from the start.
- 14,100 was the highest at Highbury and it was not cloud base.

When flying in mountains, you need to be familiar with them and on this task I wasn't. I got to the Mount Eildon Weir turnpoint and, heading out I was with the main gaggle. But I got a bit smart and headed along a ridge where I thought I would find some better lift. I passed up a 3kt thermal, which was tactically stupid. I should have just climbed in the thermal and headed for the last turnpoint. I would have cleared the mountain which was all I needed. Instead I was sitting on the ridge climbing at 1kt as everyone passed 4,000ft above me and got home 20 minutes before me. That was the type of tactical error I wouldn't have made years ago."

FUTURE

"I will fly the next SA state competition but it is a long way for me to go the other comps. I took three days to get to Benalla. The reason I went was that six months ago Owen Jones the president of Beverley said he would crew for me. I am now more interested in record flying. You are only going to go after a record on a beautiful day and you are only going to fly if you want to."



TASMAN TROPHY

COMPETING FOR THE TASMAN TROPHY AT THE 51ST MULTICLASS NATIONALS AT BENALLA, BY TIM BROMHEAD,

The Tasman Trophy is designed to encourage pilots who have never competed internationally before to fly somewhere completely different. This is a wonderful thing.



ABOVE: Tim finds out just how heavy the Tasman Trophy is before packing it up to bring home.

I hadn't even really considered flying in Australia before being asked to fly in the Tasman Trophy and, due to a lack of organisation and funds, it looked like this flying season was going to be based in the North Island. Just over two months before the Benalla contest, I was asked if I wanted to compete to defend the Tasman Trophy. Without giving it much thought, I said yes.

Being selected brings a number of benefits. A lot of the organisation is done

for you, especially sorting out a glider. Entry fee and glider hire is covered, and in my case, airfares were covered by the Mike Rix Trust.

LESSONS LEARNED

With a new glider, it is definitely worth having as many practice days as possible in the new location.

Have a plan. Just discussing tactics for blue flying, what areas to avoid on track, or how far to go into circles was a tremendous benefit before flying.

When flying in blue, tactics for flying with other gliders are essential. Missing one climb can cause you to end up too low, and it takes time to get up to the good height bands again.

There's nothing more intimidating and amazing than 25 gliders heading directly toward you from above, as you scratch away from down low. If they see someone climbing out ahead, you will be swallowed up. So don't get low. And thus don't be by yourself in blue conditions.

Final glides are essential. The two days I won, they went well, but that's something I need to improve, as more often than not I end up 1,000 feet too high when I get back. Flying to the conditions is also important. Don't fill up with water if it's not a strong day. Don't fly too fast if it's a weaker day, maximise the glides.

Knowing when to stop and climb or to skip a thermal is important, too. I found this easier in Australia where you actually have height bands to work.

Always do your checks from scratch when interrupted. I ended up launching with brakes open after being interrupted twice. Combined with a low power towplane, full of water, I was lucky it didn't end badly. It's surprising how many other pilots have done the same thing.

Many folks from Benalla didn't enjoy flying into the hills and complained about having nowhere to land, even with an airstrip as the turnpoint. I spotted plenty of landing

options, especially compared to the area around Taupo.

Rigging and derigging in 30° C heat is not a problem. It's much better than 43° C heat. Plastic disposable cups make very good giant iceblocks to put in your drink bottle.

By the way, the Tasman Trophy is very heavy.

DIFFERENCES BETWEEN FLYING IN THE NORTH ISLAND AND BENALLA

We had blue conditions the entire time while in Benalla. I found this easier than in NZ, as lift is more consistently available due to the flat terrain. If it's blue in NZ, then you have to try and guess where the sea breeze is, or the localised areas of lift.

Actually having height bands to work was great. Just like textbooks. We didn't get much above 9,000ft on task much so it wasn't as strong as it can be, but was still pretty good.

Pretty much everyone had a Flarm, which are like rear view mirrors for gliders. Having all gliders around you displayed on the map had many useful applications:

- A glider was coming over the top of me while I was on final glide. It wasn't a good idea for them, but with Flarm I was aware he was there, so I knew I definitely shouldn't pull up.

- When gliders sneak up beside you into your 4 o'clock position while between thermals, you know which way to turn.

- The Flarm was great for general spotting of gliders up ahead on track, often well before I actually saw them.

- When I was thermalling and lost sight of a glider, the Flarm allowed me to see if they were still in the thermal in my blind spot, or if they were leaving.

- It is also handy for potential collision alerts!

Scale. Everything was bigger. The tasks, speeds, thermalling heights, number of gliders and the temperature.

Competition launch procedures were different. Tugs drop their ropes once they are on the ground and connect to rope already attached to the glider. There was much less running for the ground crew. No cars were needed on the trailers required, as many had a crew.

No ops normal calls, and no SPOT tracking for the contest, which means no one would come looking for you until you fail to return in the evening.

I had a wonderful time, and really want to thank everyone who made it happen:

- Everyone who sent me texts, emails, advice and support on Facebook.

- The Mike Rix Trust for helping with airfares to Australia.

- The racing committees in NZ and Australia for all their help in organising.

- Ian Grant for the use of his glider, and the days spent crewing for me and helping out.

- Ian McCallum, for being such a great opponent.

- Benalla Gliding Club, for their support, letting me use the airfield cars and sorting out accommodation, and help with all the competition paperwork.

- Bryan Hayhow, Andy Smith, and the Maddocks crew for all their help, and keeping me entertained on non flying days.

Thanks again to everyone, and I look forward to shipping the trophy back to Australia for the next contest. You can read my blog here:

<http://pgc.wordjot.co.nz/posts/tasman-trophy-2013/>

MULTICLASS NATIONALS, BENALLA JANUARY 2013



OPEN

1. 7434	LZ	LARS ZEHNDER	VENTUS 2CX
2. 7404	37	SHINZO TAKIZAWA	SOAR NRM NIMBUS 4DM
3. 7394	KT	ANDREW GEORGESON	VENTUS 2CX
4. 5952	FF	ADAM GILL	BATHURST SC NIMBUS3T 25.5M
5. 5890	31	KEITH GATELEY	BATHURST SC ASH-31MI 21M

18 METRE

1. 7707	T1	TOM CLAFFEY	SOAR NRM	ASG 29
2. 7473	KB	BEN LOXTON		VENTUS 2CT
3. 7359	LQ	BRIAN DURIEU		LS10ST
4. 6991	1S	DAVID PIETSCH	CANBERRA GC	JS 1 REVELATION
5. 6830	ZDS	DAVE SHORTE	LKSC	JS 1 REVELATION

15 METRE

1. 6832	IIC	PETER TROTTER	ASW20A
2. 6596	LG	PETER TEMPLE	LS8
3. 6523	WVX	TERRY CUBLEY	LS3
4. 5711	K7	MILES GORE-BROWN	LS8
5. 5645	XHC	GEOFF BROWN	ASW20B

STANDARD

1. 6501	PNL	LISA TROTTER		LS8
2. 6495	IKZ	ANDREW MADDOCKS		LS8
3. 6212	XJG	NORM BLOCH	BEVERLEY SC	ASW 24E
4. 6211	HCB	GREG BEECROFT	BEVERLEY SC	LS8
5. 6151	S7	SWAANTJE GEYER	GERMANY	LS 8

TASMAN TROPHY

1. 5495	VTM	TIM BROMHEAD	NEW ZEALAND	VENTUS C
2. 5361	UP	IAN MCCALLUM	AUSTRALIA	VENTUS C

For the full day by day results and task information see
www.soaringspot.com/ausmulti13/results/

FROM TOP LEFT: Lars Zehnder. Winner Open Class

Tom Claffey, Winner 18 Metre

Peter Trotter, Winner 15 Metre

Lisa Trotter, Winner Standard Class

Lothar Arndt - Best Novice

Swaantje Geyer - Best Overseas Pilot

Team Shield Winners, Andrew Maddocks, Lisa and Peter Trotter. Tim bates is helping them hold the heavy shield up.

TROPHIES

SIR DONALD ANDERSON TROPHY

FOR BEST PERFORMING NOVICE - LOTHAR ARNDT

STATE TEAMS SHIELD

ANDREW MADDOCKS, PETER AND LISA TROTTER
 QUEENSLAND

BEST OVERSEAS PILOT

BEST OVERSEAS PILOT SWAANTJE GEYER
 GERMANY

GA



There's no doubt among competition pilots that there's more to winning than your stick and rudder skills – gliding requires aptitude in a number of areas, both physical and mental.

ABOVE: Juniors at the AIS - Matthew Scutter at the back on the far right and with coaches Bryan Hayhow, Lisa and Peter Trotter in the back row.

Most conventional coaching and training focuses primarily on the aeronautical matters – how to manoeuvre in a thermal, thermal selection, cruise efficiency, but little emphasis is placed on topics such as optimizing your mental and physical state. On some topics, such as hydration and diet, one only needs to canvas the clubhouse to receive a dozen different opinions on what you should do!

It's here the GFA has collaborated with the Australian Institute of Sport to see a return to the AIS training camps from over a decade ago and try and fill the gaps in our training program, first testing the waters with the Juniors, followed by an upcoming camp with Coaches, so the facts learned can be disseminated effectively. In particular this year, the focus was on preparation for the upcoming 2015 Junior Worlds and our activities were moulded around that.

We started with a very valuable talk on physiology, focused on injuries and strains from which an interesting insight was put forth – the similarities between gliding and motorsport in terms of mental strain, endurance and physical strain.

Next we had a lecture on sports nutrition from which we learned the importance of regulating your blood sugar. A tip I took away from this was a means of keeping track of dehydration – weigh yourself before and after a flight, keeping track of how much water you drank.

There were a lot of rumours swirling around that there was going to be a 'beep test' on Sunday morning, a gruelling running exercise used as an entry test for the military – which caused a bit of panic among some of the more competitive participants who were seen training hard the night before! Fortunately no such test eventuated,

and instead we had a group session in the gym learning about core exercises we could use to prevent strain and reduce tiredness in long competitions.

Fittingly, we followed up the gym session with a lecture on proper recovery techniques, learning about the importance of eating soon after landing, and ways to relieve aches such as alternating the hot and cold taps in the shower that evening.

Between the talks from the AIS, we filled the time with our own talks and discussions. One of the most valuable discussions was a planning session where everyone detailf their 'road to Narromine 2015' – it was great to see so many juniors taking their preparation and training seriously.

In between all the lectures we still found time to have some fun – someone challenged the Under 20 Women's basketball team to a game, which everyone agreed we won handily. No one was scoring though.

The facilities the AIS provided were great and the food service was simply exceptional.

On our last day we had a session with Vicki De Prazer, those who've been to the AIS might remember her name as she was heavily involved with our campaign at the Omarama Worlds. Vicki provided some valuable insights into getting into the right mental state, and had a productive session with the team going to JWGC 2013 in Poland on building a strong team.

All in all it was a highly valuable experience, and I recommend that you corner your local junior and get the latest tips on optimizing your flying from them! I am sure the upcoming Coaches visit to the AIS will take our XC training programs to the next level.

GA

GLIDING AUSTRALIA



GLIDING AUSTRALIA



APRIL 2013

PHOTOGRAPH BY: TIM BATES, SHINZO TAKIZAWA FLYING HIS NUMBUS 4DM AT BENALLA

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1	2	3	4	5	6 Autumn Cross-country Invitational - Waikerie	7 Autumn Cross-country Invitational - Waikerie
8	8	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1 May	2	3	4	5

MAY 2013

PHOTOGRAPH BY : TIM BATES, DAVID PIETSCH FLYING HIS JS1 AT BENALLA

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
29 April	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2

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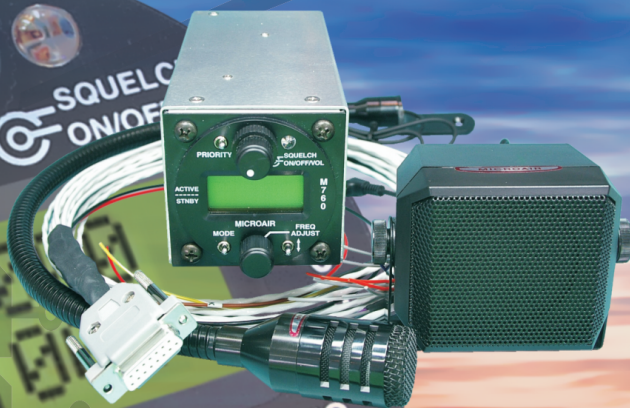
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WINNING AUSTRALIAN TEAM SPIRIT

TOBI GEIGER WAS INTERVIEWED
BY SEAN YOUNG

ABOVE: Otto Ballod airfield with lakes in the middle and end of the runway. It was the wettest summer 'in living memory'.

Born into a gliding family in Baden-Württemberg near Stuttgart in southern Germany, Tobì, "grew up on the airfield". He has flown as a member of the German gliding team and has now represented Australia at three World Championships plus a pre-worlds. Argentina 2013 was to prove challenging and rewarding for Tobì, who won 2nd place in Club class. Tobì tells us how he prepared for the championships and his experiences there.

PREPARATIONS FOR THE WORLD CHAMPIONSHIPS

Tobì started his preparations at the Club and Sports Class National, Benalla in January 2012 where he, Craig Collings and Allan Barnes all flew Club Class. Craig came 1st, Tobì 2nd and Allan 3rd.

Following the competition Craig and Tobì agreed that they would practise team flying together. Tobì said, "We spent many weekends flying together practising both loose and close team flying. We practised our radio procedures and decision-making in the air. and afterwards we discussed and analysed each flight. This was very helpful and I think improved our individual performances.

"We also went to Squad Week in March 2012 at Lake Keepit. That too was very helpful. We took a lot away from the sports psychology talks that Anita Taylor gave, as well as flying with the Australian team that was going to

Uvalde. However, the most important part of my preparation was the flying I did with Craig.

"On top of that I also flew as many long distance flights for the OLC as I could. I find that long duration and distance flights are very helpful in preparation for coping with the longer tasks and higher level of stress during a worlds. In state and national competitions you are usually only flying 3 to 5 hours, but in a world championship competition the tasks are much harder.

"In world comps mass outlandings are common because the task setters are trying to push the pilots to the highest level of their skills. In 2002 I flew in the world championships in Germany and they pushed us to the limit everyday. One day I flew for over seven hours and was completely exhausted. I realised that I was not competing well after about five hours, so I addressed that by flying longer flights.

"Now I can fly eight or nine hours and I am fine. I think that in Australian comps we do too little of that. For a variety of reasons comps here tend to be underset and I think that Australian national comps are not particularly good preparation for a worlds."

Tobì flies his LS4 from Benalla and so far his longest flight has been 970km. He said, "Flying 1000km on an LS4 from Benalla is definitely possible."

Tobì decided not to go to the pre-worlds in Argentina. "We looked at it in terms of cost benefit and decided that we would get more benefit from team flying and squad week.

BELOW: Tobì gets some shade from a friendly local.



"At the worlds I spoke to a number of pilots who did go to the pre-worlds and the site conditions that year were completely different. Normally the area around Chaves is dry and the conditions are similar to those found in the Riverina. But this year the competition area was wet, so the conditions, where to look for thermal sources - everything was different to the pre-worlds. Also, as it is a flat land site, I didn't find it difficult to cope with. Even on blue days the thermal triggers are similar to Australia. I looked at maps and saw that it was flat. There were not that many local tricks to be learnt. So overall, not going to the pre-worlds proved to be a good decision.

"We arrived two weeks before the start of the contest to be on site for longer. During the practise weeks we quickly saw that the things we needed to watch were the weather, if the terrain was wet or dry, and whether the land was pasture or cultivated.

"The area is about 50% grazing and 50% wheat and soya. Further west, the land is mostly grazing. Over grazing areas, due to the wet season the grass was very high and you couldn't pick the fences. So there were few outlanding options. It is as remote as the northern Riverina but far greener. Most of the fence gates were bolted locked and there were few farm houses and even fewer farmers around, so we had to figure out how to get gliders out of the paddocks. Luckily, in the first paddock that Craig landed in [see Mike Codling's story] a local farmer showed us that every 200m or so they have strainers in the fences that can be unhooked and the fence lowered."

COMPETITION

"I was surprised at just how wet it was, but what was frightening were the strong winds we had all the way through the first two-thirds of the competition. Soon after we arrived, a storm blew two trees over in the campground and could have killed people. We knew it was a windy site but we weren't expecting such winds. One day it was 30kts.

"It was so wet that a lake had formed at the intersection of two of the runways. Eventually the organisers asked the Standard Class gliders to fly with no water because after sitting on the runway for a while they would sink into the wet ground.

"My glider came from a club 100km away but it had instrument problems. I was getting interference from local radio stations and hearing pop music while I was flying. Mike fixed up the radio for me, but what was more frustrating was that both varios were incorrectly compensated so we had to re-plumb everything. About half way through a flight, the electric vario would just stop working. Fortunately I had my own Colibri II which has an in-built vario. While it was not properly compensated, at least I had some audio vario, and we got the Winter working again after we re-plumbed it. In the second half of the comp, I got the electric vario to work about two-thirds of the time."

CLOSE TEAM FLYING

"On Day 1 Craig and I flew a close team flight and we were happy with how we stuck together. I was a bit higher than Craig in the last thermal and I ended up a few points ahead of him. It was a good start to



the comp. Our team flying worked well. We were happy with the result which set the scene nicely."

ABOVE: Tobi and Craig rest on the launch grid.

WEAK WEATHER TACTICS

"Day 2 was a complete outlanding day. Craig and I left together well before most of the others. We made good progress to the first turn, but then we lost each other. I got one thermal that went through the inversion and took me higher. Craig got swamped by the main gaggle. I soldiered on by myself for another two turnpoints but nearly landed out.

"I decided tactically that if I continued on my own, there was a high risk of outlanding, and if the gaggle made it home I would have ruined my chance at winning the comp. So I decided to 'park' after the last turnpoint about 50km from home and wait for the gaggle to catch up. I calculated that I might lose some speed points but at least I would not ruin the comp.

"The gaggle caught up with me including Craig and we continued on for home. I found myself leading the gaggle but we all outlanded. The bulk of us landed in two paddocks about 10km from Chaves and ended up with a reasonable result.

"There were so many gliders in the paddock that the ten or more trailers caused a traffic jam on the farm road when they tried to get in. It was an unusual sight."

BELOW: Conditions were so wet that a lake had formed at the intersection of the two runways.

continued over page





ABOVE: Major storms crossed the area in the lead up to the competition, ripping up trees and downing powerlines.

LEAVE WHEN THE TIME IS RIGHT

"The Day 3 task was an AAT and Craig and I left together. Craig did a little bit more distance around one of the turnpoints and we thought our strategy worked well.

"Generally before we started we looked at the weather forecast and decided when would be the best time to start. We didn't play the tactical game of waiting for others to go first. Craig said once, 'Let's wait until we have a couple out on track first.' But I told him that 39 other pilots will be doing exactly the same thing. So our plan was to leave when we judged the conditions to be right. We flew team flying again and the day went well."

DAY 4

"Craig was with the gaggle but I wasn't ready as I had a struggle to get up and they left before me. I left later, flying my own thing, and almost caught up with the gaggle. It was a day when our close team efforts didn't work out, but our efforts to communicate paid off. Whoever was in front reported on conditions to the pilot behind, which allowed the back pilot to fly a bit faster.

HORRIFIC HEADWIND

"On Day 5 only five pilots made it home. The winds were very strong. Craig left before me with the gaggle again. Then I essentially obliterated Craig's gaggle by overtaking them. I had a really good run. But then I made a tactical error and flew too deep into the last sector. The people who turned early made it home, whereas I thought I would be well under time if I turned for home when they did. But I had underestimated the horrific headwind on the last leg and, like all but five pilots, I outlanded.

"However, the end result was quite respectable. I flew more distance than Craig as a result of overtaking the gaggle. I was creeping up the overall ranks and I was in 3rd place overall and Craig was in 9th place."

THIRD PLACE OVERALL

On Day 6 we left at the same time. It was a nice day with CUs but I lost Craig in one of the first climbs. He was

ahead of me but I got lucky and found a good climb behind him. I had a good flight by myself under clouds. I enjoyed the flight and came 4th for the day.

"I kept in 3rd place overall but Craig dropped a few places to 14th. By this time the eventual winners were all at the top of the table. The Czech pilot, Roman Mracek was in the lead followed by the Dutch pilot, Tim Kuipers, and the eventual winner Santiago Berca was 4th."

TEAM TACTICS

"As I was now 100 points ahead of Craig, he said, 'OK, we are team flying now with a view to keeping you in 3rd position.' He was prepared to sacrifice his position so that the team had the best possible result. This was a very mature attitude from Craig for which I am very grateful.

"The team flying dynamics changed. We continued to discuss the flight and tactics, but in the end, if I said, I want to leave now

or follow a particular cloud or street, he would go along with my decision.

"This day the Dutch pilot Tim Kuipers lost a lot of points. He played the tactical game of waiting long, whereas Craig and I stuck to our overall plan which was to leave when we thought it was right. We did not care what the others were doing and I think that at the end of the day, that is what made us fast."

LAST DAY

"Once again we left early. The eventual champion, Berca, saw me in a thermal and followed me when I left, knowing that if he managed to stay with me he would protect his second place. I knew that if I couldn't shake him he would certainly beat me. We found out that day that his Jantar went as well as our LS4s. The Argentinean team gliders were in very good condition whereas we were flying pretty ordinary club gliders. So there was little performance difference.

"It was another nice day with CUs and streeting. Santiago did tactically exactly the right thing. At the last turnpoint he was just ahead of us and I saw the opportunity to shake him and turned for home. I was first back followed by Craig. Our teamwork was flawless and Santiago benefited by following us.

"The interesting thing was that the competition leader Mracek played the tactical game and left very late. I don't understand why because he saw Berca follow us - he was above us in a thermal at the start. He was 100 points ahead of me and all he had to do was follow us around and he would have been world champion, but he didn't. He left an hour after we did and stuffed it up. The weather forecast said clearly that the day would end early and the pilots who left early had the best results. So Mracek came 25th on the day and fell from 1st to 3rd place overall. Santiago probably couldn't believe his luck and became World Champion."

WEATHER FOR THE COMPETITION

"The last day was better than forecast but in general the weather was tough - low, blue and very windy. You can

TOBIAS GEIGER

INTERNATIONAL EXPERIENCE

2013 WGC Gonzales Chaves, Argentina, Club Class)
2010 WGC in Prievidza, Slovakia, Standard Class
2010 Pre- WGC in Prievidza, Slovakia, Standard Class
2002 WGC in Musbach, Germany Club Class
998 Open European Club Class Championships
Jihlava (representing Germany)

see that in the results. Generally we would be achieving speeds of 90-100 kph until we turned onto the last leg which was always into wind. Then our speed would plunge to 60kph.

OVERALL EXPERIENCE

"What I particularly learned was that the European tactic of waiting and watching to see what everyone else does and making decisions based on that, clearly did not work in Argentina.

"I think one of the benefits we had was that Craig and I are more used to flying at lower latitudes. Chaves is at basically the same latitude as Benalla, where the days end a bit earlier and the conditions are often better earlier in the day. The Europeans didn't pick that.

"In those tough conditions if you were not team flying, had set out early and were by yourself, there would have been a very high risk of outlanding. So you would have flown more cautiously. Solo pilots would be more likely to fly with the gaggle. The pilot from Uruguay, Cristian Marcaida, did a remarkable job. We often saw him leave early like us, but his end result wasn't as good as ours.

"Even though we didn't manage to team fly closely everyday, our good communication helped us as well."

PERSONAL EXPERIENCE

"We were overwhelmed by the hospitality of the Argentinians. We felt so welcome there. The whole town was standing behind the event.

"The people were very genuine and we made many



LEFT: Tobi on the podium receiving his 2nd place trophy in Club Class at the WGC Argentina.

new friends. We heard comments several times that the Australians were the most popular people there. In the town they shouted 'Go Australia!' We just tried to do the right thing and gave out clip-on toy Koalas to the kids at the opening ceremony and did our best to interact with the townspeople.

"At a team function level, I have been on the German team and flown in world comps in Germany, in Prievidza twice and now in Argentina. So I have a fair bit of experience in national teams. This was the most harmonious and best functioning team that I have ever been away with. While we had a minimal number of people on the team, only seven, everyone put in 110%. We had a great time together and it was a major contribution to our success.

BELOW: The Australian team from top left, Allan Barnes, Craig Collings, Tobias Geiger, Mike Codling, Graham Hennessy, Andrew Wright, Dave Holbrook

AUSSIE TEAM IN ARGENTINA

BY TEAM CAPTAIN MIKE CODLING

As Captain of the Australian team for Argentina, I would like to present a view of the competition that is not particularly focussed on the flying. Our pilots worked hard and did us proud in difficult conditions with rented equipment. Here's some of the background to a great team effort.

From an Australian perspective, things looked encouraging for a strong performance in Argentina. The competition was coincident with our flying season and was at a flatland site that usually had and blue sky conditions similar to home. However, below the surface there were several concerns. There were no standard class gliders available in Argentina and there were expensive and onerous conditions for bringing our own gliders into the country. Hire cars were very expensive and a high inflation rate made cost planning uncertain. The government bureaucracy was known to be challenging.

Nevertheless, by the time we left for Argentina all the boxes were ticked, although with some concerns. I felt that once we were established at the competition site at



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COMPETITOR AT HEART

BY CRAIG COLLINGS

Craig Collings, a glider pilot for four years, has been flying and competing in paragliders since 1993. Craig has attended four paragliding world championships, three times representing New Zealand and once for Australia. With nine paragliding national championship titles, Craig added a gliding title to the list by winning the Club Class nationals in Benalla in 2012.



You start preparing for the worlds a long way out, perhaps a year and a half or more in some cases. Due to logistical problems and high costs, none of our team elected to go to the pre-worlds in Argentina, but instead submitted a proposal to train here in Australia. For Tobi and I this included spending as many weekends as possible training together pair flying, to be both current in our flying skills and in working as a team, and to also better understand the sort of sportsman and competitors we were and how we would behave under pressure.

LAST DAY OF THE CHAMPIONSHIPS

Rolling forward to the middle of January 2013, the last week of the WGC, Tobi is placed 3rd and I am sitting in

14th. Allan in World class is in 4th. Day after day, tasks are cancelled due to poor weather and then finally, with two days remaining, conditions improve and we are to fly again. Tobi and Allan are in real contention for a podium position so all of our efforts go to supporting the goal of getting one or both into a top three placing.

We followed our usual routine: 9am, prepare and grid the glider, 10am captains meeting, 11am pilot briefing, 11:30am meet with our team captain, Mike Codling, to discuss relevant information, weather and task similarities with World and Standard class.

Tobi has a strong bias towards flying alone as a pair, avoiding the gaggles, a strategy we had used throughout the competition with moderate success. We decide to continue, adopting a true pair flying approach to get Tobi, and myself, the best result possible. It takes very calm nerves to leave early and start a task first, in difficult blue conditions, with no markers ahead, and for this I relied on Tobi's confidence in his decision-making and in our pair flying ability.

After launch and once established, I would find Tobi on my Flarm's 'butterfly' display among the mass of the other gliders and intercept him. We would stay together prior to the start and then start together, usually early, as the day would tend to soften early and the last leg was always into wind.

On the final day, pre-start, Tobi was being covered by 2nd place pilot Santiago Berca, Argentina in his Standard Jantar, arguably a good tactic. Tobi put him to the test prior to the start, moving away from the start line, never going high, darting this way and that, but he stayed right with Tobi and it was clear he was there for the journey. As we took our final climb pre-start, we noticed 1st placed Roman Mracek, Czech Republic, in his Standard Cirrus was in the thermal above us. He had a 125-point advantage and both 2nd and 3rd place pilots in the gaggle below, it was tactically a good idea to cover them. Tobi and I started, first in our class, followed right on our heels by Berca, but

MIKE CODLING CONTINUED ...

Gonzales Chaves we would be OK but the period between arrival in Buenos Aires and getting ourselves to Chaves was a worry. The team was to arrive in three stages. We had four vehicles to pick up at varying times from different sources. We had arranged to hire three gliders that were to be delivered separately. We paid for one vehicle by trading it for a very expensive model glider kit. We had rented two houses, sight unseen, and a caravan on the airfield that was not built at the time we ordered it. We had a six-hour journey from Buenos Aires to Chaves ahead of us, language issues and had heard stories of a dodgy police force and bandits waiting at every corner.

As it turned out, everything progressed almost seamlessly and in no time at all we were established in the small farming town of Chaves. The people of the town were fantastic, everyone knew why we were there and

they treated us exceptionally well. Language proved only a small hurdle and both groups made heroic efforts to get the message through. Smart phone apps and photos worked well along with stick diagrams and of course money. We even had shop keepers offering to shut their shop so they could drive us around to another shop.

OTTO BALLOD - AIRFIELD UNDERWATER

On our arrival at Otto Ballod airfield we were greeted with enthusiasm and soon had the gliders assembled in the tiedown area. The next couple of days kept us busy getting the gliders ready for scrutineering, with plenty of work required on instruments, wiring, radios, gear doors, ballast weights and the trailers.

Allan and Dave had to engage the local blacksmith to mould lead weights for the PeeWee and fix the canopy

TOP: Craig recovers after his second outlanding.

ABOVE: Craig receives his certificate for 6th place in Club class at the Awards night.

Mracek stayed and waited for the gaggle, a decision that eventually moved him from 1st into 3rd overall.

The last task, a 3-hour AAT task, was one of the few with good conditions, light to moderate winds and good cumulus in parts for the task area. Tobi and I worked well together finding and centring good climbs, with Berca always there, just taking one more turn and following behind us. It continued like this for the first two hours, never able to out run Berca in his Standard Jantar and 3% handicap advantage. Finally, in the third hour we connected with a good cloud-street in the last circle. We were getting close to the time we could turn and run for home when we noticed that Berca had moved in front of us along the street. Tobi decided it was only opportunity to lose him so we turned behind him, slipping away without him seeing us, and headed for home.

Conditions were getting bluer on the headwind run home, and we needed to make a few deviations to small clouds, but everything pretty much went as planned. Job done, we were happy with our effort, and all we could do now was wait for the scores to come out. As it turned out Berca used the cloud-street a little longer and came home to win the day, and very deservedly took the overall lead to become gliding's Club Class World Champion. With our performance Tobi moved into 2nd and myself into 9th. Argentina's Sebastian Riera won in World Class and Poland's Sebastian Kawa held on to his title in Standard Class.

TEAM EFFORT

Although I have mainly talked about Tobi and myself in the words above, credit for the outcome achieved must go to our whole team. In a small team like this, crew and team leader need to fulfill more than one role doing what is needed. Our competition, as does all sport, had its highs and lows, ups and downs but, regardless, everyone continued performing their roles with dedication and professionalism. We functioned like a well-oiled machine and I was proud to be part of the small group of seven representing Australia. As testament to this, I think we all returned to Australia better friends than when we left. I am

that randomly disconnected itself, not to mention that there were no batteries or charger. Craig and Graham set about fixing the undercarriage doors of Craig's LS4 and buying foam to get the seating comfortable among many other issues inside the cockpit. Tobi and Andrew had to order a battery charger and fix an intermittent glide computer/variometer, plus a trailer with no functioning lights. We had to bring our own parachutes as well.

Over the first few days the weather put us all on notice. All was not well in the campground with strong winds, storms and rain combining to bring down trees and branches, tents, gazebos and fry the WIFI system. Our plan to stay in rented houses with WIFI was paying dividends. The organisers worked hard to make things right. There were chainsaws, cherry pickers and trucks coming and going. On New Year's Eve the forecast for winds and storms was so concerning that the organisation



ABOVE: The Chaves areas is a flat land site. Even on blue days the thermal triggers are similar to Australia



LEFT: Craig waited for take-off on the launch line.

indebted to Graham Hennessey, my crew; Andrew Wright, Tobi's crew, Dave Holbrook, Allan's crew, our leader and captain Mike Codling, and of course, fellow pilots Allan and Tobi.

If you get the opportunity to represent your country in a sporting endeavour I would encourage you to take it. I did have some hesitations regarding safety and cost, but now with the advantage of hindsight I found it to be one of life's great experiences both through the adventure of competition and in the discovery of a culture.

opened up the main briefing hangar as a dormitory and encouraged all the campers to move in overnight. Aside from the daily weather issues there was the recent unseasonably wet weather to deal with. The countryside for hundreds of kilometres was flat and soaked to the point of flooding. There were more paddocks with standing water in them than without. One of the runways was augmented by a lake making it unserviceable. Locals said it had been the wettest summer in living memory.

FUNCTIONING ROUTINE

By the time official practise day came along our team was functioning extremely well. We had all the major issues sorted and only a few small niggles to contend with. Our evenings consisted of either a home cooked meal or an occasional night out on the town. Gin and tonics became the team drink of choice, through price

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WORLD CLASS

BY ALLAN BARNES

Flying a World Class glider was certainly something of an unexpected novelty for me. I'd been in the US for five months practicing on the LS8 I'd bought especially for the Chaves Worlds. While in the USA it had become clear that the logistical obstacles and costs around getting the glider in and out of Argentina, and on to Australia, were becoming prohibitive.



RIGHT: Allan awaits a launch in PW-5.

There are no trade routes directly from Argentina to Australia, so any containers are routed via Europe or Japan. Apart from the freight costs of nearly \$20,000 USA - Argentina - Europe - Australia, it was going to cost over \$10,000 in port fees just to get the glider off the boat in Argentina and back on again! When my team partner Mike Durrant pulled out for the same reasons, I was very seriously considering the same course of action. It was about then that Francois Pinn, a US World Class pilot, suggested that I should change classes and fly a PW5. After sleeping on the suggestion, I realised it would solve

a majority of the logistic and cost problems. The only obstacles were - would the GFA allow me to change classes, and could I adapt to flying a PW5 at the level required to compete at the Worlds?

CHANGE OF CLASS

A whirlwind of emails to the Sports Committee followed - they were prepared to support me changing classes. I didn't get a chance to fly a PW5 while in the USA, but I worked out that in the period between getting back to Australia for the Kingaroy Nationals, and leaving again for Argentina, I had three weekends to learn to fly one. It turned out that there was only one serviceable PW5 in Queensland - owned by Graham White at Gympie club. He very kindly agreed to let me fly it, and I got one 5 hour thermal flight followed by 5 circuits the following day. That was my sole experience on type when I arrived in Argentina.

Dave and I arrived on Christmas Eve after a long flight from Brisbane via Auckland and Santiago, Chile. We met up with Mike Codling and Graham Hennessy, and I hit the sack at the Airport TravelLodge at about 10 but was awakened by an enormous din. Opening the curtains, the whole of Buenos Aires was illuminated in front of me by a spectacular fireworks display, emanating apparently from every back yard in the city. It was midnight, and Christmas had arrived! The show went on for fully half an hour before dying down. How Santa managed to avoid the flak I will never know.

PREPARING FOR THE CONTEST

Once in Chaves, we found the rental PW5 at the airport as promised. It was three days work to get the glider ready for the comp - switching the instruments with the ones I had brought with me, installing a relief system, sourcing batteries and chargers, and locating 18kg of lead and

MIKE CODLING CONTINUED ...

and availability mostly. Mornings typically included coffee and croissants at the Paris Hotel. Craig found a store that sold fireworks and so New Year's Eve went off with a colourful bang! Our days became relatively stress free.

The practise period provided one of the best lessons of the competition and it put us in good stead for the days ahead. We had already discussed retrieve processes and the conditions in the area. Maps show little road detail and it wasn't long before the pilots confirmed from the air that it was because there aren't many roads. The organisers had set up a retrieve office and soon it became apparent why. Both Craig and Allan outlanded on the first practise day and we set the retrieves in motion once the SPOT messages were received and reported to the retrieve office.

Allan's location was fairly straightforward, however Craig had set us a challenge. With no road directly to the paddock and the car GPS not even able to direct us to a road anywhere nearby, we had a problem. The retrieve office assisted with details of the property owner from

their cadastral maps and then proceeded to try to contact him. Google Earth provided some insight to the area and a local 'expert' drew out a mud map for us.

Armed with all this information the crew set off for the paddock. The phone and SMS traffic picked up about 20 minutes later when the retrieve car had pulled over as reality and the mud map began to disagree. Luckily a passing car redirected the team and the error of the first turn from the highway was corrected. In the retrieve office the local expert was very apologetic and we had a good time giving him stick and tried to convince him that he owed us all a beer. At the pointy end, the guys found the paddock but couldn't quite reach the glider as all the gates were locked. Another farmer educated us in how to un-tension and drop the fence without damage and the glider and trailer were finally united.

LESSONS LEARNT

We took away some great lessons from that day. Despite the lure of a few extra kilometres the pilots

having it smelted by the local blacksmith into the correct shapes to fit the specially designed repositories under the seat pan. Scrutineering took three attempts, as every pilot had to fly at an all up weight of 300kg exactly. This was due to the fact that the Russian pilot, who weighed in at 110kg by himself, could not get below 317kg all-up flying weight. Since the max all-up weight for the PW5 is 300kg, we all had to match that, and he had to lose 17kg before the first competition day in a week's time, or go home. Sadly for him, his starvation diet was not sufficient and he had to withdraw from the comp.

I had given a lot of thought prior to the comp about strategy. I have always been a bit of a maverick pilot, happy to dive off and do my own thing when I felt it was the fastest option for the day. However at a worlds level, this approach has a high risk. Especially at Chaves, with strong winds, and weak thermals, the chances of a landout would be extremely high. No one day can win you the comp, but any day can lose it for you. Especially without a team partner, I knew that I had to focus on risk management. My tactics for the comp were therefore to fly conservatively, stay with the strongest gaggle, and never lead out unnecessarily. Each day I would evaluate the number of likely competition days remaining (taking into account the weather forecast) and see if my level of flying intensity (sporting risk) was sufficient to get me into the lead by the end. This is effectively relying on others to screw up, not doing anything flashy myself, but just being consistent. I really don't like this style, but it pretty much paid off.

After four days, I was in 2nd place, just 41 points off the lead, with eight possible days still to fly. The forecast suggested we would get 5 or 6. I was very happy with my strategy. What no one knew was that in fact we only had three scoring days remaining.

UNFLYABLE DAYS

After two unflyable days, then a day where no one made 100km, followed by a day inexplicably cancelled in the air pre-start, day 5 was our first CU day. I saw the Argentinean team of three make a bold dash for the lead. Through chance I ended up flying the task alone, and was perhaps a

realised that they needed to think hard about the ease of retrieve when selecting a paddock, as the long term impact of a long-winded retrieve could end up losing more points than the few extra kilometres would gain. We needed to be self-sufficient as the retrieve office would become extremely busy in the case of a mass out-landing. We also needed tools for getting through and around gates. The organisation was adamant that we could not cut chains or locks.

We figured we could benefit from having our own local, and so enquired if there were any club members interested in helping our team. Next day a fellow named Gaston introduced himself. His English was not great but he was very keen to help and soon he was part of our team. In the mornings Gaston was working for us fitting trackers to the gliders. He found us a copy of the regions cadastral maps and helped with retrieves.

We struck a good friendship with him and soon we were introduced to his sister Noelia and invited to a home cooked dinner. What a fun night that was, highlighted with home made chocolate ice cream and crepes to die for. The



ABOVE: With rain in the sky behind, Allan derisively glides the glider on a retrieve.

little too conservative. The Argentineans came in 2nd, 3rd and 4th on the day, and I slipped to 4th overall with a points deficit increasing to 125. I still felt that there was no reason to change my strategy, as we had four potential days left to fly.

The next two days we gridded and sat under an overcast and windy sky before the day was finally cancelled in the mid-afternoon. My challenge was rapidly steepening.

Day 6 dawned blue, windy and thermals were weak. It was not a day for risk-taking. I increased my flying intensity a little, but focused on low risk-taking. Coming 7th on the day was enough to reduce my deficit to 100 points, not as much as I had hoped, but it was a day when a lot of pilots came unstuck.

FINAL DAY

Going into the final day, I evaluated my position - 100 points from the lead. The forecast was for thick cirrus, weak climbs, and wispy CUs. The scoring formula means that for World Class, it is very difficult to have a 1000 point day. In fact, so far our biggest points day had been 757 points, and 4 days had been less than 500 points. Today was looking like another 400 or maybe 500 point day. I had to decide on my final day strategy. Beating three other pilots by 100 points on a low scoring day was just unrealistic, but I was only 14 points off 3rd place. If I planned to overtake No.3,

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computer was busy in the corner on Google translator and we were soon telling jokes and showing off party tricks. Gaston proved himself a very capable wine cork player.

So we went in to the competition well prepared and quite comfortable with our situation. The first few days worked well for us. They were extremely difficult weather wise, and as well as the great efforts of the pilots in both strategy and flying, our thorough preparation paid off. The risk managed approach to our team's assets, our independence and good old Aussie ingenuity saw us home, fed and in bed by 10pm while some of the bigger teams struggled into the early hours of the morning. Other teams had nice shiny gliders from home but they didn't have enough trailers or appropriate cars. Team captains scoured the campsite cap in hand looking to borrow vehicles, trailers and equipment. Pilots landed with rivers between them and roads that were swamps, while crews and pilots grew exhausted and unhappy.

It's what Aussies always do at a world gliding championship, the game we play. "He just smiled and gave me a Vegemite sandwich."



RIGHT: Allan rented a 'Pee Wee' PW-5 World Class glider with an Aussie kangaroo emblazoned on the tail.



then there was always the chance that 1st and 2nd would screw up. If not, at least I would be on the podium unless those below me flew even better. On such a weak day I felt this was my best chance. The scoring system means that no more than 8 points separate every minute of speed. I only needed to beat Matias Pasztor, Hungary, by two minutes to overtake him on a 1000 point day - maybe four minutes on a 500 point day. My plan was to shadow him pre-start, let him go, then cross the line 2 minutes after him, catch him, and stay with him wherever he went. It was an AAT. So whenever he turned, I could run an extra few metres before turning and catching him again.

I launched before Matias and knew he was 2 rows behind me. Once off tow I watched his launch and flew across to above his release point. From then on I stayed right on his tail until he finally crossed the start line. He started alone. Of course he had his own agenda, to do something different from those in 1st and 2nd place. That suited me fine. I gave him 2 minutes then crossed the line with him still in sight. Matias ploughed through the middle of a club class gaggle still waiting to start, and I followed. Two thermals later we were together, eyeballing each other across the sky. The day was already much better than forecast. The CUs were firm and the high cover had drifted away to the north. We raced on. Matias finally turned in the first area, much later than I would have done. I took an extra 500m then turned and chased him down once more, an extra half minute in the bag.

On the second leg, I got a better climb just behind Matias and ended up 1000ft above him. Decision time - stick to the plan or lead out? I stuck to the plan, pulled brakes at cloudbase and waited for him to catch up. Finally we hit the 2nd and final area, running side by side. He turned for home, but too early for me. My instruments were saying I needed to keep running for five minutes to avoid coming home early. This was a factor I hadn't thought of. I had to push on without him, and hope to catch him on the third leg even though he would be well ahead.

By my reckoning, Matias was already committing to being at least three minutes early. I pushed on to the next CU, found no climb, and decided to head for home. I turned, and could see Matias climbing maybe 5km ahead and 500ft above me. I pushed under the cloud, again found nothing, and led out. Matias wisely took a different line, to lose me for the rest of the flight. I still got a reasonable run, but in spite of my later turn still came in 80 seconds early, costing me 0.8% or about 10 speed points. Matias was faster on the final leg but was 190 seconds early, costing him about 25 points. In the end I beat him by only 8 points overall, not enough to overtake him.

Unfortunately for me, the two pilots in the top places did not screw up, and held on to their spots. Matias stayed above me by 6 points, and frustratingly, Jędrzej Skłodowski, Poland and Eduardo Crego, Argentina, flew well enough to overtake me, dropping me to 6th overall but only 8 points from 4th place.

BEST PERFORMANCE

Overall I am very happy with this, my best performance at a worlds, and the best result by a pilot without a team partner. And it's sweetened by the great top 10 results of the other team members Tobi and Craig, who flew really well together. Tobi used quite a different strategy to me, and it worked even better. Maybe the important thing is just to have a strategy - to be disciplined at monitoring it, modifying it if and when required.

I hope I'll have the chance to attend another worlds. They are great fun especially when you are part of a team that works so well together. Many thanks to all the crew, and of course Mike Codling who did such an excellent job of being there for us at just the right level. Mike, you did a great job. Until next time..

GA

32 WORLD GLIDING CHAMPIONSHIPS GONSALVEZ CHAVES ARGENTINA RESULTS

CLUB CLASS

1.	SANTIAGO BERCA	ARG	STD. JANTAR 2	6415
2.	TOBIAS GEIGER	AUS	LS4	6316
3.	ROMAN MRACEK	CZE	STD. CIRBUS	6300
4.	TIM KUIJPERS	NLD	CIRBUS 75	6097
5.	JAVIER GAUDE	ARG	STD. JANTAR 2	6086
6.	SEAN FRANK	USA	ASW 20	6068
7.	ERIC HEINONEN	FIN	ASW 20	6005
8.	MILOSLAV CINK	CZE	STD. CIRBUS	5978
9.	CRAIG COLLINGS	AUS	LS4	5951

STANDARD CLASS

1.	SEBASTIAN KAWA	POL	DISCUS 2A	6102
2.	MARIO KIESSLING	GER	DISCUS 2A	6038
3.	FELIPE LEVIN	GER	DISCUS 2A	5955

WORLD CLASS

1.	SEBASTIAN RIERA	ARG	3505
2.	JORGE TARTARA	ARG	3492
3.	JĘDRZEJ SKŁODOWSKI	PO;	3424
4.	MATIAS PASZTOR	HUN	3388
5.	EDUARDO CREGO	ARG	3385
6.	ALLAN BARNES	AUS	3382

COMPLETE RESULTS AVAILABLE AT
soaringspot.com/wgc20112/results



ACROSS THE USA

WORDS BY ALLAN BARNES
PHOTOGRAPHS BY ALLAN
BARNES AND DAVE HOLBROOK



RIGHT: Allan purchased his LS8 sight unseen and travelled to the US pick it up at Wallaby Ranch, a gliding site in Florida.

Scraping into first place in Standard Class gave me the points to get onto the Australian team for the World Championships in Argentina in January 2013. But I had no glider to fly there. A plan began to develop in my mind - if I could scrape together the money, I just might be able to buy an LS-8 or Discus-2 in Europe or the USA, ship it to Argentina, fly the Worlds, and send it back to Australia. The strong Aussie dollar made the possibility more appealing, so I started looking around for suitable gliders. As it turned out they were few and far between.

After being gazzumped once on a Discus-2, I found a beautiful LS-8 for sale in **Georgia**, on the USA east coast. It sounded like exactly what I was looking for, but the dilemma was the cost of a return trip just to inspect it, with no guarantee that it would even still be available when I got there. In the end I got an independent technical inspection, which came back glowing. The glider was in A1 condition. So I bought it in August 2011, sight unseen, and had it delivered just down the road in **Florida** to **Wallaby Ranch**, a hang-gliding mecca run by a friend of mine.

I originally planned to fly to the US in November 2012, get a few flights in the glider, then ship it to Argentina in December. But the more I thought about it, the less I liked the idea of having a beautiful glider sitting idle for over a year. So the plan began to expand. Why not travel to the USA for the northern spring, spend the whole season travelling and flying, then ship the glider to Argentina in the late autumn, to arrive for their summer? Of course, there was the issue of how to finance such an extended trip, which was by far the main obstacle. In the end, my partner Dave and I decided that if we were to rent out our apartment in Brisbane, for a year, the income would just about cover day-to-day expenses. All that was left would be the money for airfares, competitions, transport, accommodation and glider freight.

For transport and accommodation while in the US, the option we decided on was to purchase an ex-rental RV and sell it at the end of the trip. **Cruise America** had some pretty attractively priced options, and in the end we pre-booked the purchase of a 24-foot 6-berth camper with an 8.6 litre V10 petrol engine. A machine that would have cost over \$100K in Australia was ours for just \$17K.

And so it came to pass that on the day before my 50th birthday, I spent my last day at work before a 12-month sabbatical. The next night, the gliding club gave Dave and me a fantastic send-off and birthday party, and the adventure had begun.

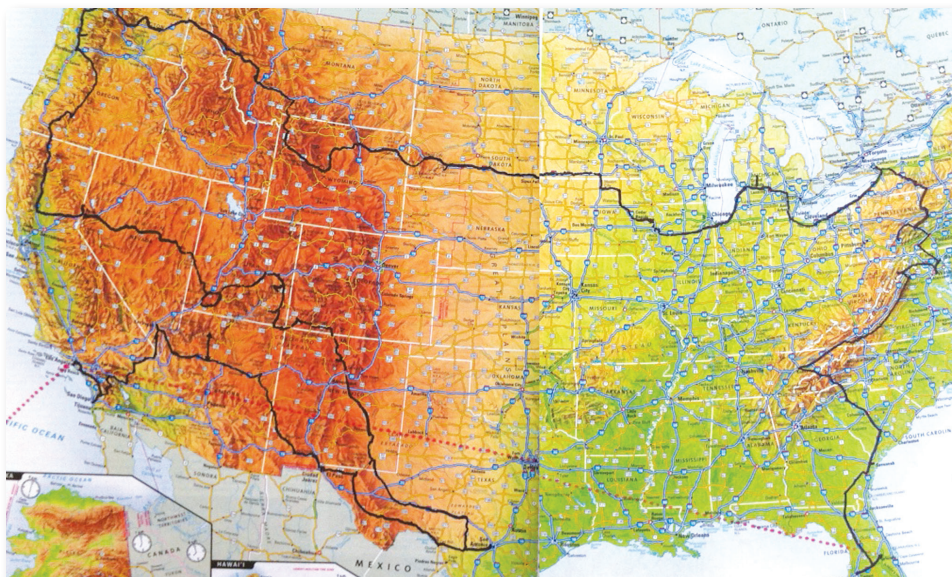
We were now of no fixed abode, living out of our tiny campervan, with all our possessions stored courtesy of various friends scattered around South East Queensland and Victoria. Peter and Lisa Trotter and Greg Schmidt both lent me their LS8s to get familiar with the glider. Squad Week in Lake Keepit was a great get-together for the team for Argentina, then it was back up to Brisbane, a week in NZ for my mum's birthday, then on to LA and Orlando.

The RV was a very nice surprise, in beautiful condition - sparkling inside and out. The glider was likewise - spotless and impossible to fault. So after getting my UK license converted to an FAA license in Orlando - planning for this started eight months earlier - and having my bi-annual flight check at **Tampa Bay Soaring Club**, I got to fly my new baby for the first time.

FIVE COMPETITIONS

I had five competitions lined up - the first one was the **15m US Nationals at Mifflin, Pennsylvania**. We had a great trip up there, stopping off at such diverse locations as **Okefenokee** swamp and **Washington DC**. Much of the way we drove the **Blue Ridge Parkway**, a spectacular 400km tourist drive through the Appalachians, with no crossroads, no traffic lights, no houses and virtually no other traffic. During the trip I flew at a couple of gliding clubs - **Knoxville City Gliding Club in Tennessee**, where the aerotow goes over

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ABOVE: Across the USA.

BELOW: A typical American competition task sheet. This one is from the US Standard Class Nationals at Montague northern California.

the high-rise area of downtown, and Mid-Atlantic Soaring Club in Pennsylvania where the club is just a few km from Camp David and they are extremely cautious of airspace. My preflight briefing included "If you fly over Camp David you WILL be shot down".

MIFFLIN - RIDGE SOARING MECCA

Mifflin is one of the ridge-soaring meccas of gliding. On my first flight there, I did 620km and landed at 12:30 in the afternoon, after being the 'follow' half of a lead-and-follow with Tim Welles, a well known Eastern pilot and one of the creators of ClearNav. After flying flat out for four hours just a few feet above the treetops, with just the occasional pull-up to cross gaps in the ridge, I landed in heavy rain after flying off the end of a ridge. Tim was urging me on - there was a ridge just downwind which he assured me I could get to - but I couldn't see it; I was 800ft above dense forest at cloudbase in heavy rain and strong wind with less than 1km visibility. I elected to land on the concrete airfield directly in front of the ridge. Tim went on to fly some 962km that day - and Brian Milner, a Canadian pilot, flew over 2100km - the first ever 2000km+ flight in the Eastern US.

The comp itself had no classic ridge days and very mixed weather - some weak overcast days and some weak blue days - with one very nice racing day. With no handicapping, I found the LS8 was somewhat outclassed by the flapped

gliders, and the tasking was very foreign to me. The Americans have an odd task called the Modified Area Task - where the tasksetter specifies anything from zero to 11 turnpoints, each with a 1 mile radius, and a task time like an AAT. You must fly as many of the specified turnpoints as possible and then, like an AAT, come home at or after the task time. If you are going to be early, you can add your own turnpoints to the task at will. If you are going to be late, you can skip any remaining turnpoints and come straight home. This gives a huge variety of tasking possibilities, but sometimes requires a lot of in-flight planning. One day I was on final glide, calculated that I would be 5 minutes early, and had to change my plans, overfly the airfield, and visit an extra turnpoint 8km down the road. Suddenly my arrival was very marginal! The Nationals was won by **Chip**

Garner in the revolutionary **DuckHawk** - although the real star was **Jerzy Szemplinski** from Canada, who had the highest score but as a non-US citizen was not eligible to be champion.

18M REGIONALS WIN

Our next comp was a **Regionals in Ionia, Michigan**. On the way there, we managed to fit in a visit to Harris Hill, with its **National Gliding museum**, and **Niagara Falls**. Ionia was a dreadful competition with awful, wet weather and a fatality. One of the visiting Canadian pilots apparently tried to climb out from a turn onto late finals on a very windy day, but fell out of the thermal and hit trees on the airfield boundary. Because of the weak conditions, I flew in the 18m class and managed to win the comp with some very conservative flying.

STANDARD CLASS WIN - EPHRATA

The next leg of the trip was the long overland haul across **Indiana, Illinois, Iowa, Minnesota, South Dakota, Wyoming, Montana and Idaho to Washington State**. On the way we checked out a load of amazing National Parks, like the incredibly beautiful **Grand Teton**, and **Yellowstone**. Four days later we were at the wonderful flying site of **Ephrata**. This is a semi-arid area on the leeside of the **Cascade Mountains**, close to the hang-gliding mecca of **Chelan**. We had a good mix of weather with some classic days, including a day with a spectacular convergence line along the outflow of a row of cu-nimbs. I started to get used to the odd US rules, like starting out of the top of the start cylinder. Ephrata is renowned for its dust-devils, due to the extraordinarily fine dust that passes for soil in those parts. Often your courseline was determined by linking up a row of dust devils, but like Australian dusties, they often failed to deliver.

On one of the rest days, we visited **Dry Falls**, once the largest waterfall in the world. Created by the violent discharge of a huge lake at the end of the last ice-age, the falls are estimated to have carried 10 times the combined volume of all other rivers on Earth, but lasted just a few months.

I managed a pleasing win in the **Standard Class at Ephrata**, and we continued our journey south after a few days in **Seattle**, to check out the **Boeing factory** - truly amazing - and other attractions. On the way through Oregon's spectacular scenery, we stopped in at the **Windward Performance** factory, where the **Perlan Project** is based

Day 4			Loc: Siskiyou County Airport (KSIY)		
			Field Elevation: 2451		
			Retrieve Phone: (530) 330-4354		
Max Start Height	10000 MSL	Start Radius	5 SM		
Summit	8:15 PM	Finish Cyl	300 AGL	1 SM	
Siskiyou C.TAF	121.0	Siskiyou ASOS	121.125		
Madland Tower	119.4	Contest freq	121.3		
Klamath Tower	133.975	Crew freq	123.5		
Task A MAT 3 BR. Minimum					
Distance					
ID	Name	Distance (nominal)	Radius		
54	Craggy Start	0.00	5.0		
38	Quartz Valley	20.72	1.0		
57	Finish Siskyou	47.69	1.0		
Task B MAT 3bR. Minimum					
Distance					
ID	Name	Distance (nominal)	Radius		
54	Craggy Start	0.00	5.0		
16	Deer Mt.	19.28	1.0		
57	Finish Sisky	37.69	1.0		

TP ACHIEVED	
TP #	Name
1.	38 Quartz
2.	52 Wright
3.	39 R Plumb
4.	29 Lefto
5.	36 Quartz
6.	33 Montague
7.	29 Lefto
8.	09 Callahan
9.	17 Diesel
10.	29 Lefto
11.	23 Grenada

Trigger Temp	Time
Max Temp	Time
Max Thermal	
Cloudbase	
Winds	1:00 3:00 5:00 7:00
SFC	



LEFT: Allan achieved his Diamond Height over spectacular Mount Shasta in California.

and the **Sparrowhawk** and **Duckhawk** are manufactured. I had been amazed by the performance of the Duckhawk at Mifflin - it has an astonishing climb rate and great energy retention, given its very high wing loading. The company owner, **Greg Cole**, was kind enough to take a couple of hours out of his day to show us around his state of the art factory. I even got to sit in the Perlan!

Heading south, our next stop was the picture-postcard **Crater Lake**. The summit road had been cut through snowdrifts of up to 20ft - and this in the middle of summer! The lake itself is just one of the most astonishingly beautiful sights I have ever seen and was definitely not to be missed.

DIAMOND HEIGHT

Next stop was **Montague, California for the US Standard Class Nationals**. This is truly an amazing site. Towering over the airfield is the magnificent **Mt Shasta** - at over 14,000ft high it is the fifth highest peak in California but arguably the most stunning. On the first day of the comp, the day was called off due to high winds and heavy overcast, but a beautiful lenticular sat above Shasta so I decided to have a go at my Diamond Height. After arranging an observer, I launched and managed to climb to a relatively low cloudbase then worked my way around to the crosswind side of the volcano before diving into the lee of the monster where some rotor clouds were marking the action. Horrendous turbulent sink was followed by ridiculous lift as I pulled out in front of the rotor clouds into beautiful smooth air. At 23,500ft I was still climbing but stratus was closing in below, so I pulled brakes and descended through one of the remaining gaps. This was a real highlight of the trip - not only did I get my Diamond Height, but did so at such a beautiful site on a day when most pilots elected to stay on the ground in a sky that was calling out to be flown. Woohoo!

The Nationals itself was pretty full-on - the organisers seemed to think that a competition was all about how much they could scare the competitors. Quite apart from Mount Shasta, a lot of the terrain is very intimidating, with no landing options other than known airfields which are very scarce. The

volcanic plateau to the east is particularly scary to fly over, with nothing but lava fields in large areas. These areas were often tasked, and this is the first competition where the morning briefing sometimes struck fear into my heart. There was a lot of comment about task safety from pilots, with many predicting that the tasksetter would send us up to Crater Lake, as is the tradition at competitions here, on the first viable day. Crater Lake is particularly intimidating, as the turnpoint is near the summit and it is impossible to glide back from the turnpoint to any safe landing option without about 8,000ft of altitude. On the morning of the final day, sure enough, Crater Lake was one of the turns. Fortunately, they set an AAT, but even so it was a butt-clenching glide in and out of the circle, with only about 6,000ft cloudbase.

I had a really pleasing result at Montague, coming 3rd but getting over 99% of the winner's score.

WIN AT REGIONALS - TAHOE

From Montague, we headed south, then east to **Lake Tahoe** - another gorgeous spot. My plan was to fly the glider from Tahoe to the next comp - a **Regionals at Air Sailing just north of Reno**. In the end I didn't, due to less-than-ideal conditions, but I wished I had, as we took a wrong turn getting to Air Sailing and ended up on a washerboard gravel road for several miles. It felt like the RV was going to shake itself to pieces and I was quite concerned for the glider. Thankfully no damage was done.

Air Sailing was the hottest, most barren and dusty stop on our entire trip. Along with that went fantastic soaring conditions. Most days it was a real struggle just to stay in station behind the tug, with wild thermal turbulence at all levels. Only once did I have to release early, with a huge loop of rope sagging back behind my starboard wing. This is also one site I would definitely not want to fly again without a transponder. The club is almost directly under the northern approach to Reno International, which has arrivals every 10 or 15 minutes. Most of the approach path is in VFR airspace, and Air Traffic Control would vector all incoming traffic around the known gliders and other unknown traffic as necessary. Heavy

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ALLAN BARNES' - AMERICA

metal was descending directly through our start circle at about 8,000ft, and with cloudbases often above this height I tended to start tasks early and not linger. I suggested to the organisers that they could move the start circle 5 or 10 miles to the side, but they didn't seem concerned enough to act. Their advice was to just keep a good eye open.

750KM TO SALT LAKE

I had a comfortable win at Air Sailing and this was the last comp of the trip. From there we headed east towards **Ely, Nevada** - another famous site. But a persistent trough had set up and there were thunderstorms forecast for the next week, so we pushed on to **Parowan, Utah**, where only the Government is allowed to sell alcohol. I'd been recommended this site by quite a few pilots, and it certainly was spectacular. For the first time I had to switch my V7 vario scale to peak at 20kt rather than 10, as too many climbs were otherwise off the scale. I had my longest flight here - a great 750km run up to **Salt Lake** and back, with many long deviations to bypass thunderstorms. Other days gave spectacular flights over **Zion National Park** and **Bryce Canyon**.

From there we had a leisurely trip across to **Colorado**, taking in a load of tourist attractions on the way. **Zion Canyon, Bryce Canyon, Cedar Breaks, Capitol Reef, Canyonlands, Arches National Park, Natural Bridges, Monument Valley, Four Corners and Mesa Verde**, each of which could justify an article on its own. Near **Durango** is **Val Air**, a little gliding club right next to the main highway. They have a constant stream of tourists coming in for joyflights and have made quite a business of it. They were happy for me to fly my glider after a check flight in a Blanik, and I had a great flight back over some of the incredible countryside we'd visited over the past few days. The terrain was just as jaw-dropping from the air as it was on the ground.

Heading south from Durango we visited **Los Alamos**, site of the Manhattan Project during WW2. There is still a major

military presence but most of the town is open to the public although incoming and outgoing civilian traffic is routinely searched. Next stop was **Roswell**, of UFO fame, then south again to **Carlsbad Caverns** which were the most amazing caves of our trip. Imagine spending two hours winding down a steep underground staircase into the bowels of the earth, with amazing formations at every turn, and then discovering a busy gift shop, restaurant and public toilets at the very bottom, several hundred metres below the surface! Of course there was an elevator back up, one of the tallest in the USA, and drilled through solid rock.

From there we spent 2 days getting to the **World Championships at Uvalde** and catching up with the Aussie team. It was great to share in the tense excitement of the final few days and see the amazing Aussie Control Centre in action. I was looking forward to flying there the first day after the comp, but heavy rain put paid to that idea. So we headed west to another flying Mecca, **Marfa** - location of the gliding movie *The Sunship Game*.

Marfa is now home to a great little commercial gliding operation run by pilot and musician **Burt Compton**. We spent a great 3 days flying around the **Big Bend National Park**, and were joined by **Tilo Holighaus** from Schempp Hirth and one of his designers, Andy, who were vacationing there after the worlds with a pair of Quintus. We had some great conditions, and on one flight I was underflown by a B1 bomber near the Mexican border. Burt warned us that we could freely fly south into Mexico, as long as we didn't try to fly back. I went as close as 1km to the border town of Manuel Ojinaga, but was happy to stay in the 'land of the free and the brave'. Landing options around Marfa are fairly limited - with lots of rugged open country and very few roads. Landings are mainly limited to the very occasional airfields, and the roads themselves, which are often empty of traffic, wide, and without those irritating reflector posts that make nearly all Australian roads unlandable.

BELOW: Allan took a spectacular flight over Zion Canyon in Utah.



From Marfa we headed back towards California. At one stage, just short of **El Paso Texas** we were overtaken on the highway by a wild-eyed young man who gesticulated vigorously for us to pull over. With trepidation we did so, not sure of his intentions. It turned out we had burst a trailer tyre some miles back and had been running on the rim for some time. Miraculously the rim survived, although the same can't be said for the mudguard. We thanked him and were immediately able to return his kindness as he discovered that his own car wouldn't start due to a knackered battery!

Grand Canyon was the next major stop, with the incredible **Petrified Forest National Park** enroute. We decided against taking the RV up to the canyon, instead hunkering down at Williamstown and catching the tourist train up there and back. I was expecting a steam train but it was a very old diesel. That didn't stop us being held up by a gang of armed horsemen - all part of the deal. The Canyon was spectacular and I regretted not having had a day to fly over it in the glider. Further west was the massive Hoover Dam, which we drove across, after the requisite security inspection to ensure we weren't loaded with explosives.

We hadn't originally planned to visit **Las Vegas**, as we have no interest in the brasher side of America, but on the recommendation of Burt from Marfa, we decided to take in the Beatles tribute show 'Love' by Cirque du Soleil. Campsites were \$120 per night, so on a whim I decided to check the cost of rooms in the 5-star Mirage Hotel where the show was held. Incredibly, rooms there were only \$80 per night so we booked the cheap option. Driving into Vegas in a flash thunderstorm with torrential rain with a 50 foot rig was interesting to say the least - it is clear that they seldom get rain in these parts and don't deal with it terribly well. The roads became torrents but most drivers did not drive accordingly. One car spun out on the freeway in front of us as it hit a pool of water and ended up facing the oncoming traffic in the middle lane. We survived the drive into the centre of Vegas, and parked the RV and glider trailer in their oversize vehicles car park, along with several other RVs who had obviously had the same idea! The show was spectacular and one of the highlights of the trip - the artistic and athletic ingenuity was astonishing.

On to California, we followed **Route 66** for a while and then spent a couple of nights at **Joshua Tree National Park**. The trees are like something from another planet - a cross between yucca and cactus, growing 40-50ft high. Some grow like telephone poles with no branching, while others branch profusely.

By this stage I was getting withdrawal symptoms from a lack of glider flying, so we headed south to **Warner Springs Gliderport**, run by the ever-helpful Willat family. I got three days flying in there, but couldn't quite make the transition north to the Sierra Nevadas. Nevertheless it is a spectacular place to fly in easy reach of San Diego and LA.

I'd also heard a lot about **Lake Elsinore**, but the reality was very disappointing and I didn't fly. It's a club in severe decay, with its halcyon days well behind it. A commercial



ABOVE: A flight over the Barron Hilton Flying M Ranch revealed the terrain of Nevada.

parachuting company owns the airfield and business was roaring, with two planes doing a continuous relay and clients lining up in groups of 16 to board each flight.

Just about the time we had to sell the RV and arrange freight for the glider, Dave had to leave me to visit his sick mum in the UK. So I spent several days in an RV park in LA, arranging the logistics. In the end I left the glider with an Aussie freight agent, **Al Montana**, who now works in LA and provides a great service to Aussies and Kiwis shipping vehicles back home. As for the RV, we ended up selling it to **Sean Franke**, a US Team Pilot whom I had met at the comps and had been impressed with the vehicle.

Overall, the US experience worked fantastically well, and we saw some of the most spectacular parts of a country that has a huge amount to offer for the tourist pilot. We managed to combine this with a line-up of competitions that gave us the opportunity to meet dozens of pilots, all of whom were extremely welcoming and generous. The RV gave us complete flexibility and allowed us to see a range of amazing national parks and attractions along the way that otherwise would have been difficult or impossible to fit in. Buying rather than renting was really the only option for such a long trip.

In the end, I was unable to ship the glider to Argentina for the worlds, as the temporary import charges were insanely high - over \$10,000. But in spite of that, the trip was well and truly worth it and I have no regrets whatsoever. If I get another chance to do a trip like this, I will jump at it!

I'd be delighted to answer any questions that anyone contemplating a similar trip might have. **Please feel free to drop me an email at allan.j.barnes@gmail.com.** GA

ALLAN BARNES COMPETITIONS USA

- 15m US Nationals - Mifflin, Pennsylvania
- Regionals - Ionia, Michigan
- Standard Class - Ephrata Washington
- US Std Class Nationals - Montague, California
- Regionals - Reno, Nevada

BORDERTOWN VINTAGE RALLY 2013

BY DAVE GOLDSMITH

PHOTOS: BOB HICKMAN, PETER BROOKMAN
JENNE AND DAVE GOLDSMITH



The numbers at Bordertown Vintage Rally 2013 may have been down slightly on last year, but this was more than made up by the great time had by those who were able to come!

The social and fellowship side of Bordertown continues to grow, briefings were a lot of fun, evening meals were excellent and a great time was had at the Annual Dinner. The stress free and relaxed flying of the vintage sailplanes, inexpensive, pleasant to handle and capable of good soaring at their relaxed flying speeds, is a pleasure enjoyed by pilots from all age groups. Modellers also join in at the rally with a variety of beautifully built vintage models to replicate the real thing.

Vintage sailplanes attending were:-

Golden Eagle VH-GFC with Ian and Alan Patching

SZD-30 Pirat VH-VH-GXL with John Lawson, Hans Prem and John Ashford.

Ka6E VH-GGV with Erik Sherwin

Slingsby T21b VH-GUC (based in Tocumwal) with Ken Ueyama from Japan

Ka6E VH-GEA with Jenne and Dave Goldsmith

ES-52 Kookaburra Mk 4 VH-GNZ with new owner Brian

McIntyre

ES-60 Boomerang VH-GTL with Mike Renahan

ES-60 Boomerang VH-GQY with Bob Hickman

ES-60 Boomerang VH-GQO with David Howse

K7 VH-GNU with John Ingram

Chilton Olympia VH-GFW With JR Marshall, Merryn, Nick and Amy

After a record week of very high temperatures, the weather during the rally was mostly pleasant and best heights were about 6,000 feet. Flying took place on Saturday, Sunday, Monday, Wednesday and Thursday, with winds affecting Tuesday and Friday, and overcast with occasional light rain damping enthusiasm for flying on Saturday, however everyone warmed rapidly up as the Annual Dinner began. Another great feast, put on by the Bordertown boys, was enjoyed by all.



LEFT TOP: Attendees of the 2013 Bordertown Rally

LEFT BOTTOM: Alan Patching and Ken Ueyama flying the

ABOVE TOP: Brian McIntyre and Ian the Slingsby T21b

IABOVE: Ian Patching in the Golden Eagle

RIGHT TOP: Hans Prem in Pirat

RIGHT MIDDLE: Mike Renahan with his Boomerang

RIGHT BOTTOM: The Golden Wren



TECHNIQUES & TIPS FOR SAFE GLIDING

BY RICHARD PINCUS

In the first article, I set out tips, techniques and exercises designed to develop feel for the air and, with enough directed practice, perfection in straight flying and gentle turns. They were also designed to start you using feel to find the best air. In this article, I cover rolling into thermal cores and centring them quickly, and never turning in sink or rubbish.

THERMAL TURNS

Perfect coordination in turns comes naturally to some people, and only with difficulty and after much practice to others. By using the very light touch, and slow gentle movements described in the first article, you can easily convince yourself you can coordinate these very gentle turns perfectly.

I will assume that the reader has developed perfect feel for the air, perfect coordination in gentle shallow turns, and already has many skills and techniques in finding and using thermals. I will provide some rules, tips, and techniques that will remind you of the basics, and suggest some exercises that you can practice.

First, a reminder about lookout. In cruising flight, you must use a constant visual scan, and before and during turns, use a directed lookout.

TURNING EXERCISES

Use exactly the same technique to initiate a turn as I described in the first article - use the same slow and gentle movements and light touch. But now hold the gentle slow rolling for two or three seconds longer, at the same time gently pulling back on the stick so as to stop the nose dropping. This enables you to enter quite a well banked turn with perfect coordination and perfect speed control.

The first few times you do it, the last part of the exercise - stopping the roll at the correct angle of bank - may not be perfectly coordinated. You may have retained an old habit of too rapid movement of the controls when stopping the rolling movement. Anticipate the need to stop the roll, and start to do so after only a second or two. The glider will not stop rolling instantly, so never try to make it do so. Practice this exercise repeatedly.

After you have perfected it, try to do the same perfectly coordinated turn, but at your usual faster pace. I think you will not notice much difference in the rate of the roll-in, if any. You may well notice that your usual (faster roll-in) turn is less perfectly coordinated. Why not spend the rest of your gliding career using these slower, gentler, lighter, movements?

Turning is a much more complicated procedure than most people think. Revisiting turns may well pay dividends. Remember how your instructor taught you turns? First you would have been shown stability in various planes, and that the glider has positive stability in yaw, and, much more slowly, in pitch, and scarcely any in roll, then adverse yaw when the nose goes left when you are trying to roll the glider to the right using stick only.

You were shown how to move the rudder while moving the stick, so as to completely eliminate the adverse yaw. Next was rolling around the point, using very slow and gentle movements, with a light touch on the stick, and with only a few degrees of bank each side. Remember

that you can see whether you have the correct amount of rudder, if you look at the nose during the first part of the rolling in. You will have cleared the air carefully before you started to turn, and you can look into the turn and everywhere else, after you have established the correct angle of bank and have checked back on the stick to stop the nose dropping.

Revisit each of these exercises, preferably with a friend, and see the point of each, and you will be able to demonstrate perfect coordination and perfect speed control. If not, it's time to go back to your favourite instructor or coach and have these demonstrated again.

FULL CIRCLES

After you have practised rolling into the turn, and stopping the roll, slowly and gently, and can show yourself or your friend, instructor or coach perfect coordination and perfect speed control every time, you can then go on to the next exercise. Hold the glider in the turn, re-trim, and complete the whole turn, that is the whole 360°, at exactly the same bank angle and speed and nose position and rate of turn, all the way.

Make sure that you adjust the turn, and roll out at the end, as slowly and carefully as you entered it, and make sure that you roll out exactly on the same precise heading as you had before you started to turn, using a horizon point. EXACTLY.

Make sure you keep the nose from rising or dropping, and keep the rate of turn constant, and most importantly of all for good thermalling, do not let the angle of bank vary even a degree. Practice and practice again.

All these practices are best done in smooth air, not in thermals. Thermals are too hard, remembering we are aiming for perfection. Of course, you may need to thermal just to climb back up for more practice. When you do get to practice in thermals, do not re-centre while practicing these perfect thermalling turns. You will find the feel you now have of the air will help you more than all the How To Centre rules you ever tried to use.

You will find the methods set out in the first article will help you find good air, and any core in it. If you cannot feel the air yet while cruising, turning very gently a few degrees this way and that, trying to get into better air by seeing what the vario does, will help a lot.

The next exercise is - find a thermal, centre it, then try very hard to form perfect circles in the sky, as set out above. Do not try to re-centre. If you succeed in constant speed, rate of turn and angle of bank, you will generally keep in the core despite all the attempts by the thermal to tip you out!

The point of this exercise, making perfect circles in thermals, without constant attempts to re-centre, is this:

First, you cannot understand what the thermal is doing, and how to respond to the gusts etc, unless you have constant angle of bank, rate of turn and speed. Next, you cannot feel the air in a thermal if you do not have these things constant. If you are banking more or less, maybe slipping and sliding a bit, maybe the nose is rising and falling, you will mainly feel the glider responding to the CHANGES you are making or allowing, not to the air. Next, the vario and even the ASI will lead you astray unless the speed, angle of bank, and rate of turn are constant. If you want to go cross-country faster than 80kph, and be much less likely to outland, your technique must be as good as you can make it

SUMMING UP

If you follow these practices, you should be able to fly perfectly straight and level, to learn to do perfectly coordinated turns at perfectly constant speed and angle of bank and rate of turn, first in still air, then in thermals. More importantly, you will be actually able to feel the air at all times. If not, do what any good coach will insist you do, go back to basics, and practice until you can. In any case, NEVER CONTINUE A TURN YOU START UNLESS YOU FEEL THE GLIDER GOING UP and see the vario responding.

The aim of this is to stop yourself doing turns in bad air and to make ALMOST EVERY FIRST TURN UP ALL THE WAY ROUND.

Centring. If you have reached the stage of being able to get into thermals as described, go round a few times before you change anything. If the air is better on one side, on each of two perfect circles, move your centre towards that good side BUT ONLY 30 feet please. Do that by rolling out a few degrees only, and for a few seconds, as you come round to the good side.

If the vario picks up, and the thermal smooths out, you may be there already. If not, repeat all these steps once more. That is, do at least two perfect turns and satisfy yourself that one side really is consistently better, then move a short distance again. When you have even lift all the way round, circle after circle, you are in a core.

In general, most people thermal at too shallow an angle of bank, especially on the first full turn. Avoid the trap of pulling up to too slow a speed at any time. Many pilots do that to get the high and largely false vario reading that this can give, or to get a small additional height gain in a surge of air. Most pilots would do far better at a higher constant speed.

When you have satisfied yourself you are in a core, you may be tempted to open the turn more widely to see if there is a better core nearby. Avoid the temptation - you will lose the core. Satisfy yourself you can take THAT core up a longer way, at least eight full turns. If the lift falls off, leave it and go for a better core.

If you follow the above EXACTLY you will ALWAYS find the core if there is one there, and centre and stay in it with confidence. Move, if you need to at all, ONE BIT AT A TIME. If you follow this methodology you will soon learn to feel the air, and to never turn in rubbish, just as promised. Most importantly, you will KNOW you are in the core.

Remember that the vario responds quickly to GUSTS, indicating no lift, and surges indicating lift but only for a



second or two. You need to FEEL the lift (yr btm) and the resistance to roll-in and the smoother air of the core, and not twist and turn with every transient. DO CIRCLES! The slower vario rise of the thermal core and the even slower rise of the averager tell you to stay in or to leave.

If you fall out, or if the thermal core you are in shifts, search again. You may need to move a long way - even 100 metres. You are not centring - you are finding a core.

This is the most important rule: DO NOT CONTINUE to roll in unless the thermal core you think you are in has exceeded your threshold. I will say that again - it is so important. If you think you have found a core, never go past about 25 degrees off track unless the vario is over threshold, and you feel the air resisting your roll and the vario is STILL RISING. Even at 45° or even 90° off track, TURN BACK TO TRACK if you are not in a good core. If you are, continue rolling and slowing gently if necessary until you reach A PROPER THERMALLING TURN ie a bank angle of AT LEAST 30° and probably more, at proper, constant, speed.

If you feel a great thermal surge, take it without pulling up. Just roll in perfectly level as described, smoothly, gently, just holding to roll-in a bit longer maybe so as to get the turn nice and steep. Slowly, gently - never pull up.

Finally, always leave a thermal core and look for a better one if the vario sinks below your threshold.

Where to next? Next I want you to follow several simple rules:

1. Fly slower in lift and faster in sink.
2. If you feel the air lifting one wing ever so slightly, or you see the nose wandering ever so slightly (which means you missed feeling or seeing the wing lift) go a very slow little bit the other way.
3. Continue to go that way if the vario responds.
4. If the vario is rapidly rising to exceed your current threshold, and that way feels right, continue slowing and rolling in.
5. Never continue to roll in unless the vario and the glider is responding (by pushing you in the btm or by resisting the roll) and the vario is above your threshold.
6. Always leave and find a new core if the climb rate drops below your threshold. Finding a new core does not always mean finding a new thermal. The next core may be quite close.

GA



350KM IN A SALTO

BY: MARTIN RULE



In December 2012, I competed in JoeyGlide - my very first competition - in my newly acquired H101 Salto. Before the event, I had little cross country experience. The biggest task I had completed was 130km and I'd never achieved a speed above 70kph and didn't even have my Silver C.

ABOVE: Martin brought his H101 Salto from Mildura to Lake Keepit for JoeyGlide, not knowing what to expect.

I had few expectations of keeping up with the newer gliders or placing well each day. My goals for the comp were to have a great time, learn lots and get around the task one day and make it home. I had no idea what to expect as I'd never flown cross country from an unfamiliar site. I didn't have many hours on the Salto and I was pretty nervous.

Before the start of Joey Glide I flew two familiarisation days at Lake Keeepit. The biggest differences in the terrain were the hills and trees. Coming from Mildura in Victoria, I am used to very flat country with huge open paddocks and basically blue conditions every day. I soon learned that Keepit had good soaring conditions. For the first four days there was cumulus up to around 10,000ft. I thought it would be easy to fly what I considered big tasks, but I had no idea what I was in for.

The first few days were a great experience for me and a wonderful opportunity to get me out of my comfort zone and into some real soaring. I kept to the paddocks, avoided the high country and was very cautious.

At Day 3 I thought about the experience I'd gained, how my confidence had grown and how much I was enjoying myself. I was comfortable flying over scrub if I was high. I was cruising faster and even managed to fly a comp day with an average speed above 90kph. I was comfortable thermalling with other gliders - I counted nine in one thermal. This racing business was great fun!

Day 4 brought a big surprise, but I knew it was bound to happen, a 350km fixed task...with blue conditions predicted. I had doubts about my flying ability. Was I actually going to be able to get around in a Salto? I had already achieved my goals. I hadn't outlanded yet, I'd had fun and learned a lot already. So far they had all been AAT tasks, so Day 4 was going to be the real test.

MULTI TASK FLIGHT

The tasksetters were very clever and this task was suitable to claim your Silver C and 300km Diamond goal. So, I declared the task with an official observer, programmed the Cambridge 302 and thoroughly washed the glider. I figured I'd need all the performance I could get.

Luckily I was towards the end of the grid so I wouldn't have a super long flight time. I was worded up with lots of advice from the Maddocks brothers. Basically, as soon as the start gate opened I set off on task even though I was lower than desired. It was the only way I was going to have enough daylight to get around. The first part of the task was cumulus and over the scrub. It was really good for the first 100km as I cheated off everyone else. Someone would mark the thermal and I'd push on to it. Then I would out climb them because I was so light. Then they would push on to the next climb and I would follow them until they would beat me in the cruise and I would lose sight of them.

It was going well with 8 knot climbs to 9,000ft. This was a great plan until everyone had passed me. The last person I saw was Adam Henderson in the ASW28. We left the same thermal at the same speed but I was a few thousand feet above him. I just watched him smash me in the cruise. I was stopping for thermals and he just kept going and going till I lost sight of him. I now knew I was all alone, but thanks to this method I was really pushing myself over the tiger country. I looked at my average task speed and it was 124kph! But I knew it was still early days and I was starting to push into the blue.

I continued to push on into the blue as I was approaching the 3rd turn point. Just after the turn I hit my low spot of

3,000ft, suddenly the trees looked really big! I managed to get away with a constant climb of nine knots to 9,000ft. I was feeling good about the task again but learned not to push too hard when there are no clouds to aim at. I'd had lunch and been drinking lots of water and Gatorade, and it felt like I'd taken off only 10 minutes earlier.

I was then on the longest leg of the flight and it was now starting to push into late afternoon, around 5pm. I was just cruising and having a good time working a height band of around 5 to 9,000ft. When I was 20km away from the last turn point, 100km from home, I heard everyone arriving back at Lake Keepit. This was very depressing. I was the only glider left in the sky and still 100km to go. By now it was getting closer to 6pm and I worried how much longer the day would last.

LATE IN THE DAY

My bigger worry was the country I was over. The paddocks were fine with agricultural strips everywhere, but I had no idea how my crew were going to find me before it got dark. There were no defined roads, and my dad is new to gliding and has never come to get me out of a hard-to-find paddock yet. I was seriously in the middle of nowhere. I had never felt so quiet and lonely in the sky. I think the last 100km I didn't say a word. I'd stopped eating and drinking and the nerves were really setting in.

Luckily, I contacted some cumulus clouds over the mountains with a climb to nearly 12,000ft. My toes were numb and I couldn't feel them, it was so cold. On the grid I saw Andy take his shoes off so I thought, the good guys must do that, I'll do that too. How much I was regretting it now!

The glide computer said I had final glide home 90km out, but in a Salto I like to have a good safety margin because above 70kts it turns into a lead balloon. I knew I still had to push to make it home before the thermals stopped. At the last turn point I was 10,000ft with 80km to go, it was looking alright but it was back into the blue again and pushing into a headwind. I could tell that the day was starting to slow down, the air felt colder and the thermals were weaker, only 5kts now. My goal had changed from having a good speed to getting home. I didn't turn and kept my speed low for the last 70km.

I mistakenly flew over a lake and found a lot of sink. I was below final glide getting lower and lower with no good lift. About 50km out from home, I was on the edge of deciding to glide into Gunnedah airfield and not finish the task because the sky felt dead and I wasn't going to make Keepit. Luckily I got a two knot climb that kept my hopes alive. I was 200ft above final glide. I decided to keep going for Keepit and hope for the best. I hit a good surge, took a risky turn and managed to turn it into a very welcome 7 knot climb back to 9,000ft and this is all after 7pm!

HOME LOOP!

I didn't care that I was only 20km out from home. I took it as high as it would go to ensure I was going to make it home. My spirits were high as I made my inbound call and I was flying at 120kts. Trying to get down I smashed over the tie down area to see every one had made it home and all the gliders were tied down. I did a 'I made it home loop' to congratulate myself, but it wasn't over yet. I was still at 6,000ft and had to land. At this stage I was pretty tired and fatigued but as proud as ever that I'd made it around a 350km task in a Salto.



I did a circuit and what I would say was the best landing I've ever done, good thing too because apparently everyone was watching. I landed at 7.20pm with a flight time of 5.6 hours. I was greeted by my dad and friend James Nugent who poured a bucket of water over me for completing my Silver C.

This may not have been the greatest achievement for others but it was for someone who came to the comp having never flown any further than 130km. To do 350km - 407km handicapped - at 88kph in an unfamiliar place makes me feel proud. It was the hardest and most challenging flight I've ever done.

I must thank everyone at JoeyGlide. Everyone was so friendly and helpful, from teaching me to use my instruments to giving me tips and hints about the task each day. It was greatly appreciated. I would highly recommend JoeyGlide to any juniors interested in cross country soaring, or any form of gliding to tell you the truth.

From my experience I know that you don't have to be a super good pilot to fly this comp, you just need to have motivation to try your best. You will learn heaps and most likely come out a better and more confident pilot, I know I did! Even if you don't want to fly the comp, the coaching includes flying in some really nice two seat gliders with another pilot. My friend James did this and said it was great fun and a wonderful learning experience. So if any juniors are interested it would be great to see you at JoeyGlide 2013, hosted at Narromine.

GA

ABOVE: Martin takes a turn over Lake Keepit.

BELOW: After successfully completing his Silver C, not to mention his first 300km, Martin is rewarded with a cold bucket of water.





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Libelle H201B VH-GSU 3517hrs, 2680



Landings Great condition and fantastic to fly with good usable trailer. Good basic instruments, wing and tail covers,tow out gear, parachute. \$14500 PH **0427981966**

Mosquito VH-GQD 3000hrs, winglets, Altair +B50, parachute, MH oxygen, Xcom radio, FLARM, refinished in polyurethane, ballast tanks professionally sealed, fresh form II, clamshell trailer, tow out gear, available Brisbane \$36,000.00. Contact: John 0409 679 867 email: j.ashford@iinet.net.au

Glasflugel Mosquito - VH-FQC 2200



Hours Total Time, Cambridge Nav/Data Logger, Parachute,Enclosed Trailer, Nil Accidents. Hangered at Warkworth - \$30000 ono Please contact **Peter: 0427 886 843**

Nimbus 2 vh-GOG serial no 2, 3200 hrs, excellent condition, good tow out gear and instruments. Hydraulic wheel brake, brand new Anschau trailer, Wing Rigger (no lifting) full set of all weather covers. \$25,000 ono. Contact Haidyn Dunn on **0429431773** or email haidyn.dunn@gmail.com

Nimbus 2 VH-IUS 1800hrs, 20m with 48:1 glide, excellent condition, recently refinished, competition ready.Mountain High Oxygen, Winpilot, B50, Bohli Mech Vario & compass, Flarm, big cockpit. Full covers, Jaxida canopy cover and Platinum cover. Dual axle trailer with rigging aids for 2 person rig and derig.\$40,000 Peter Robinson, nimbus2@internode.on.net or **0428 453 794**

NIMBUS 3T, 25.5m single seat with turbo, approx 3,100 hours. Proven performer, approved mods, refinished, well sealed, Borgelt B100 system, ICOM radio, Mountain High oxy, Komet twin axle trailer, reliable 'Solo' sustainer engine with minimal hours. With Form 2 and usual tow-out gear, covers, etc. \$95,000 ono. Pics available on request. Contact dfourfun@gmail.com or call **0407 042468.**

Ventus2xc VH-ULZ 800hr, Comes with everything Metal top cobra trailer, Altir & Vega computer, Cambridge 302 & 303, Becker radio, winter vario and basic inst, factory U/C warning alarm, LED Flap position indicator, All tow out gear etc. New Glider Coming all reasonable offers considered. Ph **Lars 0428 492 783** lars@activecampers.com.au

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

LS 3 TOP - VH-WVH. Hangared at Gawler airfield LS3 1780 hrs Top 110 hrs. TOP blades 26 hrs. (1/2 share hangar for sale)

Contact **John: 08 8379 5678** **MB 0439 702 544**

Stemme S10V Vh **GGX** 1995 model.



Full factory options. \$150,000. stemmeggx@gmail.com or **Mike 0488787738** for details.

TUGS

Autotug PA25-235 Pawnee,Engine 0-540 B2C5 approx 1000 to run, all new cylinder kits fitted 300 hrs ago, prop 400 to run, annual due New Chev LS1 with Northwest Aeros redrive, New Tost release \$48k the lot. May separate. Enquiries to **0429639770** smokeymail@bigpond.com

EQUIPMENT

New emergency rig. Standard Cat. FAA approved.Seven points of adjustment, 26' round parachute Most popular canopy on market and fastest deploying reserve. **Call Barry, 0401 410 511** for more details and pricing

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**



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PERKOZ Factory News !

Perkoz is going to AERO Friedrichshafen Airshow (April 24-27, 2013, Germany) it is widely expected that it will have full EASA certitcat by this date. ORDER NOW and get free Freight to Australia !



SZD - 54-2 PERKOZ

45 max L/D (20 m version)

37 max L/D (17.5 m version)



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

- easy rigging
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- Even nicer to fly then Puchacz**
Simplified maintenance
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 - special automotive-like shock absorber
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 - **text-book spins (both versions)**

Design life 15000 h

74,950.00 EUR basic config. Ex f.

9600.00 EUR Avionic AVM Duo trailer Ex f.

PW6U

"I had a look at Warwick's new PW-6 10 days ago. Appears to be a worthy alternative to the ASK-21. I've also seen earlier PW-6 gliders at GCWA and in New Zealand. The current production standard in fit and finish, inside and out and paintwork is outstanding. Cheaper too I believe.
Mike."

Mike Borgelt of Borgelt Instruments Australia

Impress your members with this modern all epoxy-glass trainer

NOW with redesigned rear instrument panel

1 cm wider cockpit

Increased angle of-opening of back canopy

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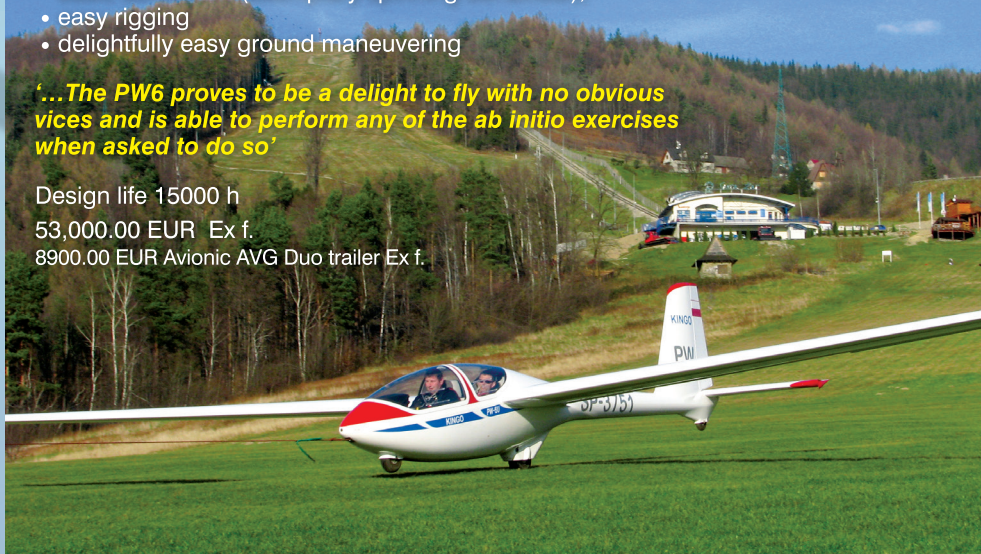
'...The PW6 proves to be a delight to fly with no obvious vices and is able to perform any of the ab initio exercises when asked to do so'

Design life 15000 h

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