

GLIDING AUSTRALIA

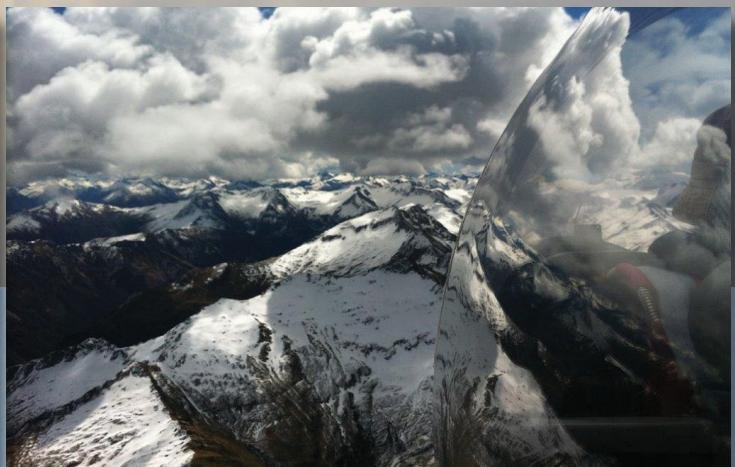
Issue 22 February - March 2015

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JOEYGLIDE - NARROMINE CUP - SOARING NZ



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GLIDING AUSTRALIA

No. 22 February - MArch 2015

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12 NARROMINE CUP

At this year's Cup Week the weather was outstanding in true Narromine tradition and, fortunately, the pilots were up to the challenge. G Dale also attended.

14 SPEED WEEK

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16 JOEYGLIDE

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Or contact: Tanya Loriot

Membership@glidingaustralia.org

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AIRCRAFT REGISTRATION & SALES, CLASSIFIED ADVERTISING,

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GFA OFFICE

Before calling the GFA office, please check out our website www.glidingaustralia.org to buy items, find documents and other information, and renew your membership.

9am-5pm Monday - Thursday & 9am-3pm Friday

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SUBSCRIPTIONS

Non GFA members are welcome to subscribe to Gliding Australia. 1 year is \$45 inc. GST. www.glidingaustralia.org/shop1

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FROM THE PRESIDENT

DEAR MEMBERS

Here we are at the end of January in 2015 and another exciting gliding year is well underway.

What a great one it is already turning out to be.

2015 looks as though it will be a very good year for Australian gliding if we can lock in our self-administering future in the best possible way. The reason we all enjoy our gliding the way we do, where we train and rate our pilots and aircraft maintainers to achieve successful and cost effective outcomes, is because of our long-established club based voluntary systems with GFA proving we, all of us, are the masters of gliding in Australia.

Importantly, however, self-administration only works when every individual pilot and maintainer ensure each flight, 365 days a year from all 70-odd gliding fields around Australia, finishes successfully with a safe return. This is the essential necessity and bottom-line to self-administration. When we fully understand this and craft our systems and procedures to achieve this every day, every flight at every airfield, then we succeed.

This year, our GFA team will negotiate strongly on behalf of every member's

gliding best interests in ensuring that the pending Part 149 Regulation will give us greater flexibility and freedom. If it doesn't, we won't support it.

We are most optimistic that co-regulating our gliding future with CASA will work out well. Deputy Prime Minister, The Hon Warren Truss MP, as minister responsible for Australian aviation, has graciously accepted all but one of the Aviation Safety Regulation Review Panel's 37 recommendations. This is great news.

Furthermore, the new Director of CASA, Air Vice Marshal (Retd) Mark Skidmore AM, is already demonstrating just a few weeks into the job that he knows what is most important for successful aviation in Australia. This, along with the progress enjoyed this past year working with CASA's Associate Director Dr Jonathan Aleck responsible for sport and recreational aviation, augurs very well. And most of all, our own Anita Taylor has just been appointed to the CASA Board. This is all great news for Australian gliding.

So you might ask, why am I taking up your time with this?

After all, most pilots just want to go flying and not worry too much about still more rules and regulations, considered by many as a thorough pain in the neck and



an unnecessary burden on top of our already tried-and-tested and straightforward gliding procedures.

The answer is that GFA can do your bidding and continue to negotiate our freedom to fly on everyone's behalf in an ever more stringent world of safety, but the future is ours only if every pilot returns safely, from every flight.

Inevitably, it's as much in your hands as it is in GFA's. We are all in this together!

John A Summers

PRESIDENT

President@glidingaustralia.org

2015 National Gliding School Basic Sailplane Engineering Engines and Systems

to be held at the

Waikerie Gliding Club, 14th to 22th March 2015



Engine and systems inspection and routine servicing (2 Stroke, 4 Stroke, Radial, Rotary or Turbine) including Overhaul for suitably experienced attendees.

There will be limited positions available on this course so register without delay to avoid disappointment.

Who should attend?

The course is aimed at individuals who are interested in the inspection, maintenance and repair of powered sailplanes engines and systems. Any GFA member may attend regardless of experience level. Training will start from basic principles and progress up to advanced topics such as engine overhauls.

Clubs are strongly encouraged to nominate and sponsor interested individuals.

Meals and accommodation will be available at the Waikerie Gliding Club, and transfers to and from Adelaide Airport can be arranged. Please contact John Hudson for further details at hudson@senet.com.au.

Expressions of interest are also sought for a FRP Repair Course with a date to be set in 2015 and also in South Australia. Contact John Hudson to express interest.

FROM THE SPORTS COMMITTEE

JUNIOR WORLD TEAM

The recent Junior Pre-world championships were held at Narromine in early December.

A total of six competition days were flown with the usual mixture of excellent gliding weather that Narromine is well known for.

This competition was the final selection competition for the Australian Junior Team. Four pilots were selected by the prescriptive selection process and a further two pilots were selected based on a subjective process as detailed in the Junior selection criteria.

I am happy to announce the selection scores, with confirmation that the pilots listed in the table below are selected to represent Australia at the Junior World Championships.

TASMAN TROPHY

Richard Hoskings has been selected to represent Australia at the next Tasman Trophy, to be held in combination with the New Zealand Nationals in Omarama. Richard has

PRESCRIPTIVE SELECTION PROCESS:

POSITION	PILOT	CLASS	SCORE
1	MATTHEW SCUTTER	STANDARD	100
2	ERIC STAUSS	CLUB	96.57
3	AILSA MCMILLAN	STANDARD	90.57
4	JOSEPH O'DONNELL	CLUB	85.26

SUBJECTIVE SELECTION PROCESS:

DYLAN LAMPARD
JAMES NUGENT

IN ADDITION TO THE SIX PILOTS A FURTHER TWO PILOTS WERE SELECTED TO COMPLETE THE JUNIOR SQUAD:

SAM SCHONEVELD
BEN TALBOT

considerable experience flying at Omarama, having flown there on five previous occasions.

Gliding New Zealand has selected Nicholas Oakley to compete against Richard and both pilots will be flying ASW 19s.

Gliding New Zealand has done an excellent job in helping Richard, especially with obtaining an ASW 19 glider. Richard is intending to arrive early for some practice before the first day on 5 December. We wish Richard safe and successful flying.

ELIGIBILITY FOR INTERNATIONAL TEAM SELECTION

There has been considerable discussion within the Sports Committee as to the eligibility for Australian Team Selection. This issue has been researched exhaustively with the conclusion that the current Australian rules are out of step with the FAI determination of residency. This has an effect on a pilot's eligibility for both



National Champion and ITC selection.

The Sports Committee have decided that there is no justification for Australia to be out of step with the international rules and that the Australian rules should reflect the international policy. The main concern was caused by different definitions of 'Australian Resident'.

The Australian 457 Visa (Work Visa) is considered to meet the FAI residency test if the Visa holder resides in Australia continuously for more than 6 months.

As such, the Sports Committee have determined that the ITC and NCC rules should be amended to align with International practice. The rules will be amended retrospectively and applied to all competitions this year beginning with the Goondiwindi Club/Sports Class Nationals.

All pilots affected by this decision have been directly advised.

"Gliders are near perfect, all they lack is the ability to forgive." - Dick Collins

Fly safe!
MILES GORE-BROWN
CHAIR ITC

HAPPY NEW YEAR!



THE GFA OFFICE STAFF
WISHES ALL GFA MEMBERS
AND THEIR FAMILIES
A VERY HAPPY NEW YEAR!
FIONA, CAROL, CATHY,
TANYA

EXECUTIVE OFFICER

The GFA Board has had a busy couple of months, culminating in the Board meeting held in Brisbane on 29/30 Nov. The following lists some of the key discussions and actions from the Board.

SAFETY

The GFA Safety Committee has streamlined and simplified the documentation to ensure that clubs can properly develop and manage their Safety Plan. See the GFA web page, Docs/Forms and then All Documents/Safety.

The GFA has a requirement to manage safety for gliding, and much of this is covered very well by our Manual of Standard Procedures which all members have to comply with. But most clubs have site specific risks and non-operational risks that they need to be aware of and manage. The Club Safety Plan helps clubs to conduct a risk assessment of their site and operation, creating an emergency response plan (what do we do when something happens?) and reporting/monitoring incidents and accidents. Most clubs have a safety plan but a few have been slow to take up this opportunity. Submitting and following the Club Safety Plan will become a pre-requisite for club affiliation in 2015 and GFA members need to be a member of an affiliated gliding club to fly legally.

CLUB LOANS

Our treasurer has been working with at least three clubs to assist them with gaining a loan from the GFA for purchase of a glider or other assets. Any club that is looking at a new purchase may want to talk to Dave Shorter at treasurer@glidingaustralia.org to see what is possible from GFA.

WOMEN IN GLIDING (WIG)

Leonie Furze has stepped down as the WIG rep after another successful WIG week at Lake Keppel. Leonie visited the USA and Europe in 2013 and has developed a great report to outline approaches being used internationally to increase women's participation in gliding. See Doc/Forms – All documents – Marketing & Development.

Wendy Medlicott has taken over from Leonie as WIG rep with lots of help from a very active group of ladies.

The GFA board recognises the value that increasing participation by women

will bring to the GFA and so is looking to adopt proposals to improve women's membership and women-friendly facilities.

AUSTRALIAN WORLD CHAMPIONSHIPS

There is a report on the Joeysglide national junior championships inside this magazine. The event has proved to be an excellent preparation for the Junior World Championships in December 2015. The hard work has already begun with a number of people putting up their hands to help stage the 2015 event. If you are interested in helping to run the world comps for 1 to 3 weeks from 23 November to 13 December, please drop a note to eo@glidingaustralia.org.

International teams will be looking for Club Class and Standard Class gliders, crew members and cars, so if you can assist with this, and potentially become a team participant in the event, also drop me a note at the address above.

The pre-world event for the 2017 World Championships at Benalla are only 12 months away now, and a lot of interest is already growing both within Australia and internationally to qualify and practice for this world championships. You will hear a lot more about this in the coming six months.

AIRWORTHINESS AUDITS

The GFA manages glider registration and maintenance on delegation from CASA, and we have staff employed to help us achieve the standards required. We rely mainly on volunteer airworthiness inspectors across the country from all clubs to perform the required inspections and maintenance activities. The quality control system requires us to audit these inspectors on a regular basis – sometimes this involves a visit from our Regional Technical Officers, and sometimes we ask clubs to do an internal audit on their systems and practices.

A number of clubs have not complied with this audit requirement, which has the potential to impact on GFA's compliance with our delegations. So please make this a priority in the new



TERRY CUBLEY
EXECUTIVE OFFICER
eo@glidingaustralia.org

year. Otherwise, the Airworthiness Department may need to apply pressure to clubs who are not meeting their obligations.

A DANGEROUS SPORT?

A recent Coroner's Court once again stated that "gliding is a dangerous recreational activity", which means that people who fly in a glider knowingly participate in the activity, and therefore accept personal responsibility in case of an accident or incident. We have good procedures which mitigate these risks, and the large majority of members never experience any unsafe condition, but it is something that we all need to be aware of and strive to minimise.

It is important that any new or introductory members are well aware of these risks before they go for an Air Experience Flight. Clubs who offer 'joy flights' or similar attractions to non-members are certainly exposing themselves to potential litigation unless they have an Air Operators Certificate. Visitors wishing to fly must join as introductory members and sign a GFA indemnity and acknowledge the risk they accept.

NEW GPC/MEMBERSHIP CARD

The Glider Pilot Certificate is now recognised as the core competence standard for a glider pilot. As it complies with the standards required by ICAO it is also increasingly being recognised by international aviation organisations.

From mid-January the office will be issuing members with either a new-style Membership card or a new-style Glider Pilot Certificate card.

Those with a GPC will receive a GPC card, which includes their current membership details, photograph, and a list of the major ratings held for Operations, Airworthiness and Sport.

Those without a GPC will receive a membership card. The card will provide membership details and may include ratings and a photo if available.

You will receive your new card as you renew your membership during 2015. Please let us know if there is any concern with your new card.

To ensure that your listed RATINGS are accurate, we encourage you to go onto the GFA web page and update your details. You will need to log in to the web page to do this.

Log in: Click on My GFA and member log in. If you haven't registered before, there is information on how to do this. Your user name is your membership number M-xxxxx. If you have forgotten your user name or password, there is a button to click on the left side to get this information.

Update: Once logged in, go again to My GFA and you will see a new menu which lets you update your profile and qualifications.

SUCCESSION PLANNING

The GFA Rules limit the tenure of GFA officers and Regional Association officers - RTO, RMO, etc - to a maximum of 5

years. This means that we need a constant stream of people in preparation to take on these important roles. Clubs may also want to consider similar succession planning, ensuring a continuing replacement of 'new blood' to ensure energy and drive. Many younger members are now fully qualified and competent to take on some of these roles and we all have a job to train and mentor these new people. The Regional Associations are starting to address this issue, so don't be surprised if you are invited to step up to help.

AUSTRALIAN AVIATION HALL OF FAME

Ingo Renner from Tocumwal, and four-time World Gliding Champion, has been recognised through induction into the Australian Aviation Hall of Fame. A great recognition for a great champion – congratulations Ingo.

APPOINTMENT OF OUR AIRWORTHINESS TECHNICAL EXPERT

We received five applications for this contract position and Dafydd Llewellyn was selected to take on this role. Daffydd is very well known for his work on life extension for Blanik gliders – the 'Llewellyn mod' kept these gliders flying for many years after they were destined for the scrap heap. Dafydd is an aeronautical engineer, previously

CAR35, and the chair of the CASA committee which drew up the regulations for CASA governing the concept of experimental aircraft. Dafydd will be an excellent addition to our airworthiness expertise.

APPOINTMENT OF NATIONAL AIRFIELDS, AIRSPACE AND AVIONICS OFFICER.

We received two applications for this position, to replace our President John Summers who was in this role for many years. The selection committee has appointed Graham Brown from NSW who has been the NSW representative on the AAA committee for some time. Graham's first job is to find his own replacement from NSW.

MASTER CLASS IN CANBERRA

We have received excellent feedback from the Master Class that starred Ingo Renner and Brad Edwards, our two previous World Champions. This event was arranged and managed by Peter Trotter and he did an excellent job. There is talk of another Master class in 2015 or 2016 so try not to miss it. If you missed seeing Ingo and Brad, or would like to review it in more detail, then you can see the video of their presentation on the web site video link. www.glidingaustralia.org

FROM THE VP - GFA DOCS

One of my new roles as VP is to look at the content, structure, relevance, accessibility and design of all GFA documents. Only a small job!

One of the first issues was to choose a style and look for the documents. At last weekend's Board meeting we reached agreement on a Corporate Style which we will be using going forward.

An interesting question was asked at the Members forum in Brisbane held during the Board meeting in late November.

"MOSP was updated last year and now you are updating it again. When will it be finished?"

The answer is never. MOSP is constantly changing to meet changing regulations and realities. It is a condition of our deed that we update MOSP every year. This has not been done well in the past and so it may seem like a new



MANDY TEMPLE
VICE PRESIDENT
vp@glidingaustralia.org

information such as Rules, Handicaps, Trophies, Guidelines etc, into a single Competition Handbook.

This will be a slow and continuing process but will hopefully leave us with minimum but relevant documentation that is user friendly.



The Mi Theory course participants with one of the new aircraft VH-NQI at Waikerie.

The Royal Australian Air Force has recently purchased a number of aircraft for use by the Australian Air Force Cadets to provide flight training and experience to aspiring pilots throughout Australia. This purchase included both 'pure' (DG-1001) and 'motorised' (ASK-21 Mi) aircraft. The South Australian based 6 Wing AAFC received a DG 1001 in July and was the first Wing to receive two ASK-21 Mis in October. The three aircraft are currently based at Stonefield in SA but are likely to also operate from RAAF Edinburgh some time in the future.

6 WING AAFC is utilising the services of gliding instructors from a number of gliding clubs in South Australia including Adelaide Soaring Club, Balaklava Gliding Club, Adelaide University Gliding Club and Murray Bridge Gliding Club. This

means that the AAFC operation brings together a variety of people from the SA gliding community with a range of skills, experience and knowledge regarding the operation and maintenance of these types of aircraft.

The ASK-21 Mis have a fuselage mounted retractable engine with some very specific procedures required for operation and maintenance. As a means of introducing the AAFC instructor pool to this aircraft a 2-day briefing course was held at the Waikerie Gliding Club. This course provided a comprehensive look through the aircraft, its systems and procedures and introduced pilots to areas of aircraft management including trailering, rigging and de-rigging, fuelling, general and power-plant management, avionics operation and

aircraft storage and preservation. The activity utilised a combination of lectures from the aircraft agent Bernard Eckey, as well as peer briefings given by the attendees themselves that required those present to get deep into the knowledge of the aircraft's systems in a way not often achieved by reading a flight manual.

A key element of the learning during the weekend was to hear from existing ASK-21 and 21 Mi operators about their 'lessons learned' in using the aircraft. In this respect the course was privileged to include Damien O'Reilly from the Soarability Gliding operation in WA that has extensive experience with the ASK-21 Mi. [See *Gliding Australia* Issue 21.] Many on the course remarked that hearing about operational experiences is as important as the information about how the aircraft should be handled.

AAFC will be conducting flying training from early in 2015 utilising the DG and ASK-21 aircraft, and took delivery of a Pawnee tow aircraft in late 2014. The AAFC is still looking for experienced instructors and ground staff to assist in its operations to avoid overburdening existing SAGA clubs. Anyone interested should contact **Catherine Conway**

Catherine.conway@aafc.org.au or **Dennis Medlow** dennis.medlow@aafc.org.au for more information.

INGO ENTERS HALL OF FAME

Ingo Renner has been inducted into the Australian Aviation Hall of Fame in Wagga Wagga at the Third Gala Induction Dinner in early November 2014. The AAHOF serves to recognise and tell the stories of Australia's outstanding pilots, aiming to inspire the country's young pilots.

After Chairman of the AAHOF Steve Padgett welcomed the guests and explained the significance of the event, Mayor of the City of Wagga Wagga Counsellor Rod Kendall spoke to honour the Australian Air Force Cadets, followed by Deputy Prime Minister The Honourable Warren Truss MP, Minister for Infrastructure and Regional Development, who inducted six new members for their outstanding contribution to Australian aviation. The individuals are Sir Reginald Ansett, Horace Brinsmead, Harry Hawker, Col Pay, Senja Robey and Ingo Renner.

Ingo's career spans 50 years. He has

won four World Championship titles and numerous national and international titles, and trained hundreds of glider pilots. He was born in 1940 in Bremen, Germany, and learned to build model gliders as a child. He started gliding at age 15 and, after receiving his license, became an instructor.

He spent his early working life as a ship builder, migrating to Australia in 1967. Settling in Brisbane, he joined the Darling Downs Soaring Club and was immediately granted a full instructor rating. His first glider was a Schneider Kingfischer, and he entered his first Australian competition at Narromine in the 1969/70 season, when he took second place.

In 1970, he and Bill Riley launched the Sportavia Soaring Centre in Tocumwal where he taught each summer for the next 36 years. Concurrently, he spent each northern summer teaching at Oerlinghausen Gliding School in Germany.

His first World Championship win was at Räyskälä, Finland, in 1976, and he later followed this achievement with three consecutive wins – Hobbs, USA in 1983, Rieti, Italy in 1985 and Benalla in 1987. He has achieved many other Australian and international wins and records during his career, and received an OAM in 1988 for his service to gliding



ABOVE: Ingo Renner at the AAHOF induction ceremony.
LEFT: Ingo with fellow inductee Senja Raymond Robey

in Australia.

Ingo has a total of 36,000 hours of gliding, including 31,000 hours instructing. Ingo continues to be an inspiration to Australian glider pilots of all ages. He is a true gliding hero.

www.aahof.com.au

FAI GLIDING BADGES

TO 31 OCTOBER 2014

A.BADGE

MILLS CHRISTOPHER A	11983	NARROGIN GC
VAN STROE JACOB J	11986	NARROGIN GC
WOUDENBERG ERIC	11987	GEELONG GC
ZHELEZAROV VLADISLAV Z	11993	ADELAIDE SC
MIFSUD JORDAN M	11994	ADELAIDE SC
RIDLEY HUNTER L	12000	NSW AIR TC 301
DAVIES KYLE T	12001	CANBERRA GC

B BADGE

GRANT JOHN	11939	NARROGIN GC	QUIRKE SAMWELL J	11914	NSW AIR TC 301
DEUXBERRY ERIC	11954	SOUTHERN CROSS GC	MITCHELL ETHAN J	11910	SOUTHERN CROSS GC
FLEGG JEAN VI	11942	NSW AIR TC 301	SPEARPOINT JAMES	11906	HUNTER VALLEY GC
PERRY DEAN	11989	ADELAIDE SC	FLEGG JEAN V	11942	NSW AIR TC 301
GOULD PETER J	11883	SOUTHERN CROSS GC	DEUXBERRY E	11954	NSW AIR TC 301
GOULD JOSHUA	11953	SOUTHERN CROSS GC			

BERYL HARTLEY
FAI CERTIFICATES
OFFICER

faicertificates@glidingaustralia.org



A & B BADGE

LIGERTWOOD JARRYD	11997	ADELAIDE SC
DUNN PATRICK ALBERT H	11998	WAIKERIE GC

B & C BADGE

WADLEY GEOFFREY A	11979	CANBERRA GC
STEWART HARRISON P	11925	NSW AIR TC 301

C BADGE

BRODIETIMOTHY R	11959	SOUTHERN CROSS GC
QUIRKE SAMWELL J	11914	NSW AIR TC 301
MITCHELL ETHAN J	11910	SOUTHERN CROSS GC
SPEARPOINT JAMES	11906	HUNTER VALLEY GC
FLEGG JEAN V	11942	NSW AIR TC 301
DEUXBERRY E	11954	NSW AIR TC 301

A. B. C. BADGE

GOUGH JOATHAN W	11984	NSW AIR TC 301
DILKS PAUL G	11985	BENDIGO GC
MITCHELL KENNETH M	11988	CABOOLTURE GC
BASHFORD JAYDEN	11990	SUNRAYSIA GC
ROSS DAVID A	11991	MT. BEAUTY GC
EDWARDS NICHOLAS	11992	LAKE KEEPIT SC
LOW VICTOR WI T	11995	BEVERELY SC
NESTOR JOHN T	11996	CABOOLTURE GC
STEVENS GARRY R	11999	MELBOURNE GC
ROWE J	12002	MT. BEAUTY G

SILVER C

SAMARY BOB	4856	BATHURST SC
VINCE MICHAEL	4857	CENTRAL COAST GC
EDEN ALEX	4858	BALAKLAVA GC

GOLD C

SMITS ROBERT	1705	ALICE SPRINGS GC
HAYHOW BRYAN K	1706	BATHURST SC
TRAILL RICHARD	1707	V.M.F.G.
BUGNOJOHN BERNARD	1708	NARROGIN GC
RAJCH ALES	1709	GEELONG GC

DIAMOND GOAL

SAMARY BOB		BATHURST SC
BUGNO JOHN B		NARROGIN GC
RAJCH ALES		GEELONG GC

DIAMOND DISTANCE

KRYGGER PETER A		LAKE KEEPIT SC
-----------------	--	----------------

600 KM DISTANCE

IT'S NOT ALL ABOUT YOU!

This month is all about not what gliding can do for you but what you can do for gliding.



Recently, a long term member of Geelong Gliding Club in Victoria acquired a Cirrus and a DG100, which he has made available solely for the use of the junior pilots of that club.

Now members of another Victorian club, Victorian Motorless Flight Group, have also acquired a Cirrus glider which will be exclusively for junior members of Victorian clubs.

In both of these ventures, the junior pilots will assist in the maintenance of the gliders under the supervision of the qualified owners, passing on important skills to the young pilots.

Having these gliders available ensures that these juniors have access to aircraft without having to wait all day for their turn in the club single seater. More importantly it provides an incentive, a pathway and a goal to focus on and keeps them coming back for more.

SO WHO WILL BE NEXT TO TAKE THIS INITIATIVE? WILL IT BE YOU?

The Junior World Gliding Championships next December and the World Gliding Championships in 2017 are perfect opportunities for putting your business or just your name in the spotlight. Your sponsorship can be as large or as small as you like.

We can offer a range of features to promote and showcase your business, whether it is gliding related or not, to the wider gliding community.

WHAT WE CAN OFFER:

- Product Placement on Site / Stand at Venue
- Advertisements in Live Internet Broadcast
- Integration in Event Social Media
- Website Presence / Logo / Link
- Product Placement in Film * 1
- Presence in Magazine 'Gliding Australia' *2
- Local & International Media Coverage
- Press Releases *3
- VIP Hospitality Tickets
- VIP Flights in High Performance Glider
- Branding / Signage / Banners at Event
- Logo on Uniforms and Material
- Logo on Gliders
- Logo on Podium & Media Backdrop
- *1 Professional film of JWGC 2015 and 2017 World Gliding Championships to be produced for television
- *2 Over 2,500 copies printed and distributed bi-monthly
- *3 All press releases issued through professional press service

Talk to us about what you would like to do and we can put together a package to suit. Your support can be either products, services or purely financial.

WE LOOK FORWARD TO HEARING FROM YOU

If you are planning to enter a state,

JOHN STYLES
CHAIR, DEVELOPMENT PANEL
cmd@glidingaustralia.org
www.facebook.com/theGlidingFederationofAustralia

national and international competition note that financial assistance is available from state and federal governments. If you do not take up the assistance on offer, the money will only go to another sport, so do yourself a favour and make the effort to make that application.

If you need help filling out the paperwork talk to your committee and/or CFI and if all else fails contact the M&D department. The details are below.

WHAT IS CURRENTLY AVAILABLE:

Federal Government Local Sporting Champions Program – managed by AIS.
www.ausport.gov.au/participating.schools_and_juniors/local_sporting_champions

Funded by the federal government, this program offers funds to help Juniors 12 to 18 years old to attend recognised state and national competitions that require travel in excess of 250 kms. The funds can be used to cover travel, accommodation, uniforms and equipment.

Grants of up to \$500 per individual and \$3,000 per team are available.

There are several rounds of these grants, the last of which closes on 30 June 2015. All applications need to be submitted by that date.

QLD: YOUNG ATHLETE ASSISTANCE PROGRAM

www.qld.gov.au/youth/sport-recreation-leisure/young-athlete-assistance-program

Under 18s can apply for a \$200 grant to cover travel and accommodation expenses while competing in state, national and international competitions. Competitions must be registered with the department.

VIC - ELITE ATHLETE TRAVEL GRANTS

Covers travel and accommodation costs up to \$2,000 to national and international sports events - no age limit.

<http://www.dpcd.vic.gov.au/home/grants/all-grants/elite-athlete-travel-grants>

WA - ATHLETE TRAVEL SUBSIDY SCHEME

Offers subsidies for WA based athletes for travel and accommodation from \$150 to \$2,300.



The Australian International Airshow 2015 will pay tribute to Anzac and the heroes of military aviation. Taking on this topic as its major theme, the event will be the first significant observance of the Gallipoli campaign in its centenary year.

Organisers have sourced a large number of historic warbirds from home and abroad to take part in the event, including the Hudson bomber from Temora Aviation Museum.

In addition to an array of the latest military aircraft, a large number of vintage, classic and experimental aircraft will be on display at the show

www.dsr.wa.gov.au/athlete-travel-subsidy-scheme

Finally I would just remind you all to please make that donation to the Junior World Gliding Championship team training fund:

HOW DO I MAKE A DONATION?

The ASF has an online donation capability on its website, which is their preferred method for donors to donate. To make donations online, visit our project at this webpage:

<http://asp.org.au/donate/?projectID=3281>

Alternatively you can visit: asp.org/projects/ and search for Junior World Gliding Championships.

Benefits of online donations:

- The donor receives instant receipt and notification of donation.
- It is easy, quick and hassle free.
- Reduced administrative burden for the GFA and the ASF.

MANUAL DONATIONS

In cases where you are unable or prefer not to make a donation online, we can accept manual donations. Donations via cheque, cash or credit card can be made using the GFA Donation form at: <http://tiny.cc/44viox>

If paying by cheque, make your cheque payable to: Australian Sports Foundation Ltd. Once you have

with ground attractions, flying displays and historic re-enactments.

JUNIOR VOLUNTEERS

The GFA will have a display at Avalon with the glider simulator, static glider display, a JWGC and WGC promotion. Please contact John Styles if you would like to help on the GFA display. It will be a fun event and a great chance to see the airshow.

Avalon Airport from 24 February to 1 March and is open to the public from the afternoon of Friday 27 February and all Saturday / Sunday. www.airshow.com.au

completed the form, send the form and cheque, if applicable, to the GFA office.

For cash, please complete a GFA Donation form, forward it to the GFA office and pay your donation into the GFA bank account. Details are on the form.

REGULAR GIVING

If you wish to make regular donations please do so online. Please contact me or the Treasurer if you would like to organise manual ongoing payments.

Each month we will receive a report from the ASF detailing what has been donated.

PRIVACY

The names of the donors and the amount donated will not be available to anyone unless the donors express in writing that they would like their donation be made public.

The Juniors, the Junior Development Team, and GFA Marketing and Development would like to thank all who make a donation to this worthwhile cause to help us get Australian Juniors on the podium.

For further information contact:

John Styles - cmd@glidingaustralia.org, phone 0419 001 769 or Dave Shorter treasurer@glidingaustralia.org, 02 6656 1979 or 0429 429 539.

GFA CALENDAR

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

20M NATIONALS NARROMINE

20 - 28 January 2015

The event is now open to a second class of open two-seater craft. So bring along the ASH25, Nimbus 3 & 4 and any other two-seater for this fun competition. The entry and all forms are now on the Narromine Gliding Club site at www.narromineglidingclub.com.au.

HORSHAM WEEK COMPETITION

7 - 14 February 2015

Horsham Airfield, Victoria

This is perhaps the longest continuously running competition in Australia, and is a welcoming and friendly competition suitable for all levels including pilots entering a competition for the first time.

For details contact the Contest Director Ian Grant at cd@horshamweek.org.au www.horshamweek.org.au

LAKE KEEPIT INVITATIONAL GRAND PRIX

21 - 28 March 2015

Steve Hedley

0412378758

gliderdag@pacific.net.au

CLUB AND SPORTS CLASS NATIONALS - LAKE KEEPIT

10 - 21 November 2015

www.keepitsoaring.com

BEVERLEY SOARING SOCIETY EASTER REGATTA

3 - 6 April 2015

Contact Owen Jones 0417 917 947 www.beverley-soaring.org.au



JUNIOR WORLD GLIDING CHAMPIONSHIPS NARROMINE

1 - 12 December 2015

www.jwgc15.com

THERE'S FLYING. AND THEN THERE'S FLYING.

IN JUST 4 YEARS YOU COULD BE IN THE COCKPIT OF AN F/A-18 HORNET



NARROMINE CUP WEEK

WOW WHAT A FEELING!

BY NARROMINE GLIDING CLUB



The weather was outstanding in the true Narromine tradition and the pilots were up to the challenge. Only one day was lost and that gave all an appreciated chance to recover from the high temperatures and altitudes on the previous days. This year was the 15th Cup Week and one of our best. But before we talk about this year, let's recap what Cup Week at Narromine is all about.

SUPPORTIVE ENVIRONMENT

Cup Week is based on the famous Barron Hilton Cup in Nevada, USA. The aim is to provide an event at which pilots may achieve their personal best or get that goal in a safe and enjoyable environment. The range of those attending is from pre Silver C to world championship standard. All are equally welcome. Pilot performance is often eroded by the sheer effort of preparation and sustained periods of more than a few days away from their home airfield. Often a good day or the best part of a day is missed due to a lack of readily available support. During Cup Week, the Narromine Gliding Club provides the support needed including a morning briefing, flight line operation and launch, SAR watch and three meals a day. All a pilot needs to do is arrive with a glider or hire one from us and fly. Even a visiting pilot guide and local map is provided.

SEMINARS

Most days start with a presentation on soaring. This year we were again fortunate to have G. Dale who gave an hour of time before each briefing to discuss, in his personal illustrative and easily understood style, how to get the best out of ourselves, thermals and cross country soaring. G then flew tasks with pilots in a club Duo Discus for a most reasonable cost.

This year Cup Week was comprised of 41 pilots in 32 gliders, not counting juniors who arrived early for the upcoming pre Junior World Championships. Let me share

with you a summary of each day:

- Day 1 Sunday, 23 November. Climbs to 14,000ft. Temperature at 2pm was over 44° in the pie cart, so hot that our European ground crew headed to the club house as a heat precaution. One pilot told of 16 knots for 8,000ft, and 10 knot plus thermals were common. Terry Belair from Bendigo flew 797km in his DG400/17. Derek Ruddock and Ian Steventon in the SCGC DG1000 completed 596km, and many flights were over 400km.
- Day 2 Monday, 24 November. A weather induced and well appreciated rest day. No one in Eastern Australia flew much this day.
- Day 3 Tuesday, 25 November. Soaring in WA and Waikerie promised improving conditions at Narromine. Tom van Blaricum from VMFG in his Ventus b/15 completed a creditable 206km task with Terry Belair launching early to fight his way around 327km. Many other pilots flew and reported mixed results.
- Day 4 Wednesday, 26 November. Wind SE to SW. The best soaring conditions were still south of Narromine but many 300km plus flights were completed. A glance at the BOM 4-day forecast promised big things to come and we were not disappointed.
- Day 5 Thursday, 27 November. Wind ESE. Instability and a convergence line developed north and south of Narromine. The big weather had arrived and remained for the next three days. Geritt Kurstjens - I mentioned world championship standard pilots - in his Quintus M flew a respectable 1,035km, Arie van Spronssen turned in 803km flying a DG200/17, Hans-Georg Raschke in a club Discus b flew 659km, to mention just a few flights. 500km plus was the norm this day.
- Day 6 Friday, 28 November. It got better. Wind now from the NE. 300km, 500km and 600km flights were completed by club pilots in good but not 'super-ship' gliders. Phil Eldridge from RAAF Richmond in his ASW20

did 392km, Mark Bairfield from SCGC in a SZD55 flew 514km and William Stalenburg with Evelien Nijland completed 635km in a club Duo Discus

- Day 7 Saturday, 29 November. On the last day, the outstanding cross country conditions continued. Wind was now a hot Northerly with 32° forecast. It was hotter on the ground. Many pilots found strong lift with the threat of thunderstorms and took the safe decision to return to Narromine early and fly another day. A few connected with the trough line running East of Narromine and raced along it for hundreds of kilometres. Hans-Georg Raschke once again in the club Discus b flew 569km to 'win' the day. The good weather had now departed but not before the last 2014 Cup Day.

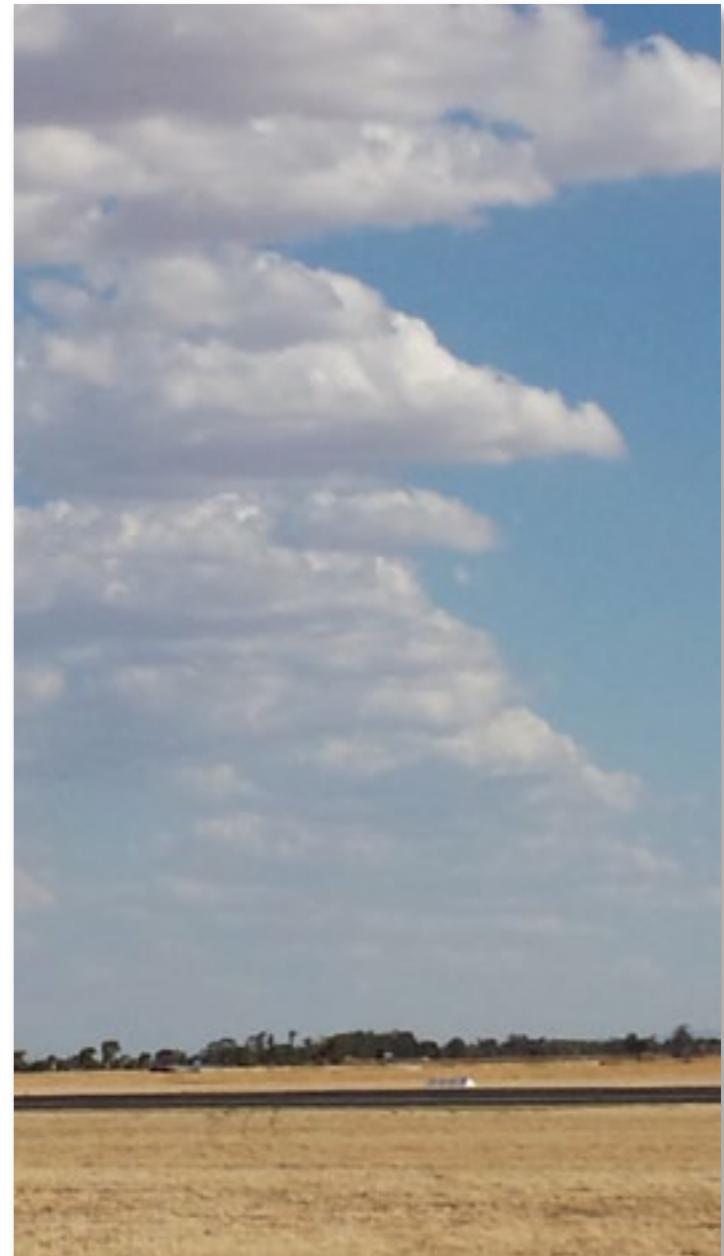
We mentioned a 'day win'. The whole purpose of Cup Week is to support pilots achieving their personal best and goals. However, there is a fun competition. A secret committee, secret so they are protected from graft and corruption, score each pilot each day. This is not the OLC score. Points are awarded and fines applied. This year, for the fourth time, Terry Belair won the Narromine Cup. His success story - launch first and come back last. Use the whole day. Arnie Hartley won the Rooster Award, awarded for the pilot, tug pilot in this case, who either goes from hero to zero or zero to hero in the most spectacular fashion. "Yesterday I was cock of the walk now I'm a feather duster! Best you ask Arnie his story when next in Narromine.

NARROMINE CUP 2016

Speaking of Narromine and Cup Week next year we won't run one. The reason is Narromine will be hosting the Junior World Championships in November 2015 and there just isn't room in the calendar. So set those new goals and we look forward to seeing you in the last full week of November 2016.

Finally we would like to thank NSWGA for their generous and continued financial support of Narromine Cup Week. Costs are kept to a minimum with no entry fee and a once only administration fee of \$40, which goes to provide accommodation and some food for the workers and tuggies. NSWGA has been, and we hope will continue to be, most generous.

GA



A FAST WEEK IN THE GOLDEN TRIANGLE

BY SANDY MANDER



When 25 pilots descend on a town in the golden triangle of gliding you can expect things to be interesting. Add Ingo Renner and Brad Edwards and things start to get exciting. Throw in some good weather, a friendly town, a more than suitable airfield and a load of goodwill and it becomes a "great week".

Glider pilots always discuss weather and this week provided a mix of conditions to test and challenge the entrants. But SpeedWeek is much more than flying in good weather. If you've ever wanted a substantiation of the Independent Operators rating, this is it. Emphasising a mix of common sense, co-operation and skill building, SpeedWeek is coordinated by Paul Mander and this year we had guest presentations from Ingo Renner, Brad Edwards and Richard Frawley. The event operates as a training week focused on high level performance using a competition framework. It thereby provides a means for pilots to test themselves against each other and, for some, to experience competition for the first time.

If you've considered flying in a contest but wondered if you're ready, this is your entry.

WEST WYALONG

West Wyalong is located in the Central West region of New South Wales 467km west of Sydney. Gold was discovered at Wyalong in September 1893 by Joseph Neeld and by 1899 the workings were the most productive in the colony. The Barrick-Cowal Gold Mine still provides economic support to the town but it is the district's large cereal growing industry that gives the region its substance and cereal growing goes with good gliding conditions.



BELOW:
Speedweek
pilots in a
scoring huddle.

West Wyalong welcomed the gliding group with warmth and hospitality. The Bland Shire Council generously supported the event, and since last year they have renovated the terminal building at the airport providing a comfortable, air-conditioned venue for morning workshops. The airfield is perfect for an event of this kind with a sealed runway, a cross strip, parking areas and, best of all, no conflicting traffic. We found ample and varied accommodation and used the local pub for evening scoring sessions and dinners.

THE DAILY FORMAT

Each morning we met in the terminal building for a workshop session (see below). Included in the daily format was a thought for the day and a presentation followed by workshops with pilot participation to get the grey cells working. Guest presenters gave variety to the sessions and provoked much discussion. After a quick break we held a weather and task-setting session. These were brief. SpeedWeek is about learning how to be a better performing pilot, using measurable aspects of flying to discover which areas need improvement and then using this knowledge to conduct directed practice. The task itself is not that important.

After the briefing we prepared the gliders and lined up on the grid for a 12.30 launch and by 1.30 we had 22 gliders in the air, ready to start the task. This was achieved with two tugs and several self-launchers and each pilot helped as much as he could regarding his own preparation, both physical and mental.

After the task we met in the Blue Room at the Tattersalls Hotel to download flights and score the day as well as collect particular statistics of each pilot's task. Flight stats provide a guide for improvement, and we are honing our understanding of what is useful. The evening debriefing was a good opportunity for pilots to share their experiences of the day in light of the discussions being held each morning and allowed us to get to know each other. We used the Wally Wallington scoring system with a touch of Tour de France: a point was awarded for each person you beat plus a point for starting. Each glider is handicapped

according to Club Class standards and each pilot was handicapped based on his competition experience. The results were announced prior to dinner each night and Tour de West Wyalong jerseys awarded to the stage winner, the tour leader, the best newcomer and the king of the climbs.

The field was divided into four teams who conducted workshops together, looked after each other, fulfilled SAR watch duties and worked together to get tasks loaded, flights downloaded and stats delivered to the scorer. This format proved effective and made it possible for us to run the event with 25 pilots, 22 gliders, two tugs and one dedicated wife - with now further infrastructure at all. Co-operation and a good-natured approach made it run smoothly and despite being a regatta, it ran as a competition to encourage discipline.

THE SCOPE

Once we had started it became obvious that we could never finish. Ingo Renner joined in both the presentation and flying at SpeedWeek and made the observation that one never stops learning. This was re-iterated by Brad Edwards when he and Kerry flew in for an evening midway through the week. Brad made a presentation to the group at the following morning session and among many gems of wisdom stated that there is no better preparation for competition than flying in competitions. With our limited comps in Australia, every opportunity to compete gives more benefit than just flying around and each time you fly you should focus on the areas that need work - directed practice. This is the SpeedWeek mantra.

Each day we covered one or two aspects to improve our flying skills. This included the very basic but crucial elements of comp flying such as planning and preparation, controlling the controllable, managing fatigue and stress, mastering the technology, and balancing the competitive urge with safety. As skills and experience develop, these elements become more innate but even the best pilots have to keep focused and disciplined to ensure their well-being is maintained throughout a long contest.

We were given an introduction to Assigned Area Tasks, or AATs, and even pilots who were familiar with this method of competition tasking joined the talk. Paul gave us five golden rules of AATs and we discussed the merits, advantages and disadvantages of this and other task options. Richard Frawley gave an excellent presentation on the 'Rhythm not Blues' of gliding, which was comprehensive, well presented and well received. Ingo Renner presented a wonderful picture of thermal structure and what to make of it. Several pilots noted that this was one of the best discourses relating to thermals they had ever seen. Given that we talk about thermals a lot, this is really saying something. Following on from previous SpeedWeeks, we expanded on Speight's Rule regarding when to leave a thermal, and noted the contribution Gary Speight has made to the theory of gliding and getting the most from our flights.

There is one area that comes up again and again in discussion about flying fast. Macready versus block speeds - are they contradictory? Our three experienced presenters all have a view and it is consistent and complimentary. Macready Rules and the style known as Block Speed flying is just one manifestation of it. No, they



ABOVE: Ingo Renner describes the Structure of Thermals.
LEFT:
John Trezise receives his pineapple from Paul Mander.



ABOVE: Sandy Mander and Brian Bailey downloading flight traces.

are not contradictory. All three presenters also discussed the notion of water ballast. There are three opinions but one ultimate conclusion in relation to water ballast and how it helps or hinders. Our panel was unanimous in saying that too much water is worse than too little.

HIGHLIGHTS

Some of the outcomes and highlights that we noted during SpeedWeek14 were:

Several pilots flew further than ever before.

There was noticeable improvement in confidence and competence.

We saw consistent measured improvement over the week.

We focused on key statistics and how three stand out as the most useful for aiding our directed practice.

Brad and Kerry dropping in by jet was a definite highlight.

Milan Petkovic from Hong Kong flew in from Tocumwal and plans to join us next year.

Throw a bunch of pilots together for a week of task flying and you inevitably get ideas, thoughts and discussion. Having experienced pilots - two world champions! - joining in is stimulating. Having a friendly town and a good airfield as well is heaven on a stick. This observer noticed that the SpeedWeek format promoted confidence and growing competence as well as camaraderie. What more can a glider pilot ask for? **GA**

JUNIOR NATIONALS A WORLD OF COMPETITION



BY JOE O'DONNELL
PHOTOS BY THE COMPETITORS

JoeyGlide is an annual competition that has been held since 2004 for Australian Juniors under 25 years old. Initially a small competition, it has been constantly growing. This year's JoeyGlide at Narromine has not only been the largest, but was also unique in that it serves as the pre-worlds for next year's Junior Worlds to be held here in December. As such, a number of extra international pilots attended on top of the usual Kiwis, including English, Swedish, Danes and Lithuanians.

I arrived four days early, hoping to get a few days flying in the LS3 as I was yet to fly it, although conditions weren't in my favour. The best I could manage before the practice day was a 30-minute flight, not getting more than 200ft above release height. This flight at least allowed me to discover the flap lever and figure out what it did exactly. A lingering trough would greatly influence the weather for most of the competition.

The first attempt at Day 1 of the competition was one that took most of us by surprise. A smallish sized AAT task was set with reasonable speeds expected. As we approached the first turn, however, a rather large wall of rain confronted us. Hesitantly, with many others, I edged my way closer to the storm paying particular attention to the lightning further out. As the lightning seemed to get closer, talk on radio soon became constant with people

BELOW: Joe edges his way closer to the rain, looking for a way through.



holding a vote on whether or not to just skip the first turn. I think we were all in favour of this but unfortunately that isn't quite how tasks work. With other ambitious pilots I continued to edge my way closer to the rain, looking for a way through. Finally, the decision was made for us when a large bolt of lightning hit right where we were all heading. As if choreographed, every glider made a quick 180° turn and sped on home.

Credit goes to all the competitors, who caused no breaches of safety on a potentially troublesome day. For some of the pilots it was their first ever competition day so it was definitely a baptism by fire. Simon Pedersen from Denmark should get a special mention for his difficult landing as a squall line was hitting the airfield.

TRY AGAIN

A second attempt at Day 1 left everyone understanding why Beryl Hartley always says, "Don't go near Warren!" Two of the pilots outlanded there and a few of us weren't far off, either. Once we got past Warren, thermals seemed to switch from a scratchy 3 to 4 knots to a strong 6kt+ day. The flight got better and better as people decided to try extending the flight to increase their overall speed, although most weren't more than 30 minutes late. James Nugent had his first podium finish, winning the day at 97.3kph.

FIXED TASK

Day 2 saw the only fixed task for the competition with a task of 360km, something that would be a first for some of the pilots. Narromine turned it on with a 12,000ft day with nice cu. Luke proved once again that the cirrus is truly a fearsome machine, winning the day even though, without any oxygen, he wasn't able to go above 10,000ft. This may have worked in his favour - Matt Scutter pointed out at the 'Maggot race' debriefing at the end of the day, where the traces are discussed, that there was a significant wind shear leaving quite strong winds up high.

600KM TASK

Day 3 proved to be a difficult day for most with a 4 hour task set for Club Class. Following a late launch, there would be no start gate games in Club Class, but a few of the 15m pilots started late and the main bunch started

closer to 1.45pm. They were obviously relying on a speed of 120-140kph in order to get around and finish before 6.30 to 7.00pm, completing the largest ever JoeyGlide task of 600km. Every minute of the day was used with most returning sometime after six and a rogue Reuben Lane finishing just before 7.30pm. Ben Talbot claimed the day with an impressive 126.8kph and Matthew Scutter won first place for the 3rd day in a row in 15m at 122.2kph. At this point I think a few of us thought we were out of the competition. Personally, I was about 300 points behind the pace. Eric, who had 'Scattered' Day 1 by outlanding, had now finished 2nd twice, but was still 500 points behind the podium. Day 4, however, would prove to be a game changer for the competition.

A day with a similar vibe to the failed Day 1, Day 4 was looking interesting. But before briefing and before we left for the gridding, one of the Air Force Roulettes paid us a visit and performed a display. The Air Force also brought around one of their flight simulators that allowed two people to go head to head in a dog fight. This proved quite entertaining especially on the next day which was cancelled. On the last day we were also lucky enough to have a Globemaster conduct a low flyby.

We launched around 1.00pm and before start I started to see haziness, which looked a lot like rain. By the time the start gate opened I realised, along with most, that the day would not be quite as forecast, as showers and storms began to appear all over. After a frustrating pre-start struggling to get to height, I started below most, taking a thermal within minutes of starting. I knew this was a poor start but was certain the day was one to just get around rather than concerning myself too much about speed. Showers were beginning to blanket the first leg so many of us pushed hard to get through or around them. The rain was quickly closing in as we reached the edge of the first circle where I found a two knot climb that I was happy to sit in and gain some height before I pushed along to the sunlight at least 20km away.

MASS LANDOUT

As a group of us reached the second circle we knew we had to try and max it out, as we were well under time at this stage. A conveniently placed shower took up most of the second circle but we were able to navigate around its back and through it without too much trouble. At this point the radio was alive with outlanding calls near the first turn. Most pilots who reached the first circle just 15 minutes after us were forced to push into the rain to hit the circle, which proved difficult. Eleven club class gliders either found themselves in a paddock or didn't complete the task, including the top three pilots at that stage. 15m class had an even more difficult time with a 340km fixed task to complete. With considerable deviations and flying through showers, five of the 15m pilots made it around the task. Matty again claimed first at 96.2kph.

With close to a dozen outlandings, the afternoon and night were busy. Most were relatively close, within 80km of Narromine, but many of the retrieves went well into the night. The task area was quite isolated, with very few houses, very few bitumen roads, even fewer road signs, and poor cell phone coverage. Sophie Thomas landed in a nice field and her father Steve even made his way to the coordinates, but there was no obvious way from the dirt road to the field. Steve ended up laying down a couple of fences and driving across them to finally meet up with Sophie and the glider.



BELOW: Young pilots take it easy on the airfield, taking advantage of a rain-free day.





NEW COMPETITION ORDER

The results of Day 4 changed the nature of the competition dramatically for Club Class. The difference now between the top seven pilots was about 200 points with the unexpected surprise of finding myself on top. At this point I realised I had a reasonable chance of finishing on the podium if I could finish in the top five for the remaining two days. I was actually quite excited for the remaining days, as I had never seen or participated in such a close competition.

Day 5 proved to be another great day - no rain! The cu was high, the thermals were strong, but the wind was fast. I had a fun first leg with James and Ben but lost them on the first turn when I chose to push a bit deeper with the intention of catching back up to them. I wouldn't see them again, though, as the third leg nearly caused my undoing, going from 8,000ft to picking out paddocks within 35kms. A 5kt climb saved me, however, and a good final glide into a strong headwind on the last leg helped me hold on to 4th place for the day. The wind proved tricky on the final glide with 20kts up high and seemingly stronger winds closer to

the ground. This resulted in a few gliders landing short. Campbell McIver also learned an important lesson in conducting a deliberate outlanding 260km into the task when he "really had to pee". Leading into the last day I was holding onto first place by a mere 38 points to Luke, with Eric just

BELOW: From left Luke O'Donnell, Eric Stauss, Joe O'Donnell and Geoff Brown, Chief of Airforce.



AUSTRALIAN JUNIOR GLIDING CHAMPIONSHIPS NARROMINE, NSW

15M

1. MATTHEW SCUTTER	NSW	DISCUS 2A	5519
2. AILSA MCMILLAN	VIC	LS8	5161
3. FREDERIK NODDELUND	DENMARK	ASW-28	4555
4. NICHOLAS OAKLEY	NZ	VENTUS C	4422
5. DYLAN LAMPARD	QLD	DISCUS BT	4333

CLUB CLASS

1. JOSEPH O'DONNELL	QLD	LS3	4309
2. ERIC STAUSS	SA	MOSQUITO	4296
3. LUKE O'DONNELL	QLD	STD CIRRUS	4227
4. SAM SCHONEVELD	NSW	DISCUS B	4072
5. DAVID GUSTAVSSON	SWEDEN	STD JANTR	4052

FULL RESULTS AT www.soaringspot.com/jg2014

behind him. I was beginning to sweat, realizing I really would be able to hold on to a top 3 finish.

NERVE RACKING FINISH

The final day proved to be quite nerve racking, as I knew any mistake could potentially see me fall right off the podium. I knew most would be going for gold, especially Luke and Eric. Luck was in my favour as a 2 hour task was set, indicating a significantly devalued day. All I had to do was not stuff up and get the glider around at a reasonable speed. Conditions proved to be worse than they felt at the start, with the day blueing out and the distance between decent thermals being quite long. A good start and final glide with a conservative flight left me a very relieved pilot when I finally touched down back on the airfield. At 106kph, I was confident I would be holding onto a podium. Eric, who was only 68 points behind me and had been closing in at about 100-200 points a day, had done 110.6kph. The old man had been following my flight and later said that it was up there for the most stressful competition day in his life, and he was over 1,000km away! I should also express thanks for the online support I received from family, friends and members of the Kingaroy Soaring Club. Towards the end of the competition I received more and more support, which was fantastic to read.

TOP GUN

Leading into the final dinner, no one was actually certain who had won. I was quite sure I would be second to Eric but after a call from Dad, Steve, who had been following the scores and tracker through the week and using some interesting maths, we concluded that it would be down to just a few points. The shock when I was announced as the winner by 13 points was probably the biggest in my life, never having placed better than 4th on any day. It truly is a night I won't forget. Eric Stauss claimed 2nd and Luke O'Donnell finished in 3rd place, completing his final JoeyGlide. 15m class saw Matthew Scutter winning quite comfortably after winning every day bar one. Ailsa McMillan came in at 2nd and Fredrick Noddelund, from Denmark, finished 3rd.

I want to thank all the competitors who made the competition such a close and fun one. Also thanks to the international pilots who added another degree of fun to the competition. JoeyGlide truly is a great competition for junior pilots. It is an environment that fosters learning, fun, competitiveness and, most important, safety, which is due to both the competitors and the organisers. The organisers' work behind the scenes is what makes this type of event possible. So to Adam Webb, Lisa Trotter, Beryl Hartley, Dylan Lampard, Terry Cubly, Tim Bates, Greg Schmidt and all the other organisers, tug pilots, supporters and especially the sponsors who made this event possible, I say thank you.

GA



WOMEN TAKE FLIGHT AT LAKE KEEPIT

BY LEONIE FURZE

Participants at this year's Women in Gliding Week at Lake Keepit were blessed with stunning scenery, excellent facilities and a host of wonderful instructors, coaches and seminars. Women at all skill levels attended, from those never having flown a glider before to international competition pilots.

Most states were represented including South Australia, Victoria, Tasmania, New South Wales and Queensland. We even had a few Kiwis and many who now call Australia home including a couple of Germans, Swiss and a Pom or two.

Though the event was not without incident it presented many learning opportunities. On the first day the girls outlined their goals for the week and every day brought a new seminar topic including thermalling, outlandings and cloud flying by Harry Medicott and weather by Greg Schmidt. Greg Schmidt also held a technology discussion with Kerrie Claffey, and no Women in Gliding Week would be complete without a hilarious session on 'secret women's business'.

As Tuesday was the Melbourne Cup, the frivolities started in the morning with two sweeps organised. Then over champagne in the evening we learned that Kerrie Claffey scooped the pool winning both the \$5 and \$2 sweeps. A fashions of the gliding field competition was hotly contested with Rachael Richards and Pam Richards (not related) awarded dual winners with their amazing hats, both of which featured gliders in their design.

'The bigger the drama the better the story' was the quote for Wednesday as a massive storm front came through. The 66kt winds, lashing rain, hail and lightning threatened all gliders without hangars. Thankfully no one was hurt holding down gliders but the Puchacz wasn't so lucky - its canopy was destroyed. Dinner had been planned that night at the Manila pub, but the Puchacz wasn't the only casualty. Manila was cloaked in darkness and as the blackout wasn't expected to end anytime soon, only a liquid dinner was on the menu. Some chose to partake in a beverage at the pub but the rest dispersed, some to a pub in Gunnedah while others headed back to the club where they were treated to roast chicken the brilliant Wendy quickly whipped up.

THE HIGHLIGHTS FOR THE WEEK

A good and fun week! Twenty female pilots attended and flew over 135 hours, 29 solo cross country flights including 3 x 500s by Jenny, 8 dual cross country coaching flights, 4 type

conversions and 1 re-solo. Among 105 launches were also one silver 5 hour claim - the logger failed to register the completed distance flight - and several pre solo training flights.

Thanks to everyone who helped out throughout the week - Wendy Medicott's amazing culinary skills including her pièce de résistance of fresh trout from a local farm; the wonderful organisation by Val Phillips; coaching and instruction by Armin Kruger, Nick Wills, Greg Schmidt, Val when she had a free moment and local CFI Ian Downes on the weekend; the two tuggies, Dave and Dave, whose lovely skirt worn on the first day, even on the retrieve, was a sight to behold; and the incredibly generous Harry Medicott who treated many of the girls to cross country flights in the beautiful Arcus. We were again treated to Rachael's Beauford Beer and Bacon Scones baked in Daisy the camper van at the flight line, which proved to be so popular that she made four batches over the week.

The aim of Women in Gliding Week is to encourage female pilots to both keep them active and to encourage new women to take up the sport. Each participant gets something different out of the week. The comment by one of the participants sums up how important this event is. "I wanted to thank you so much for Women in Gliding. I think I probably would have given up by now if it hadn't been for the encouragement I received last year at Bathurst. Rachael attended last year's event and got so much out of it that she said adamantly, "I'm not going to miss another one."

Promoting gliding is also important to attract new members, ABC aired multiple features both on radio and TV throughout the week and Prime television featured a great segment in their news. Ana, a powered pilot who heard about the Women in Gliding Week through an advertisement in the Australian Women pilots magazine, was enticed to give it a go. "Thank you so much for organising the Women in Gliding Week. I thoroughly enjoyed my two days, both the gliding and the company! I will look up the Bathurst Soaring Club website and keep an eye on it as I would love to join you all for a gliding camp sometime."

It is wonderful to see so many active female pilots in Australia and our numbers are growing. With the fresh ideas from our new Women in Gliding representative on the GFA's Development Committee, Wendy Medicott, unanimously voted in at WIG week, our future looks bright. Together with dual event coordinator Maren Goerdel, I for one can't wait for next year's event, which will again be held at Lake Keepit in 2015.

GA



I was introduced to gliding *in utero* more than 25 years ago. Having a father who has been gliding since dust was invented means that you get your fair share of exposure at an early age. I grew up in the back seat of an ASH25, specifically VHGOA.

Then school and university got in the way and gliding fell by the wayside while I found direction in life. Rather than following my dad into gliding, I chose my own path and spent my youth rowing and track cycling, competing at international level in the former. Nevertheless, I found myself drifting back towards my father's sport and ended up at the NSW State Comps in Temora in December, back in the backseat of the ASH but without the booster to help me see out of the cockpit.

I approached the event initially shy and unsure, surrounded by people I didn't know and clearly out of my depth. I was amazed that within the week, I knew over three-quarters of the people by name and could talk comfortably about the comp and the gliders even with large gaps in my knowledge. The attitude of the other pilots was welcoming and nurturing. There was none of the arrogance shown to the newcomer that has been my experience in other sports.

It seemed to me that people take up gliding for 'pure'

reasons, for their own fun and benefit, not so they can go around telling people that they do it. Club Class at Temora was the best illustration of this. Nathan Johnson seemed to be there just for fun, because he loves to glide. Then he would go out and perform amazingly.

Les Kinsley in a Libelle went toe to toe with Nathan in his Cirrus in what was reportedly the most fun Nathan has had in his glider in a long time. Les, in his second competition ever, showed skill and tenacity, surprising for such a quiet man on the ground. Scott Anderson from Mt Beauty was in his first ever comp and performed well. He is just the type of pilot to have at a comp - friendly and fun loving.

The organisation of the event was great. Grant Johnson brought a systematic approach that left nothing to interpretation. It is only in hindsight that I realise how this minimises the stress of a competition for the pilots. I was lucky to join a task setting meeting and saw Grant and his team handle all the complexities that make up the running of a competition. Safety was enforced but in a way that enabled us all to still have fun. After all, isn't this why you go gliding?

BIG 777

Pilots always want to know about the tasks, and they were a challenge for both the task setter and the pilots. Early on, Open Class had an ambitiously set 777km racing task - Temora, Jerilderie, Euabalong, Hillston, Mosa - that was almost brilliant but unfortunately didn't quite go as planned. It was forecast to overdevelop so we left as early as we could and soon realised it was going to be an interesting day. A high level of stratification, associated patchy rain and some lightning prompted a quick decision to not thermal at the leading edge of the storm and a

ABOVE: Temora from the air.

BELOW: Henry in the back seat of GO.



ABOVE: Paul and Henry Mander in GO ASH 25 with jets extended, photo by Contest Director Grant Johnson.
RIGHT: The flightline at Temora.

lengthy inflight discussion of what happens to a hypothetical ASH25 with 55L of fuel on board if struck. Fortunately, due to the instability it was also the case that wherever there was sun there was lift. This held true until late in the day when we saw David Shorter after the turn at Hillston and watched as he headed off into the only sunny patch north of our chosen track under active looking cloud. He had started after us so we felt sure we had been beaten but on arriving we found that only one glider made it home and that was us. We found good air under the cloud where David found nothing in the sun. We had a final glide that I wouldn't have thought could be possible - one hour and 40 minutes and nearly 200 km. Good old big bird with her albatross wings.

After The Big Day we had the wind sock horizontal and fire bans across the state, so it was a no fly day for all classes and some of us hung out in the museum and checked out the two Spittfires, a Sabre and the rest of the old war birds. The following three days saw a seesawing of positions on the leader board with less spectacular weather. Brian Du Rieu had a hard time doing the forecasting, with a lot of inconsistency between the various tools he was using and local ones. Nathan Johnson assured me on the last day that it had been a relatively difficult week of weather.

And the dogfights and bar fights? My job in the ASH was to keep an eye on other gliders for safety while thermalling and for tactical reasons. I spent my time in the back seat imagining that I was dog fighting those pesky JS1s. And on the grid there is a lot of time spent waiting. Waiting for the start of launch, the weather, the changing of runways and the rest. So to pass the time we listened to Jack Reacher by Lee Child which seemed to have one bar fight per chapter.

After my lifetime of being a glider pilot's son, I'll be back for more time in the cockpit soon.



NSW STATE GLIDING CHAMPIONSHIP TEMORA, NSW

STD & 15M

1. MATTHEW GAGE	GCV	LS 8	5890
2. MAC ICHIKAWA	NARROMINE	LS 8	5415
3. LISA TROTTER	KINGAROY	LS 8	4953
4. SCOTT LENNON	TEMORA	LS 8	4779
5. TIM WILSON	GCV	LS 8	4749

CLUB CLASS

1. NATHAN JOHNSON	TEMORA	STD CIRRUS	5560
2. LES KINSLY	CANBERRA	STD. LIBELLE	4731
3. JOHN TREZISE	HVGC		3710
4. SCOTT ANDERSON	CGC	LS3A	3506
5. KEVIN LEO	STGC	M-NIMBUSC	3475

OPEN & 18M

1. PAUL MANDER	BATHURST	ASH 25E	5659
2. DAVE SHORTER	LKSC	JS-1	5351
3. DAVID PEITSCH	CGC	JS 1 REVELATION	5343
4. JAY ANDERSON	LKSC	JS-1	4693
5. BRIAN DU RIEU	KINGAROY	LS 10ST-18	4118

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MELBOURNE CUP VINTAGE RALLY

BY DAVE GOLDSMITH



The weather did not cooperate well for the Vintage Gliders Australia Rally at Bacchus Marsh with only two flyable days over the planned four days, on the Sunday and Monday. Saturday's strong wind resulted in a no flying day, so a relaxing time was had while visitors arrived, looked over the Museum and shared stories and photographs.

Harry Schneider's sister-in-law Rita, with Peter and one of Harry's daughters, also Rita, with David, arrived with many photographs, newspaper articles and stories about gliding. Harry and his other daughter Karin arrived on Sunday morning. Other visitors from interstate included John Pollnitz, Erik Sherwin, Leigh Bunting, Ron Geake, Warren and Lyn Morrow, David and Jan Craddock and Jorgen Thomsen, who had assisted running the International Vintage Rally in Denmark. Twenty diners

enjoyed the inexpensive fine food at Stoney's Pub in Bacchus Marsh that evening.

Sunday the wind abated slightly and permitted the Schneider Gliders on Parade to be assembled in the lee of the Museum. However, the only vintage flight was by Greg O'Sullivan in his HP-14V with 23 minutes. The Museum Open Day, AGM and barbecue lunch was enjoyed by over 70 members and friends, and after a relaxing afternoon over 30 people adjourned to Stoney's for dinner.



Monday was much more promising, with a temperature of 23° and a light easterly, and the vintage gliders were out in force. Launching was by winch up to 1,800ft AGL, (thanks JB!) and aerotow. A number of visitors enjoyed the pleasure of the Geelong Club ASK13 VH-GPZ. Leigh Snell was busy delighting passengers in the Platypus and also took his son Rohan for a flight in Kookaburra VH-GRX. Greg O'Sullivan flew his HP-14 and Jenne Goldsmith had an hour in ESKa6 VH-GNB. Andy Benton had the longest flight in his



ABOVE LEFT: Jenne Goldsmith presents Leigh Snell the shared award for Best Distance.

ABOVE RIGHT: Helen O'Sullivan presents Peter Champness with his Best Distance award.

OPPOSITE: Andy Benton refurbished his Ka6cr in New Zealand, and recently imported it into Australia.

LOWER OPPOSITE: Greg O'Sullivan's 18 metre HP14 has similar performance to a Libelle.

VALE RAY ASH 1927 - 2014



Raymond David Ash was born in Parramatta NSW on 30 June 1927, the second son of Richard George and Doris Unita Maud Ash. Ray was educated at Parramatta Primary School and then at Granville Technical College where he achieved outstanding results in all subjects.

In 1946/47 Ray joined his older brother Allan and a small group of teenage boys in building their first glider, a single-seater, the 'zogling', which means trainee. They completed the zogling in 1950 and then set about teaching themselves to fly the machine. There were no instructors so they had to read books on how to fly and managed to learn without too many mishaps or serious accidents. Gradually Ray and his brother Allan moved on to flying gliders of better performance. Ray turned out to be one of the club's best pilots making longer and better flights than most members in the club.

Ray had a great gift for repairing things and when gliders were damaged Ray was called upon to make the repairs and always did a first class job. Ray's flying skills advanced quickly where he often made the best flight of the day. Ray and Allan bought a more advanced performance glider and did a lot of great flying including cross-country flights from Narromine.

Later in life Ray was approached to build an historic pre war Polish glider from plans found in a building in Poland. Ray worked for eight years building the 'Salamandra'. To my knowledge there are only three of these gliders in existence, one in a museum in Poland, one that is flown by a gliding club in Poland and the one that Ray has built. The Salamandra has been donated by the family, to the Australian Gliding Museum at Bacchus Marsh in Victoria in accordance with Ray's wishes. The museum is keen to see the Salamandra flying early in 2015. Hopefully the family will be there for this event to raise a glass to the magnificent work Ray has achieved.

Ray was a special person and was loved dearly. He was wonderful to have around and brought so much joy into the lives of his family. He will be sadly missed.

Allan Ash



LEFT: The Salamandra built by Ray Ash.

LONG WHITE CLOUD

BY MARK BLAND



It's funny how many Kiwi pilots prefer thermals to the wave. New Zealand, known as the Land of the Long White Cloud for obvious reasons, can also produce some decent thermals and Graham Levitt and I were treated to some spectacular flying recently on what's becoming a regular must-do on our gliding calendar.

This year we had a mix of some good wave and also some great thermal days with cloud bases close to 10,000ft, that gave us an opportunity to explore Mt Aspiring and Mt Cook. Of course, the thermals mentioned in the introduction of this story are not the rising air variety but the ones you wear.

One of the facets I love about NZ is that you tend to rug up and you're not worn out from heat exhaustion prior to your flight as we are on most typical good Aussie summer days. Having said that, trying to stay warm at 19,000ft is also a problem, hence the need for the long johns and if you're lucky - we weren't - feet warmers!

JERRY O'NEIL'S CROSS COUNTRY WEEK

For the last ten years or so, NZ gliding legend Jerry O'Neil has been running a cross country week at Omarama for experienced club pilots. I've been fortunate to participate in several of these where there's a friendly camaraderie and a desire to help each other and explore the rugged mountains of the Southern Alps. Our trip started with a drive down to Mandeville, near Gore, to the Croydon aircraft company

www.croydonaircraft.com where Graham has a Tiger Moth being completely restored to like-new condition. If you're ever close to Invercargill, visiting Mandeville is also a must! From there we went to Alexandra, home of the Central Otago Flying Club, to pick up our steed.

Good friend and local instructor John Robinson kindly hosted us for a night and organised the C172 tug to launch us in the club's Twin Astir GJW, after he showed us the way in his famous yellow Pic-20. After a fairly violent tow through the rotor, we were quickly putting our oxygen on as we needed airbrake to stay below the 13,500ft airspace step. John decided to fly south first, but eager to get to Omarama we headed north in the Dunstan wave. The adrenalin was pumping as we steamed along the highway in the sky and in no time at all were crossing the Omarama saddle and into the Mackenzie Basin. Here we called Christchurch control and had the airspace lifted to 17,500ft, as we'd decided the day was too good to waste and Mt Cook was in our sights another 100km north. By the time we landed back at Omarama we'd done over 450km. The following day, Sunday, was blown out with 100kt winds predicted at 10,000ft and the tugs were grounded, but the next nine days we flew our butts off, accumulating 54 hours in total.

TEKapo AND TWO THUMBS

The next day we were among the few to fly as conditions were still blustery and squally but OK for a local flight. We spent 5 hours on Mt Horrible and Benmore dodging snow flurries, but it was fun and we were there to fly. The next week got steadily better and as other club pilots arrived from Canterbury, Nelson and even the North Island we renewed friendships from a previous trip. One day after launching early and trying to show our Aussie skill we headed northeast toward Tekapo across the valley

under a 5,000ft cloud base. We were doing quite well as we arrived at Lake Tekapo and had ideas of getting onto the Two Thumbs Range but didn't pick up on the easterly sea air slipping into the basin. Consequently we had to land at Tekapo Airfield where a scenic flight operation carts bus loads of tourists around the Alps in Cessna Caravans and the Aussie Airvan. With our trailer still in Alexandra it was time to let the moths out of our wallets and call Gavin Wills to bring his tug, the Fat Man! An hour later we were back in the air for the rest of the day, although once we clawed our way home we didn't venture far. In hindsight we should have waited for the cloud base to lift and gone west into the higher peaks, as the others did.

MT COOK

On another notable flight we were once again the first to launch. Wave was forecast but the wind was still a bit light and we missed an opportunity to follow John Robinson, who managed to milk a half-knot thermal into it. Two hours later we were still searching, along with most of the others, when our leader Jerry O'Neil finally launched about 3pm in his DG-800 and hooked straight into an 8kt climb. We quickly scurried underneath and bingo, the air suddenly changed and all his fledglings soon climbed through 10,000ft. Mt Cook was the target and it was in the clear so we were excited because all our previous flights there had been above cloud. Unfortunately, our concrete swan doesn't quite keep up with Jerry's hot ship, especially when, due to my impatience we left 2,000ft lower than he did. Cutting the story short, we somehow missed the line of the Ben Ohau wave and got dumped near Glentanner airport in the lee of the Ben Ohau. We spent the next hour being thrashed around in the rotor at almost circuit height while all our comrades cruised over head at FL150 - bugger. At times, turning at almost 60° and going up and down at 10kts, it was a testing time. As we were almost out of ideas and stamina, our prayers were answered as the washing machine ride ended and we broke through into a steady 12kts up. Phew! At 18,000ft we still decided to go to Mt Cook, although most of the others were final gliding back to Omarama. It was a just reward for our efforts with the magnificent peak glistening in the afternoon sun.

On our last day we were obliged to deliver the glider back to Alexandra and, as Murphy would have it, the forecast wasn't so good, with showers predicted later. We launched at 10.30 straight after briefing as there was plenty of ridge lift from the west. Quickly getting to 8,000ft over the Omarama saddle it was decision time, but the cloud was low on the Dunstan's and we couldn't get onto the western side of them. After some procrastination and starting to climb in some wave to 10,000ft it was closing in so we pushed over the saddle and committed ourselves. There was a clear area toward Falls Dam, but then a rain band started in front of us so we needed to pull brakes to stay clear. As we cleared the squall we were down to 6000ft and well



ABOVE & BELOW:
Mark and Graham
search for thermals
and wave over the
Ben Ohau range.



ABOVE: Overflying Mt Cook in wave.

BELOW: Mark Bland and Graham Levitt in the Twin Astir GJW.



NEW ZEALAND RAM RAID

BY GRAHAM PARKER

Have any of you ever stolen a competition win before? I wasn't sure it was possible but I have an idea that I may have done just that at the recent South Island Championships in New Zealand.

I probably need to explain in a little more detail. It is 20 years since I first flew a glider at Omarama. The occasion was the pre-world championship competition. After all these years, my overwhelming impression of that visit to NZ is two weeks of sheer terror. It is an intimidating place if you are thrown in at the deep end, as was the case with most of us Aussies on that occasion. But the place gets to you, and I kept coming back, and back, and back. And ever so gradually I learned what works, what doesn't and, most important, how to stay out of trouble. My competition results started to improve, but there has

always been one day where the conditions are unlike any I have seen before. I make a monumental error and the competition is gone. I have lost count of the number of times I have got home to Omarama, explained my tale of woe to fellow competitors, to be met with "Oh, I wouldn't have done that!"

Moving forward to November 2014, my hopes were to get through the competition without making a complete mess of a day. My expectations were somewhat less optimistic. Here is how it unfolded.

DISTURBED WESTERLY FLOW

The weather forecast for the week was for a 'disturbed westerly flow'. What this means at Omarama is day after day of strong westerly winds with numerous embedded cold fronts. You can expect wave, lots of cloud in the sky, very changeable conditions, showers, and the place just feels cold.

But as it turned out, Day 1 was clear with modest winds and by the time we launched, it looked to have a distinct tendency towards going blue. It wasn't the easiest day in the world, but just when it looked like it might get really tricky we ran into a bit of wave at one of the likely spots just south of Mt Cook, allowing a glide over the top of some rather unappealing country to the top turn and a straightforward run home. Just as this was happening I heard over the radio that Theo Newfield had landed out behind us. There goes one of the contenders already!

UNDER TASKED

I seem to have picked up a permanent back seat passenger for the ASH25 in the form of Keith Essex from Alaska. To describe Keith as an interesting character is an understatement of some magnitude. Keith runs a helicopter charter business in Alaska and

has in excess of 20,000 hrs of Alaskan bush flying in fixed wing aircraft and helicopters. He had never flown at Omarama before but seemed totally unfazed by flying in the mountains, which wasn't a huge surprise. He only has about 350 hrs in gliders, but has done eleven flights of over 1,000km. If that is not some sort of world record, I would be surprised. So why was he sitting in the back of the ASH25? He was bringing his ArcusM out to NZ for three months of flying and while it was held up in customs, he had nothing else to do for a few days. It's alright for some, I guess.

Day 2 was actually tasked appallingly. The weather had reverted to form. We had just missed a day because of rain and today the wind was howling, with wave everywhere. A two hour AAT was set, but a look at the sky and a quick calculation showed that it would be a piece of cake to do maximum distance and still finish early. So it came to pass. We visited the far corners of the task, took it easy and finished under time - but so did all the lower performance gliders, so the ASH25 was crucified on handicap. Grae Harrison made a huge tactical blunder by not going maximum distance and dropped a lot of points. The dominoes were starting to fall into place!

BLISTERING RIDGE RUNS

This was a lot of fun. It was a blustery south westerly day. The atmosphere was too unstable to give useful wave, and it was freezing cold with snow showers blowing through the task area. The task was bookended by two blistering ridge runs, first along the Hawkdun range and then some thermalling and shower dodging, finishing with a romp along the Two Thumbs range. It was a good day

for the ASH25, and the scorecard was made to look even better by Gavin Wills and Simon Gault missing a turnpoint, therefore scoring as a landout. Crikey! These blokes are taking their eye off the ball. We may just be able to sneak in when they aren't looking and pinch the trophy!

SNOWSTORM

Oh dear. That will teach me to think such thoughts. We were brought back to earth with a thud, going from 1st to 5th overall in one day. In retrospect I'm not sure that I could have done much about it. This day was all about timing. It was another wave day, and all was good for the first leg. But the second sector was wiped out by a snowstorm when I got there. Earlier and later gliders stayed in the wave, zipped in and out and were on their way. The only option for those of us who arrived when we did was to drop out of the wave, go under the cloud into the snow, then crawl back to a ridge, cruise to a likely area and re-establish in the wave. No particular dramas but if you stand still for 20 minutes while others are cruise-climbing at 110kts, you tend to get wiped out on the score card.



ABOVE: Graham down among the pointy bits - the hands possibly a little more tense on the controls on the first day of the comp.

BELLOW: Layers of wave





RIGHT: The Dunstan wave in all its glory.



RIGHT: Keith from Alaska with trusty ASH25 ZZ in the background.

FINAL DAY

I have been called a lot of things over the years. Stubborn and pig-headed figure prominently among the descriptions. I usually take these as a compliment, on the principle that any attention is better than being ignored. Today both of these attributes were fully tested. Keith deserted me today. His ArcusM was ready to be picked up at Christchurch so he was off like a shot. I don't blame him, I would have done the same. He promised to be back for the final day tomorrow, but with the forecast of rain all day for tomorrow, this looked to be the last day.

It was yet another wave day, but for a long while it didn't really look as if the task could be done. The sky was 6/8 cloud with towering rotor/lenticular formations, impossible to climb over while staying within airspace limits. Underneath was rain. I made four starts this day. The first two were in wave, but each time I came to a grinding halt within 25km of the start because of walls of cloud. OK then, if we can't go over it, let's see if we can do this along the ridges. It will be unpleasant but let's have a try. So, down we go for a third start, and head for the Benmore ridge just north of Omarama airfield. And it

wasn't working. The wind has dropped to zero in this area. I eventually found myself back over the Omarama airfield working a 1kt thermal at 1,000ft. What a place! Meanwhile a lot of pilots had given the task away and gone home. Some, who had made an early decision to go on the ridges were calling in their finishes. Oh well, while there is airspeed, there is hope, so I stuck with it, eventually crawled back to the start area and set off for another look at the wave. And wouldn't you know, hours after sensible people had tucked their gliders away in hangars, this time I could see my way through. So I screamed around the task, finishing while most were drinking beer.

And what of the four who were in front of me? Grae Harrison and Max Stevens did the task painfully on the ridges. Not much joy on their scorecards. Charlie Tagg landed out. That never helps. And, most spectacularly, there was a tiny sliver of restricted airspace in the top sector. You couldn't have hit it if you tried. But Derek Kraak did when he was only about half an hour away from taking out the contest.

The following day the weather did as predicted and it rained most of the day.

Did I steal the trophy? I don't know, but I'll take it anyway. It is difficult enough to win at Omarama at any time so I think if a bit of good luck comes your way you should take it and run!

AND FINALLY

As I was putting the finishing touches to this article I heard the devastating news that Bill Walker and Dave Speight have both died in a gliding accident in Namibia.

It is impossible to convey in words the depths of despair we all feel about the loss of these two fine men, these larger than life characters, these giants of the New Zealand gliding community.

My sincere condolences to Bill's and Dave's families, their friends and NZ glider pilots everywhere.

They will be greatly missed.

GA

EASA AIRWORTHINESS DIRECTIVES

The European Aviation Safety Agency (EASA) is the European Union agency with regulatory responsibility for implementing and monitoring safety rules for EU member states, giving type-certification of aircraft and components as well as the approval of organisations involved in the design, manufacture and maintenance of aeronautical products.

Like Australia's CASA and the USA's FAA, EASA issues Airworthiness Directives. When these ADs are relevant to GFA members, for example, when they concern a glider, motorglider or engines used in gliders, we will publish the basic details in GA. For owners or operators who wish to find specific information or to keep abreast of EASA ADs, please visit www.easa.europa.eu

To view the full AD listed below go to www.ad.easa.europa.eu and input the AD number in the search box.

AIRWORTHINESS DIRECTIVE

AD No.: 2014-0264

**ALEXANDER SCHLEICHER
ASW 28-18E powered sailplanes**

Effective Date 23 December

Cracking of the left hand (LH) and right hand (RH) engine mount (engine bearer) and the associated fuel pump attachment were reported on an ASW 28-18E powered sailplane. Subsequent investigation revealed that the crack initially developed on the horizontal tube of LH or RH engine mount (engine bearer) and, as a result, led to overload and crack of the fuel pump attachment. This condition, if not detected and corrected, could lead to detachment of the power plant in flight, possibly resulting in reduced control of the powered sailplane and/or injury to persons on the ground. To address this unsafe condition, Schleicher issued ASW 28-18E Technical Note (TN) Nr. 15 to provide inspection and replacement instructions. For the reasons described above, this AD requires inspection of the affected engine mount (engine bearer) and the fuel pump attachment and, depending on findings, replacement.

AD No.: 2014-0269

**SOLO KLEINMOTOREN GmbH
Solo 2625 02 engines**

Effective Date 24 December 2014

Solo 2625 02i engines (Solo 2625 02 engines modified in accordance with the instructions of Solo Kleinmotoren GmbH Service Bulletin (SB)/Technische Mitteilung (TM) 4600-3 "Fuel Injection System"), all manufacturer serial numbers.

These engines are known to be installed on, but not limited to, Binder Motorenbau, DG-Flugzeugbau and Schempp-Hirth powered sailplanes. An occurrence was reported involving a failure of the connecting stud for the two fuel injector mounts of the engine redundancy system. This condition, if not corrected, could lead to an uncommanded in-flight engine shut-down and engine fire, possibly resulting in loss of control of the aeroplane.

To address this unsafe condition, Solo Kleinmotoren GmbH issued SB/TM 4600-5 to provide instructions for reinforcement and securing of the injector mounts. For the reason described above, this AD requires modification of the engine redundancy system. Solo Kleinmotoren GmbH SB/TM 4600-3 (currently at issue 2, dated 3 December 2012) will be revised to incorporate the modification required by SB/TM 4600-5 for future Solo 2625 02i engines.

GFA AIRWORTHINESS DIRECTIVE

GFA AD 304 Issue 4

JANTAR Extension of service life to 6000 Flight Hours.

SZD-41A, 48 1-3 Jantar Standard.

Extension of service life to 6,000 Flight Hours.

Overseas fatigue testing has shown that the service life of Jantar Standard gliders may be increased beyond the manufacturer's initial service life of 1,500 hours. The service life of gliders listed in 1, 2 and 3 above can be increased to 6,000 hours provided that the Spar spigot pins are replaced with a later design in accordance with PZL-Bielsko Service Bulletin BE-037/89.

NOTE: An issue came to light that could have occurred in other Jantar Standards and 2s. We have therefore revised the AD requesting you to initially check the logbook for spare pins that were replaced before 1989. If so then check to make sure the pin has the new design. If the pins were replaced after 1988 they should be correct and no other new action is required.

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THE COMPASS AND THE COMPASS SWING

A direct reading magnetic compass is a very simple instrument and can be seen in sailplanes in different formats. The more common type is the 'Airpath' floating magnetic compass. Such compasses can be seen mounted on the top of the instrument panel within a dedicated housing or bracket, or mounted in the instrument panel. Another common type of compass is the vertical card type and the Bohli, which is not seen as often now in more recently produced sailplanes. PZL use a smaller floating card type in their gliders.



Airpath compass with correction card.

These types of compass are often referred to loosely as a 'standby' compasses, as larger powered aircraft have more exotic navigational instruments and do not use the magnetic compass for primary navigational reference. When used for primary reference, the instrument is called a primary compass.

The 'Airpath' magnetic compass is the most common type used in gliding. It is broken down into the following components: **the compass card or float** which is weighted or balanced for the northern or southern hemisphere; a **card pivot** which sits on a **jewel**, sometimes supported by a spring, and **jewel post**; a **rubber or reference line**; two screw type **magnetic compensators** that can adjust out the aircraft's magnetic influence on the compass; compass fluid similar to kerosene; a **diaphragm** to adjust for thermal expansion of the compass fluid; a **filler hole**; and a **clear glass lens** and cork gasket to make the card and aluminium compass case visible.

MAGNETIC DIP

There is a northern hemisphere compass and a southern hemisphere compass. This is due to magnetic variation sometimes referred to as magnetic dip. Magnetic dip is caused due to the vertical component of the earth's magnetic field. Lines of equal magnetic variation are drawn across aeronautical charts to aid the pilot in applying the correction for the variation error. These lines are called isogonic lines. Canberra ACT has a magnetic variation of 12.5° east.

If a northern hemisphere compass, with a balance card for the northern hemisphere, is used in Australia, the compass card will sit tilted on the jewel and will need to be rebalanced. Be warned, having the compass card rebalanced may cost nearly as much as purchasing a new unit. Depending on age, rebalancing the old compass card could require new compass fluid and gasket/service kit, including diaphragm.

The compass requires minimal servicing. The diaphragm has a service life of 10 years or more, but the compass fluid can leak from the unit, sometimes on very hot days, forming a bubble. Some compass cards become hard to read after many years of service, the fluid gets discoloured and the sight glass or lens and compass card may require a clean. I have on occasion seen the card contacting the reference line, scraping the paint off the lower periphery of the card.

MAGNETISM

When mounting the compass it must be located as far removed from magnetic influence as possible. Magnetic influence on the compass may come from residual magnetism in the airframe, other instruments and equipment or magnetism induced by electrical fields when power is applied. A magnetic field surrounds any wire carrying electricity and almost all of the steel parts of an aircraft and engine contain some magnetism. Magneto's, alternators and generators contain strong magnets and will have some effect on the compass. Magnetic deviations can be defined as being caused by magnetic influences within the aircraft that interfere with the earth's magnetic fields.

MASTER SWITCH ON

Considering the above, when carrying out a compass swing, the instrument/electrical master switch must be selected 'on' and all equipment that is switched on during flight must be powered up. In addition, from powered touring sailplanes up to GA aircraft, the engine must be running and the power set at or around cruise RPM when taking the compass readings. As a 'General Aviation' LAME who regularly carries out compass swings, I find it interesting to note that the compass card deviates as the engine revs are increased to cruise power. The card moves a significant amount. This influence on the compass only occurs on aircraft with engines mounted in the front of the fuselage.

If your compass has a bubble, your compass needs a service. Not many people are aware of the fact that compass fluid contains gas in solution. When you are at higher altitudes, the bubble gets bigger due to the lower atmospheric pressure, and because some gas also leaves the liquid, increasing the size of the bubble. Prior to adding the compass fluid when servicing a compass, put the compass fluid in a sealed jar and evacuate or apply a vacuum to the container. The compass fluid will 'boil'

and gas will be removed from the fluid. Use this evacuated compass fluid now and you will get a far better result - the compass fluid is there to dampen the compass card. Be aware there are handy tools available to assist getting rid of that annoying bubble when servicing the compass. Airpath compass parts including compass fluid can be purchased from your friendly GA maintenance shop or direct from Aircraft Spruce in the United States.

When cruising in still air, one degree error in the compass will result in one nautical mile error in 60 miles. 10 degrees error in the compass at 60 knots will result in 10 miles or 18 km of error off track in 60 miles. This statement is more applicable to touring aircraft holding a heading and wind or drift not taken into account. The faster the aircraft's indicated air speed (IAS), the greater the navigational error per hour. In the case above, for an aircraft flying at 2 miles a minute (120 knots) and 10 degrees error, it will be 20 miles or 36 km off track after one hour of flight. One can see why we need to have a reasonably accurate compass in order to successfully navigate, touring motor gliders, TMG, especially.

THE COMPASS SWING

The compass swing must take place on level ground in an area with minimal magnetic influences. Remove any material from the cockpit and pockets prior to the swing. Do not compass swing near steel sheds but out in the open away from magnetic influences. Some airports have areas for compass swinging called a compass rose. A compass rose is known to be virtually clear of any magnetic influences. On one occasion when carrying out a compass swing, the swing resulted in conflicting errors. On researching the problem I was advised there was an underground high tension cable right under where I was swinging the Chieftains HSI/flux valve and 'standby' Airpath magnetic compass. Also be mindful that a speaker nearby will have a large influence on the compass. When transmitting or receiving on the radio, it may interfere with the compass depending on the installation and other position factors. This is acceptable, but be aware of the fact.

Now, after the above pre-amble, we will discuss the compass swing process. The sailplane or powered sailplane is out on the grass away from any magnetic influences. You have a land compass to shoot the headings and a brass screwdriver to adjust the compensators. Get a small brass rod and beat it into a screwdriver blade, trim with a file. Bend the handle around back onto itself. Switch on the master and turn on all electrical appliances including the radio. In the case of TMG, the engine should be running at a higher RPM when taking the compass readings. As previously stated, all electrics must be on that are on during flight. The process is as follows:

- The person with the land compass will face 180° south while the sailplane faces magnetic north. When the sailplane is heading magnetic north the brass screwdriver is used to adjust the North-South compensator so the compass reads magnetic north or zero degrees. Now look out to the right wing and mark that position.

- Turn the sailplane to that heading, the land compass now shooting 270° west, the sailplane facing east. Take out any error on the east-west

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compensator so the compass reads east or 90° exactly. Now look again where the right-hand wing is and mark that position.

- The land compass person now stands at the southern point and the aircraft is aligned to magnetic south. When reading magnetic south note the error in regards to south, and on the north-south compensator remove or take away half the error. If the compass reads 186°, make south read 183°, adjusting the north-south compensator. Now continue with the swing turning the sailplane to magnetic west.

- Again shoot the magnetic west heading - with the land compass reading east - and again take away half the west error on the east-west compensator. You have now completed the adjustment process using the compensators to rid the aircraft of any aircraft deviation.

THEORY

Let's do some theory at this point. There are three adjustments in compass swinging; coefficient 'A', coefficient 'B' and coefficient 'C' adjustments. Coefficient B equals the deviation east minus the deviation west divided by 2; coefficient C equals the deviation north minus the deviation south divided by two; and coefficient A equals the deviation north plus the deviation east plus the deviation south plus the deviation west divided by four. By completing the job described so far you have adjusted coefficient 'B' and 'C', adjusting out the north-south and east-west deviation errors by adjusting the north-south and east-west adjustment compensators. You now need to record the reading every 30° against the land compass. When completing this process and recording every 30° you may find that all the errors are less than 2 degrees - you're done. You enter in the log book that the compass swing has been carried out, all electrics 'on' and all errors are less than 2 degrees.

If you find that the errors are more than 2 degrees you need to complete a compass correction card listing the headings each 30 degrees and sign the card on the back with a statement 'all electrics on', the date and your signature and GFA M-number. You then place the correction card in full view of the pilot. Some Airpath compasses have a holder to house the correction card

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Vertical Card Compass

and the clear view plastic cover. The logbook now must be completed recording the compass swing results and certification - signature, GFA M-number and date.

If you find when carrying out the compass swing the results show that all errors are one way, that is, on every reading the results are, for example, 5 degrees over on all headings, a 'co-efficient A' adjustment can be carried out by physically realigning the compass, or in some cases a flux valve or magnetometer, to the aircraft's longitudinal axis, therefore removing the compass position error with the compass now

sitting dead true to the airframe. You may need to complete the swing over again depending on the results.

CONCLUSION

With the advent of modern navigational computers, one could ask the question why we need one of these very simple and reliable instruments. The requirement for carrying a magnetic compass is listed in the regulations (**CAO 20.18**) and **GFA MOSP 3**. The compass may also be listed as minimum equipment for the type on the Type Certificate Data Sheet (TCDS). The other obviously good reason is that if there is a systems failure and you are out over unfamiliar terrain it will assist you to navigate home. They are cheap, weigh next to nothing and are a good back up to electronic navigational instruments/ glide computers. When the compass is set up correctly, it is very reliable.

So, you now understand a little theory on how the compass works and the influences that will give error. You have been taken through a compass swing completing the required adjustments on the compass compensators using a brass screwdriver. You have carried out adjustments of coefficient 'A', 'B' and 'C' and know how to complete a compass correction card and log book entry with the appropriate statement. MOSP 3 states a compass is mandatory equipment. A compass swing must be carried out when importing a sailplane, applying for an initial CoA of any kind, when replacing a compass and when new equipment is installed, which may have an influence on the magnetic compass. This includes an engine change or overhaul on a TMG.



Compass Diaphragm

The soon to be released MOSP 3 v7 contains a section listing permissible unserviceabilities (PUS). Please note the magnetic compass will be included in this section as a permissible unserviceability. This unserviceability must be recorded in the appropriate section of the maintenance release. The glider must only be flown locally until the PUS is cleared.

Happy and safe navigation!
GA

AIRWORTHINESS

The aim of my articles in this section is educating readers about the GFA Airworthiness system. I talk about changes and issues to help pilots stay up to date and maintain their gliders sensibly and correctly.

VOLUNTEERING

I have gained a lot from gliding over the years due to the efforts of others. A volunteer system is like a bank - you can take something out but you must put something back in or the bank won't survive. If you prefer to pay, we have the **Approved Maintenance Organizations** (AMO) to help you.

Many volunteers and a few staff work hard to organise airworthiness for you and keep costs down. At the GFA we look after the high level tasks of negotiating with CASA, manufacturers, agents and repairers. We also keep the required records, write guidelines, manuals and handbooks, organise Airworthiness Directives or issue them when required. We set and monitor standards to help you meet regulations and keep safe, and we manage a team of volunteers from Design Engineers to DI inspectors to maintain all gliders. The DI is most important!

Without the GFA we would have a very different system, probably more restricted, operating directly under CASA and paying to get all work done.

The Regional Associations run gliding and the RTO-As manage airworthiness, checking at club level and running training courses that allow you to carry out your own maintenance. This distributed system has served us well to minimize costs across our dispersed country. At club level the Airworthiness Admin Officer manages the club fleet and the club inspectors look after all the gliders.

We depend on you to volunteer and help us to get all this accomplished. It takes years of involvement in the system to develop your skills and knowledge and work up the chain to keep it functioning. If you have an interest or skill in maintenance, then please join in.

We are fortunate that a few engineers have volunteered recently. These guys will be helping with modifications, parts replacements and other issues. Mike Burns did a great job of re-writing the **Design Approval Procedures Manual** (DAPM) and getting it approved by CASA. Soon, once the engineers are authorised, we can continue this important function.

So join in and do what you can to help. All glider pilots should have a DI endorsement. If you are interested in getting more involved in maintenance, you can get an Annual Inspector rating. It takes effort but it gives you freedom and ability to help others. Once you have gained experience you can progress to become an Assistant RTO-A and conduct audits. We limit officers to serving no more than five years to promote fresh blood, but you can move up to be CTO, DCAD or CAD. We do need a steady flow of people.

AIRWORTHINESS SCHOOLS

We are busy arranging courses in various locations for next winter in Annual Inspection, engines and repair. In order to gauge the interest in each course, please contact us by emailing returns@glidingaustralia.org or write to the Secretariat with the subject **AW Schools Expression of Interest**. Note your membership number, your preferred city centre and which course you are interested in - Annual Inspector, FRP, refabricing, wood repair or engine maintenance. Please also state whether you are prepared to travel and attend a course for a week, or can only attend

evenings and weekends. Ask your Club Airworthiness Admin Officer about how the courses normally work. They are run to a national standard and ratings will be granted as you achieve the appropriate skill levels.

You can check which course dates are confirmed on the online GFA calendar www.glidingaustralia.org

DEFECT REPORTING

Reporting defects is an important feedback system letting us know what problems are occurring. It is a requirement to report major defects to CASA, although the GFA does it for you, and to report to the manufacturers and follow up with them to resolve issues. This is normal practise throughout aviation.

There is a defect reporting form in each maintenance release and in each Form 2 return. You can continue to submit these but we have developed a new online system to try to prompt and make it more efficient. It is called **SOAR** (Safety Operations & Airworthiness Reporting) and is accessed via the menu of the webpage www.glidingaustralia.org. On the AW side, it is for reporting defects but, as CASA has done, we now refer to them as **Service Difficulty Reports** (SDR) - in other words, more than just defects.

The system is working and we have kept it simple so that you can report any service difficulty that may provide useful information to other members. This includes Major Defects identified as 'High Criticality' events, which we will act on and report to CASA. But do make a report if you find a loose nut or a minor crack or other defects. This is a no blame, no shame system and we all need to share to learn and avoid mishaps.

You can start a report, save it, recall it and edit it repeatedly. It is submitted for action every time you click send. Attached files do not save, you must attach files, reports or photos, and select Send and Submit in the same session. Let us know if you have any issues so we can work to improve the system.

LIABILITY INSURANCE

In many areas of the country it is hard to get repairs and maintenance carried out on gliders. We have made changes with the insurers and in the new MOSP 3 to encourage more members to become inspectors and repairers.

The insurers have agreed to cover inspectors doing work for others, but contrary to the past, you may charge for your time as well as have your expenses reimbursed. However, this is limited to work as a hobby and to not making a profit or income. We do hope this helps some inspectors to develop into businesses, although in that case you must organise your own insurance and register with GFA as an independent AMO.

If you don't make an overall profit and just want to do a bit of work part time, that is also fine. This constitutes a grey area or transition, which inspectors will have to manage for themselves.

The new MOSP reads, 'All GFA 'volunteer' inspectors are covered by the GFA's Contingent Liability insurance policy when conducting sailplane airworthiness certifications. They must be working under a club as the supervising body. This includes Inspectors offering their time and skills on a cost recovery basis during airworthiness activities on all club and privately owned GFA aircraft.'

Inspectors will be audited either under the club system or as an AMO. The same standard applies to everyone.

Also be aware that liability insurance only covers liability. Clubs and AMOs should have hangar keeper's insurance to cover other risks. Please look into the details if this matters to you, as clubs and AMOs bear the risk if they do not have a hangar keeper's policy.

AIRWORTHINESS UPDATE

ROB HANBURY
Airworthiness Department Chair
cad@glidingaustralia.org



The new **MOSP Part 3 2015** has been drafted. Dafydd Llewellyn and David Villiers are reviewing it to ensure it is technically sound. It will be distributed to the RTO-As for checking, and then to the GFA Board and CASA for final approval. It is a reference document that will be updated annually.

Many new aspects have been included in MOSP Part 3 to provide clarity. Of particular note is AW refresher training. We recognise that like instructors, maintenance personnel need to stay current and up to date. So in future, all Maintenance Authorities need to be revalidated every 6 years, with a requirement to have carried out some work and to have attended a 1 day theory course. More detail is provided in MOSP.

BATTERIES AND WIRING

A friend of mine in a KA6 once came down with smouldering wiring, choking and suffering from impaired vision because of smoke in the cockpit. The cause was not fuel or batteries but bad wiring. So don't assume that your glider is exempt from fires, but ensure that your wiring is correctly installed and in good condition.

When I am not worrying about engines and fuel in gliders, I worry about lithium batteries! We use Sealed Lead Acid batteries because they are safe and have been proven to be reliable.

A potential lithium battery incident was reported recently. The pilot bought a portable battery pack, only 5V to drive a PDA, 6Ah (22W.Hr). It contained the dangerous (self-igniting and exploding) Li-Polymer, Li-PO, battery. It did not catch fire but puffed up and may have been about to. Luckily for him it was fairly new, not on charge and not in the glider. However, it could have caused a lot of damage if it had ignited or exploded in a glider. So think twice before you take a chance with such items in your glider. It may be safer to install a solar panel to assist your batteries, but do it safely. The new MOSP will allow this.

ROB – THE CAD

GA



IN-FLIGHT FIRE AND DITCHING

AMT-200 SUPER XIMANGO MOTOR GLIDER

At 0822 Eastern Standard Time on 28 September 2014, the command pilot took-off from Proserpine Airport in the Whitsundays on 315NM flight to Georgetown Airport, Qld. At approximately 0845 and while over Lake Proserpine at 4,000ft, the pilot smelt smoke in the cockpit.



This smoke started to increase in intensity, at which point the pilot immediately turned back to Proserpine Airport with the intention of abandoning the flight. When flames appeared out the sides of the engine cowling the pilot switched off the engine. Thick smoke then entered the cockpit and the pilot decided to eject the canopy to clear the smoke. However, when the pilot activated the canopy release, the canopy slid back and locked partially open and did not leave the airframe. With heat building in the cockpit the pilot elected to land in the lake to extinguish the fire. The pilot noticed a ski boat and fishing boat on the water and decided to land in close proximity. He flew a glide approach with the undercarriage retracted with the view to touch-down in front of the boats. When close to the water and with flames coming over the firewall and into the cockpit, the pilot pushed the stick forward and nosed the glider into the lake. The fire was extinguished and the pilot was able to exit the glider, which stayed afloat even though the cockpit was full of water. Fishermen rescued the pilot from the water and towed the glider to the shore.

ANALYSIS

FLIGHT

The intended flight was from Proserpine Airport to Georgetown Airport to the northwest and tracking directly over Lake Proserpine, Qld. On departure the aircraft climbed to 500ft with the propeller in fine pitch, and the pilot then selected cruise pitch and continued a gentle cruise climb at approximately 80 knots. At around 4,000ft and about 20 minutes into the flight, an unusual smell was noticed that was not initially considered a threat because the engine was operating normally. The smell

was attributed to recently installed heat barrier lagging on the exhaust pipes. However, the smell intensified and was soon accompanied by visible smoke from the cowling joints. With smoke building in the cockpit, the pilot operated the canopy ejection mechanism but the canopy merely retracted rearwards and jammed open. The pilot then shut down the engine, which was still operating normally. Shutting down the engine had no appreciable effect on the fire, which by now had started to breach the cowling on the upper right rear where the oil tank inspection hatch is located.

By this time the aircraft was crossing Lake Proserpine at about 4,000ft and because there was visible evidence of an engine fire, the pilot elected to land in the lake, believing that landing in one of the available cane fields was not an option due to the fire. The ignition and Master switches were turned off but the main fuel valve was not closed. Spoilers were deployed and the aircraft descended at around 80 knots. An attempt to feather the propeller was made but was unsuccessful as the fire had melted the alloy pitch operating lever at the left front of the engine, thereby rendering the pitch change mechanism inoperable and fixing the propeller in the coarse position.

During the latter stages of the descent, significant flames were blown back across the canopy, mainly from the upper right side of the engine cowling, and the canopy started to deform from the heat. The pilot was able to keep the flames away from himself by sideslipping the aircraft to port. Because of the failed pitch change mechanism, the propeller continued to rotate due to windmill effect, resulting in the oil pump and mechanical fuel pump continuing to operate up until the time of ditching in the lake. The pilot was able to exit the still burning aircraft without sustaining serious injury and extinguished the fire, but not before it had caused significant damage to the cockpit and instrument panel, which was totally consumed.

FAILED PITCH CHANGE LEVER.

AIRCRAFT INFORMATION

The AMT 200 Super Ximango is a two-place side by side powered sailplane of T-tail configuration and constructed predominantly of glass fibre sandwich, although some carbon fibre is used in the wing main spars. Spoilers are fitted to the wing upper surfaces but flaps are not fitted. The two main landing gear legs are located in the underside of the wings, forward of the C of G and are fully retractable, but the steerable tailwheel is not retractable. Power is supplied by a Rotax 912 A2 four cylinder, four stroke engine of 69 Kw @5,500 rpm located at the front of the fuselage.

ENGINE

Damage to the engine and its systems was extensive. The four coolant hoses exiting the cylinder heads terminate at a small steel header tank situated centrally above the crankcase and this area sustained the worst of the damage. The return pipe to the radiator is also connected to this header tank. All five of these hoses were badly burned, the worst being the No. 2

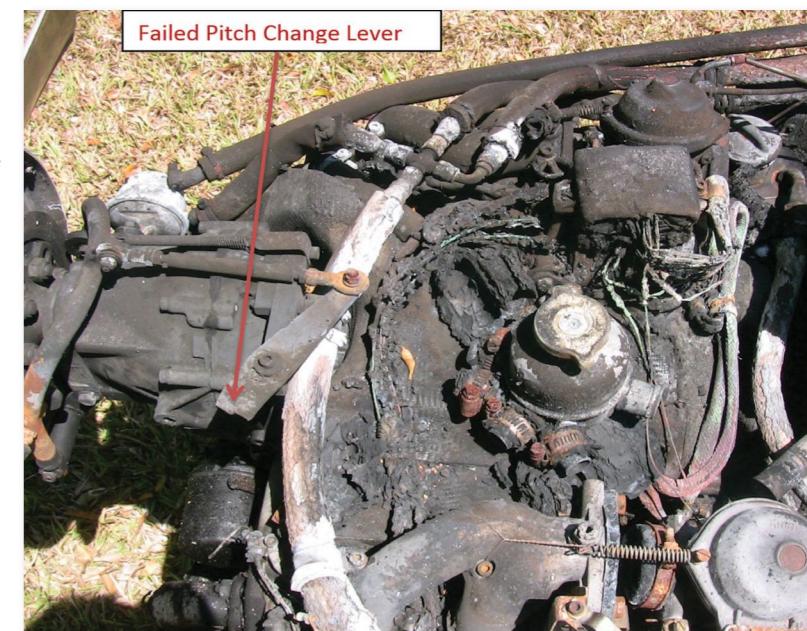
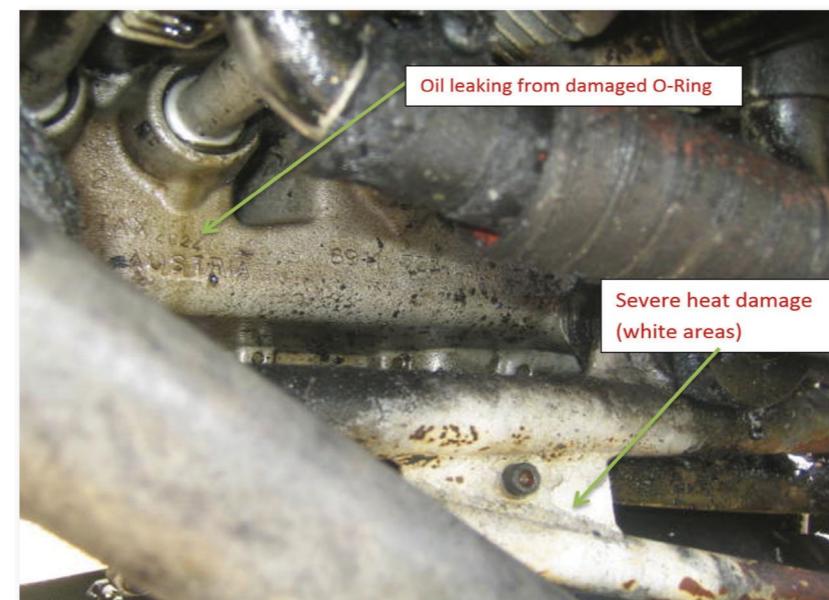
cylinder head hose, which was completely destroyed. Hoses from numbers 1, 3 and 4 cylinders were burned to ash at the ends connecting to the header tank but were still intact nearer to the cylinder heads. The header tank, although not melted, had been subject to extreme heat, especially on the rear left adjacent to the left carburettor. There was no evidence of coolant in any of the upper hoses or the tank. The ignition coil packs and wiring to the right of the tank were severely damaged, as was the battery that is located centrally on the upper firewall behind the engine. The four hoses beneath the engine supplying coolant to the heads fared better and still contained coolant. Fire sleeving had been applied to these hoses to shield them from radiant exhaust heat and this protected them, although their condition suggested that they had not been exposed to severe flame. The front left engine mounting rubber was severely damaged by the fire but the remaining three were still in good condition, suggesting they had received only minimal exposure to flames. All fuel and oil line connections were checked for tightness and, although the fuel line threaded connections at the fuel pump, carburettors and firewall showed signs of some torque loss due to heat/flame exposure, all were deemed to have remained fuel and oil tight. Despite severe exposure to heat and flame, especially visible on the fuel line fire sleeve where it crosses behind the gearbox, all the oil and fuel lines were intact and undamaged. The fire sleeving had obviously performed its designed function.

LOCATION OF OIL LEAK

The remaining protective lagging was removed from each of the four exhaust pipes and the pipes were examined for cracks or leaks but all were found to be in good condition. Likewise the muffler and all pipe joints were found to be sound. The lagging on numbers 2 and 4 pipes had been subject to flame, some of which had fallen away. The remainder were found to be very brittle and fell away when touched. The numbers 1 and 3 pipes had some lagging missing but were more intact and much less heat damaged.

The oil pressure sensor, located at the front of the engine adjacent to the oil pump, was severely burned and was considered to be a potential oil leak source. However, upon removal and testing with compressed air to 80 psi the unit was found to have only the slightest air leak and was determined not to have contributed to the fire.

BELOW: Location of oil leak.



ABOVE: Failed pitch change lever.

The left carburettor had been involved in a very hot fire, with the fuel bowl melted and the air filter completely burned away. The rubber coupling between carburettor and intake manifold was also burned away. The safety retaining spring was still in place indicating that the carburettor had been properly located on the manifold prior to the fire. The float bowl retaining clip was also in its correct position, indicating that the float bowl was correctly installed. Although some of this fire impinged on the rear side of the coolant header tank and the upper left rear of the cowling, the hottest area was below and to the rear of the carburettor. There was no fire at the right carburettor, although the right air filter was partially damaged.

An examination of the electrical system, although badly burned with most of the insulation gone, revealed no sign of electrical fusion or overload. The spark plug attachments and ignition leads to cylinders 2 and 4 were almost completely burnt away but those to cylinders 1 and 3 were significantly less damaged.

The entire lower surface of the crankcase, muffler and front end of the crankcase were coated with engine oil. A significant oil leak was identified where the No 2 cylinder inlet pushrod tube enters the crankcase. The No 2 cylinder head was removed and revealed that about one-third of the pushrod tube sealing O-ring was missing. The oil return line was then removed from the base of the crankcase and the missing segment of the O-ring was found in the banjo bolt.

Approximately 750 ml of engine oil and a small quantity of water was drained from the crankcase. Slightly less than one litre of oil was also drained from the oil tank. Given that the oil cooler and filter were still full it is estimated that around one litre of oil had been lost via the pushrod tube leak.

BANJO BOLT AND O-RING FRAGMENTS CANOPY

The canopy is jettisoned by setting the red handles on both sides of the canopy to the 'open' position and lifting up the canopy. The flight manual notes that at low speeds, near stalling speed, it is necessary to push the canopy away from the aircraft using both hands. The canopy rotates up and back at the front on two struts when it is unlocked by the red handles. The struts are screwed to the

continued over page



ABOVE: Banjo bolt and O-ring fragments.

fuselage and meant to break away if sufficient force occurs. The back of the canopy has a slide on which it slides back, designed to allow the canopy to pivot at the rear and depart the aircraft without striking the tail in flight. The pilot advised that he had trouble opening the canopy and it is likely that it suffered sufficient heat deformation as to prevent it from breaking away in the airflow.

PILOT'S ACTIONS

Upon determining the aircraft was on fire, the pilot conducted the emergency checklist from memory. The emergency checklist for an engine fire is as follows:

Fuel selector valve - shut off.
Throttle - full power.
Magneto switch - turn off (after engine stops).
Master and alternator switches - turn off.
Air vents - closed
Lateral canopy windows - open
The pilot recalled turning off the Master and alternator switches but the fuel selector valve was not shut. The pilot

attempted to eject the canopy but it locked open.

The pilot made a conscious decision to ditch the aircraft into Lake Proserpine in order to extinguish the flames. As recommended in the aircraft flight manual when landing on water, the pilot left the undercarriage retracted and attempted, unsuccessfully, to feather the propeller.

The pilot suffered minor injury and smoke inhalation and was hospitalised for a short period.

AIRCRAFT

The aircraft struck the water in a nose down attitude with the wheels retracted and the propeller windmilling. It suffered significant fire and water damage but stayed upright and afloat after coming to rest.

FINDINGS

Investigation indicates the fire started near the front left of the engine, fuelled from the oil and mist leaking from the No 2 cylinder inlet pushrod tube. The oil was most likely ignited by the adjacent hot exhaust pipe. Flames and heat were sucked upward and diagonally across the top of the engine, exiting initially via the gaps in the cowling around the oil tank inspection hatch and where the cowling attaches to firewall.

Initially this fire was not severe but it intensified once the rubber components ignited. The pitch change relay lever was melted away at its outer end where it would have been in a direct path of the fire as it swept up past the front of the No 2 cylinder. The failure of this lever prevented the pilot feathering the propeller, which resulted in the continuing rotation of the engine. This led to a continual flow of oil mist and petrol to the fire via crankcase pressurisation and the mechanical fuel pump.

The cause of the oil leak was determined to be the incorrect assembly of the No 2 cylinder head. During the process of aligning the pushrod tubes and the crankcase, the inlet side O-ring slipped out of position on the pushrod tube and was sheared off between the end of the pushrod tube and the crankcase aperture, thereby resulting in about one-third of the pushrod tube diameter remaining unsealed.

The aircraft had flown on four occasions since the cylinder head

GFA APPROVED MAINTENANCE ORGANISATIONS

Only the following workshops are permitted to conduct sailplane inspection or repair services commercially.

TOCUMWAL	AVIATION AND GENERAL ENGINEERING	MIKE BURNS	0438 742 914	mikeburns38@yahoo.com.au
TOCUMWAL	AVIATION COMPOSITE ENGINEERING	PETER CORKERY	0439 842 255	corkerys@bigpond.com.au
BOONAH	AVTEC AVIATION	ROGER BOND	0409 763 164	avtecaviation@virginbroadband.com.au
CAMDEN	CAMDEN SAILPLANES	MIKE DUGAN	0418 681 145	camdensailplanes@bigpond.com
BALLARAT	COMPOSITE COMPONENTS	JOE LUCIANI	0428 399 001	comcom2@bigpond.net.au
BENALLA	GLIDING CLUB OF VICTORIA	GRAHAM GREED	0428 848 486	gcvworkshop@benalla.net.au
BOONAH	MADDOG COMPOSITES	MIKE MADDOCKS	0408 195 337	mike@maddogcomposites.com.au
WAIKERIE	MORGY'S GLIDER WORKS	MARK MORGAN	0427 860 992	morgans@sctelco.net.au
TEMORA	SL COMPOSITES	SCOTT LENNON	0438 773 717	scottl@internode.on.net
TEMORA	T & J SAILPLANES	TOM GILBERT	0427 557 079	tngilbert@internode.on.net
BOONAH	ULTIMATE AERO	NIGEL ARNOT	0437 767 800	nigel@ultimateaero.com.au
WA	UNIVERSAL PLASTICS	DARREL LONG	08 9361 8316	universalplastics@iinet.net.au



installation but during this time no oil leaks or loss had been detected. The operator advised that he always removed the engine cowls when performing Daily Inspection and that no evidence of oil leakage had been detected, nor was there any evidence of oil on the floor of the hangar where the aircraft was parked. Oil level in the tank was checked at each Daily Inspection and no oil usage/loss was seen. It is unclear why the oil leak did not become evident until after four flights, as the potential for the leak existed from the moment the O-ring was damaged on assembly.

GFA COMMENT

There are both Airworthiness and Operational lessons to learn from this potentially fatal accident. The cause was a clearly identified maintenance error. This incident highlights:

The importance of maintenance personnel ensuring faults such as this do not result, especially in circumstances where a fault cannot be seen once assembled. This was an avoidable defect but it is understandable how the error could occur. Working in a poorly lighted hangar and assembling a complex component with an inexperienced assistant may have contributed. The maintenance engineer was a very experienced and qualified GFA member. More care was required to avoid the fault and engineers must identify potential problems and compensate.

The burning coolant hoses contributed significantly to the fire, which reduced the time in which to land and increased the fire

risk to the occupant. They were of a standard design and GFA will consider recommending the use of fire resistant hose or fire sleeving on similar gliders. Mandatory action is not considered necessary as the occurrence rate is very low.

Had the engine been shut down on first noticing smoke it is likely the propeller would have feathered and the pumping of oil and fuel reduced. This may also have reduced the flow of oil that was feeding the fire and reduced its intensity.

In this case the failure to close the fuel valve is not believed to have added significantly to the fire but in other cases this could have been a fatal error. More training and practice on emergency procedures will be implemented.

Fire sleeving on fuel and oil hoses was effective and prevented release of fuel and oil from hoses so protected.

The pilot elected early to conduct a precautionary landing and the decision to land in a lake to extinguish the fire was appropriate. While the pilot omitted to shut off the fuel selector valve, his decision making was otherwise sensible and appropriate. He remained calm and in control even though flames were around him, and was able to use his skills to keep the flames away from him by sideslipping.

The investigation of the failure was conducted by a highly experienced Aeronautical and Mechanical Engineer and retired Senior Technical Officer with GFA. The report has been reviewed by the GFA Airworthiness Department and recommendations for airworthiness made as given above.

GA

MOTOR GLIDER SAFARIS

PHOTOGRAPH: GRAEME SUMMERS, BURJETOWN SAFARI



Getting together with a group of friends for a 'flying holiday' around the country is appealing to many motor glider pilots and is a worthwhile endeavour. However, before embarking on such an adventure, pilots need to ensure they are adequately prepared and trained.

In early December 2014 the GFA received a complaint via CASA that a group of four motor gliders had departed from a regional airport during a period when the aerodrome was closed by NOTAM after heavy rains made the runways unserviceable. The complainant further alleged that the same four gliders had visited the regional airport two weeks earlier and that three of the pilots tied their gliders down overnight within the runway markers and did not comply with the aerodrome operator's request to tie-down off the movement areas.

Before flight, Civil Aviation Regulation (CAR) 239 requires the pilot in command to study all available information appropriate to the intended operation, and to carefully review current weather reports and forecasts for the route to be followed and at aerodromes to be used, the airways facilities available on the route to be followed and the condition of those facilities, the condition of aerodromes to be used and their suitability for the aircraft in use, and the air traffic control rules and procedures appertaining to the particular flight. Weather forecasts must be either a flight forecast or an area forecast with an aerodrome forecast for the destination. NOTAMs will provide information that is of direct operational significance and which may immediately affect aircraft operations, such as closure of an aerodrome.

Accessing and reading current NOTAMs is an integral part of your flight planning. They are an effective means of advising

pilots of changing circumstances at a particular location, and the time frame, areas and levels that these changes will affect. NOTAM retrieval for briefing or check purposes can be accessed via the NAIPS Internet Service, and the two popular electronic flight bags, OzRunways and AvPlan, provide easy access to NOTAMS for flight preparation purposes.

SAFETY, OPERATIONS AND AIRWORTHINESS REPORTING SYSTEM (SOAR)

The GFA's Occurrence Reporting System (SOAR), introduced during July 2014, was recently updated to include reporting for the GFA's Safety Management System and Airworthiness defects.

ACCIDENTS & INCIDENTS

All clubs and all GFA members are urged to report all accidents and incidents promptly using the using the GFA's occurrence reporting portal at glidingaustralia.org/Log-In/log-in-soar.html as and when they occur.

This is always best done while all details are fresh in everyone's mind.

OCTOBER- NOVEMBER 2014

29/11/2014 VSA AIRCRAFT CONTROL SF 25C FALKE

While undertaking a currency check on a motor glider, the pilot under check flared too high resulting in a heavy landing. The port outrigger wheel snapped off and rebounded into the wing trailing edge causing minor damage. The Instructor noted that the pilot under check lacked currency. While the motor glider was established on a stable 'engine off' approach, the pilot under check flared slightly too high and unexpectedly allowed the aircraft to stall onto the ground. The Instructor noted in hindsight that he should have taken over but he was caught by surprise. Workload during landing is high and the instructor must be on the mental defensive to ensure the aircraft is configured and flown properly. The instructor must also be capable of taking over quickly where necessary. However, this is easier said than done and pilots under check can surprise even the most experienced instructor. If an instructor has any doubt as to the safety of the approach, they should take over.

28/11/2014 SAGA AIRSPACE INFRINGEMENT DISCUS 2CT

During a cross-country flight the pilot's navigational instrument ceased working due to a flat battery. The pilot incorrectly judged his position and inadvertently flew into controlled airspace without a clearance. This incident highlights the importance of carrying back-up navigational aids, such as maps and charts (Refer GFA Operational Regulations, paragraph 4.5.1).

27/11/2014 SAGA AIRFRAME LS 4-A

Undercarriage collapsed on landing. This is a known issue with LS type gliders. To help prevent landing gear collapses, always follow the maintenance manual instructions at each annual inspection. Ensure there is adequate over-centre and that the gas strut is in good condition. A weak gas strut will allow the landing gear to collapse.

23/11/2014 NSWGA AIRCRAFT CONTROL PIK 20

During launch the glider flew through turbulent air and the glider pilot had difficulty maintaining station and speed. The glider is not fitted with airbrakes and uses flaps to increase drag. It also has a CG tow release mounted in front of the undercarriage. At

The latest incident and accident reports. The complete list can be seen at www.glidingaustralia.org/GFA-Ops/accidents-incidents.html

20/11/2014 NSWGA AIRCRAFT CONTROL ASW 20B

During an outlanding and while on final approach, the pilot mistook the undercarriage lever for the airbrake handle. The aircraft landed well into the paddock with the wheel retracted. The pilot ground-looped the aircraft 90° to avoid trees and the boundary fence, causing significant damage but no injury. The commercial pilot has limited gliding experience and did not identify the controls during the base leg.

19/11/2014 NSWGA AIRCRAFT CONTROL PIK 20B

During a cross-country flight the glider pilot experienced deteriorating conditions and landed at a regional airport several miles from the gliding club site. The pilot arranged for an aerotow retrieve and the tow plane was duly dispatched. The tow plane arrived with a short rope used for paddock retrieves and the glider pilot elected to take off unassisted, that is, wing down. The glider pilot found the initial acceleration to be slow and it took a while for the wings to come level. The glider then conducted a series of oscillations in pitch down the runway before becoming airborne. During the return flight the glider pilot continued to have difficulty staying in station and maintaining tension in the tow rope. The tow pilot had an uncomfortable time due to the glider's constant excursions during the tow. The glider pilot elected to release from tow at a higher height than required for the glide home to recover from the stresses of the tow and a normal landing ensued.

Investigation determined that the short aerotow rope coupled with the glider's CG release may have amplified pilot control inputs. The glider pilot had limited recent experience after taking a break from flying and the tow pilot was inexperienced on type. The pitch sensitivity of the towing combination, the lack of familiarity, and lack of recency allowed the combination to get into a oscillation in pitch and speed which was very difficult to stop.

18/11/2014 SAGA TERRAIN COLLISIONS LS 4

The pilot was distracted by instrument problems and, while trouble-shooting, the aircraft continued to descend towards the ground. The pilot eventually recognised he was low and made a late decision to outland at too low a height to conduct a circuit. The pilot landed well into the paddock and,

despite initiating a ground loop to avoid the boundary fence, the port wing collided with the fence causing damage to the leading edge. This incident highlights the dangers of not looking out and maintaining situational awareness. In this case a safer course of action would have been to land back on the airfield and remedy the issue on the ground.

15/11/2014 WAGA TERRAIN COLLISIONS NIMBUS 2

During a marginal final glide the aircraft flew through sink and undershot the runway, landing through crop resulting in minor damage. Potential causal factors include high workload and optimism bias. Cross-country pilots must remain aware of the risks of undershooting and should not push on with marginal final glides into unlandable areas. Always stay within reach of suitable landing places.

15/11/2014 QSA AIRCRAFT CONTROL ASK 21

During an Air Experience Flight the student stored a camera in a well that formed in the boot of the control column, thereby restricting forward elevator travel. Fortunately, the flight was completed without incident and the pilot did not report any control difficulty. This incident serves as a reminder to ensure passengers and students are fully briefed on where objects such as phones and cameras should be placed to avoid interfering with the controls or becoming loose objects in turbulence. Airworthiness Inspectors should also ensure control column boots are properly fitted to ensure objects cannot interfere with control movements.

13/11/2014 NSWGA FLIGHT PREPARATION/NAVIGATION PIPER PA-25-235/A2

During launch and at about 200'AGL the tow pilot noticed the right hand engine cowl was unlatched and raised about 10 cm. The tow pilot reduced power slightly and used the radio to advise traffic of the problem and that he would be returning to land on the cross runway. The tow pilot continued to climb to allow the glider pilot sufficient height to return to the aerodrome and the glider pilot released at 400ft AGL. A safe landing was completed by both the tow plane and glider. The tow pilot reported that at the start of the day's operations he had difficulty starting the engine due to a sticking throttle and a jammed mixture control.

The tow pilot exited the aircraft and with assistance managed to remedy the problems. Another pre-flight inspection was undertaken, including a visual check of the cowling, but the pilot did not notice the right-hand cowl was unlocked. The tow pilot advised that while he was under pressure to

get to the launch point, he was aware of the risks of rushing his checks, which is why he did a further 'walk around' inspection.

13/11/2014 NSWGA FLIGHT PREPARATION/NAVIGATION JS1 B

Experienced pilot launched with the tail dolly still attached to the glider. The pilot was distracted by a news camera crew photographing launching gliders and omitted to complete the pre-boarding checks. It appears the launch crew were similarly distracted. During the launch the Duty pilot noticed the problem and advised the pilot by radio. The glider pilot instructed the tow pilot to complete a circuit and position the glider on final approach. A safe landing was completed. This incident highlights the importance of pilots performing their checks without interruption or distraction. Launch point discipline and hygiene is vital. Distractions must be avoided and onlookers kept out of the way.

9/11/2014 NSWGA AIRCRAFT CONTROL LS 1-F

This experienced pilot advised that he failed to retract the undercarriage during his post-release check, and then retracted it during the pre-landing check. A visual inspection to confirm the undercarriage was in the down position was not made. OSB 01/14 'Circuit & Landing Advice' confirms that the pre-landing checklist is a 'check' and not an 'action' list. The undercarriage check should verify the undercarriage lever is matched to the lowered position on the placard.

8/11/2014 SAGA TERRAIN COLLISIONS GROB G 109

The motor glider was flying the final approach with the engine idling as it was intended to do a 'touch and go'. The instructor took over during a mishandled approach and flare but was too late to prevent the aircraft landing heavily. The propeller struck the ground causing substantial damage.

7/11/2014 QSA AIRCRAFT CONTROL DISCUS 2B

Pilot returned from a 4 hour cross-country flight and commenced a long final approach with an 8 to 10 knot crosswind component.

Following a stabilised approach and during the round out and flare, the aircraft flew through some moderate turbulence and ballooned. The glider then experienced a high rate of sink and impacted the ground heavily with the airbrakes still deployed. The aircraft was substantially damaged. Causal factors include fatigue, high workload, and inappropriate response to pitch during the flare and hold off.

4/11/2014 QSA RUNWAY EVENTS DISCUS 2B

The pilot intended to fly a 500km FAI task and had loaded 100 kilograms of water ballast. The aircraft was aerotowed to a height of 2,800ft AGL, when the pilot released in a thermal. The pilot made the decision to immediately fly through the start line with the intention of getting a climb on track. However, no further thermals were found and the decision was made to return to the airfield. The pilot did not dump the water ballast and experienced difficulty lowering the undercarriage. The pilot flew a high speed and cramped circuit, and during the turn from downwind onto final (there was no base leg) the wing dropped and the nose pitched down indicating a stalled condition. The pilot recovered to straight and level flight and flew the final approach at 80 knots with the intention of landing long. The aircraft touched down at high speed and the pilot deliberately ground-looped the aircraft to avoid parked gliders and the boundary fence. The aircraft suffered minor damage. Casual factors include stress and high workload leading to impaired decision-making.

2/11/2014 VSA RUNWAY EVENTS DG-400

Upon returning to the airfield after a 3 hour local soaring flight, the pilot noticed the runway was being used by several paragliders undertaking ground handling training. The pilot flew two circles directly overhead to alert the paragliders of his presence and then made a radio call advising joining downwind for RWY 18. While on the downwind leg the pilot noticed a white car enter the airfield that belonged to the Airfield Reporting Officer (ARO). The ARO organised for the runway to be vacated and the glider completed a normal landing. Investigation revealed the ARO had heard the glider pilot's circuit calls and drove down to the paragliding operation to have them clear the runway. It transpired the paragliding operation was not monitoring the CTAF as the Operator had left his VHF radio at home. The HGFA and airport operator were advised.

2/11/2014 VSA RUNWAY EVENTS EUROFOX 2K

GFA Field Investigation: During the final approach the pilot established himself on an aiming point displaced about 500 metres from the runway threshold in order to safely overfly gliders lined-up and awaiting launch. There were a number of gliders taxiing along the western edge of the runway during the landing, so the aircraft was aligned to the left of the runway centreline. The runway's length of 1,400m and width of 120m

provided sufficient margin for a safe landing. Witnesses observed the aircraft on a stabilised approach, crabbing slightly into wind to maintain runway heading. The aircraft was observed to touch down normally on both main wheels and bounce, at which time it was subjected to a wind gust from the right of around 20 knots. The wind lifted the starboard wing and the starboard wheel left the ground. The pilot applied right-hand aileron and rudder control but was unable to maintain the runway heading and the aircraft started to veer to the left towards the airfield boundary fence some 25 to 30 metres away. The pilot made a decision to conduct a go-around and opened the throttle fully. The aircraft continued to veer to the left and just as the aircraft became airborne the wheels struck the wire and picket fence. As the aircraft broke through the fence it was slowed and pulled towards the ground while rotating to the left. The left wheel broke off at impact, the right wingtip was damaged by contact with the ground, the composite propeller struck the ground and shattered, and the aircraft came to rest on its nose facing the opposite direction to landing. The pilot switched off the fuel and electrics and disembarked the aircraft without injury. A possible contributing factor is torque effect. The propeller spins clockwise from the cockpit, so the effect of opening the throttle and commanding more power was for the forces to act towards the left, thereby exacerbating the aircraft's turning to the left. Asymmetric blade effects may have also contributed.

1/11/2014 QSA RUNWAY EVENTS DISCUS A

The pilot was experienced but had flown little in the past 12 months. While legally current, the pilot was out of practice. During a landing in turbulent conditions, a strong wind gust from the right lifted the starboard wing resulting in the port wing dropping into grass. The glider ground-looped to the left, turning through 135° before coming to rest. The pilot was unhurt and the aircraft suffered minor damage. The pilot noted that while the take-off area had been mown, other areas of airfield had long grass about knee high. The Club's CFI noted that the airfield operator had not mown the grass due to fire restrictions but that large areas of the airfield were mowed and the bitumen runway was in serviceable condition. Causal factors include low recency, lack of situational awareness, unfavourable meteorological conditions and long grass adjacent to the selected landing area. This incident highlights the difference between currency and proficiency. Currency simply refers to being up to date or occurring within

a recent period of time. Proficiency, by definition, means performing a given task to a required standard with a high degree of skill. Therefore, being current in a particular task does not necessarily imply proficiency at that task. This accident also highlights the hazards of operating on airfields that have not been adequately maintained.

17/10/2014 QSA TERRAIN COLLISIONS ASW 20

GFA Field Investigation: At about 1604 Eastern Standard Time on 17 October 2014, while on the final leg of a 416Km cross-country racing task, the aircraft experienced a high rate of descent necessitating the pilot to abandon the flight and conduct an outlanding. As the pilot approached the selected landing paddock it became obvious that the surface was unsuitable for landing. During low level manoeuvres to land in another paddock further ahead, the aircraft flew into power lines and cartwheeled to the ground. The pilot suffered minor abrasions and the aircraft was substantially damaged. The broken power line ignited a small grass fire that was extinguished by emergency services. The accident flight was on the final day of the 34th Australian Club and Sports Class National Gliding Championships. The final day's task was an Assigned Area Task with a 3.5 hour task time, comprising three cylinders; two of 30km radius and one of 20km radius. Task length varied between 296Km and 545km, subject to where the pilot flew within the assigned areas. Weather conditions were fine and a peak temperature of 29.5°C was recorded at the Goondiwindi Airport during the mid-afternoon. The pilot launched at 11.09 and went through the start line at 12.20. The pilot flew 126km down the first leg at 101kph to a position south of Mungindi, turning northwards at 13:43 at 4,200ft AMSL. The pilot was working a height band of between 4,400ft and 8,000ft, with a low point of 3,600ft. The pilot experienced similar conditions along the second leg and worked the same height bands. At 14.41 the pilot turned the second turnpoint at 4,100ft well inside the assigned area, and headed east towards the final turnpoint. During the second leg he had covered 126km at a speed of nearly 130kph. Conditions on the third leg were not as good as earlier and the pilot found himself working to below 3,000ft on at least three occasions. The climbs were not strong and the speed for this leg was down to 90kph after a further 110km, which prompted the pilot to turn for home as soon as he entered the assigned area, with a further 40kms back to the airport. During the final run home the pilot did not find any significant climbs but believed he had sufficient height to successfully glide home. However, when

about 15kms from the finish line (18kms from the airport) the aircraft was down to 2,500ft AGL.

The aircraft continued to fly through descending air and approximately 6kms from the finish line the aircraft was at 800ft AGL, at which time the pilot flew through some reduced sink. The pilot slowed the aircraft down and gained about 200ft as a result but after one and a half turns elected to continue the flight towards a paddock about 3-4 kms in the distance. The pilot arrived at his intended landing paddock at about 400ft AGL but realised the paddock was unsuitable. The pilot spotted an alternative small paddock some 2km further that he thought he would be able to reach but the glider continued to fly through descending air. The pilot flew the aircraft to very low level and initiated a pull-up over trees in order to land off a straight-in approach in the alternative paddock. After clearing the trees and while positioning for a landing, the glider's starboard wing struck a power line that the pilot had not sighted and the glider cartwheeled into the paddock tail first.

Fatigue and stress were evaluated as potential factors but analysis was inconclusive. While the pilot had been airborne that day for just over five hours, he did not believe he was fatigued. Notwithstanding, both cross-country soaring and competition flying are stressors, where high workload and the pressure to win can lead to impaired decision making and reduced situational awareness. The pilot may have been susceptible to fixation and cognitive tunnelling in these circumstances.

A common reason for outlanding accidents is the pilot not accepting soon enough that an outlanding is likely, and not prioritising the available height to allow them to fly to a good safe area. Pressing on with the flight in the hope that that all will be well is fraught with danger. Unlike landing at the home airfield where the runway layout, ground features and hazards are usually well known, when landing in a strange paddock the pilot is faced with the unknown. Such a situation demands the pilot take additional precautions to ensure a proper survey is undertaken of the landing area so as to identify all hazards and ensure a safe landing can be accomplished. In power flying this is called a 'precautionary search' and is commenced from no lower than 500ft AGL, although in gliding one must obviously start a lot higher. Guidance on conducting precautionary searches for outlanding can be found on page 78 of the GFA Basic Gliding Knowledge book.

When flying cross-country it is important that pilots plan and think ahead so that they are always in a position to make a safe

landing. At low levels a pilot's priority will change from searching for lift to finding a suitable area in which to land. This requires good flight management and discipline because flying at low level is unsafe: • there are more obstacles to avoid, many of which are hard to see until it is too late, such as power lines and birds; • pilots have a higher workload because there are more hazards to negotiate in the environment; • there may be turbulence and wind shear that pilots do not encounter at higher levels; and • there is very little time to recover control of the aircraft if something goes wrong, for example, considering a low level spin.

For competition pilots the race to the finish is a high workload and dynamic situation. In such circumstances, being near the ground at a height where it is not possible to assess and check an available landing paddock is a high risk situation that must be avoided. Human factors including decision biases, goal fixation and cognitive tunnelling in competition may lead to pilots eroding safety margins more than in normal non-competition flying. Being aware of the dangers of continuing into marginal circumstances, setting boundaries, having a sound knowledge of rules and procedures, disciplined adherence to minima and performance requirements, prioritisation of options, and planning to deal with potential situations will act as defences against unsafe conditions.

17/10/2014 QSA TERRAIN COLLISIONS BLANIK L13

While flying between cloud streets, the aircraft flew through heavy sink and the pilot in command elected to return the 8NM to the airfield. The aircraft continued to lose height and the command pilot made a late decision to outland in a paddock about half a mile to the east. Losing height rapidly, the command pilot realised the glider would not reach the selected paddock and an alternative site was chosen. The alternate site was a levelled gravel pit with a 15ft high earth embankment along its eastern edge. The command pilot decided to land from the east due to trees on the western approach but flew too wide a circuit for the conditions. During final approach the glider began to undershoot and it became apparent that the aircraft would not clear the 15ft embankment. The command pilot stalled the glider into the embankment causing significant damage to the glider and minor injury to the two occupants. The command pilot's CFI noted the alternative landing area was unsuitable but suitable landing areas were within reach. Poor situational awareness and stress resulted in impaired decision making processes. When landing in a strange paddock the pilot must ensure a proper survey is undertaken of the landing

area so as to identify all hazards and ensure a safe landing can be accomplished. Guidance on conducting precautionary searches for outlanding can be found on page 78 of the GFA Basic Gliding Knowledge book. When flying cross-country it is important that pilots plan and think ahead so that they are always in a position to make a safe landing. At lower levels a pilot's priority will change from searching for lift to finding a suitable area in which to land. This requires good flight management and discipline.

6/10/2014 NSWGA POWERPLANT/PROPULSION H-36 DIMONA

During the latter part of the take-off run and then into early climb of this training flight the pilot in command noticed that normal power was not being developed and that the climb rate, although positive, was compromised. The command pilot took control and, after assessing options, made a left-hand turn to remain within the airfield boundary and over landable terrain. The command pilot continued the turn onto an oblique crosswind and late downwind join, and completed an uneventful landing. After landing the command pilot identified the propeller had been in cruise pitch instead of fine pitch required for take-off. Causal factors include inadequate confirmation of appropriate prop pitch setting during pre landing checks; failure to carry out static run up check during pre take-off checks due to expediency; and acceptance of rough centre section of runway for take-off run that led to handling issues (PIO) distracted from engine monitoring. The command pilot noted that recent club exercises on simulated engine failure after take-off proved invaluable in this situation.

4/10/2014 SAGA AIRCRAFT CONTROL ASW 27-18

At about 1400 ACST, during the test flight following completion of the annual inspection, the glider was subjected to gust loads during a high-speed run that resulted in delamination of the port wing leading edge. The pilot advised that during a run near Vne (137 knots), the glider flew through turbulent air. The Glider's Type Certificate notes that the maximum rough airspeed (Vra) is 116 knots. Investigation revealed a latent manufacturing defect may also have contributed. Pilots undertaking test flights after maintenance must ensure the aircraft is flown within the manufacturer's specifications, and that Vra should not be exceeded unless in smooth air.

3/10/2014 NSWGA AIRCRAFT SEPARATION ASH 25 M

GFA Field Investigation: On 3 October 2014 a Twin Comanche aircraft being flown by a

pilot under the supervision of an instructor and accompanied by a passenger was conducting instrument approaches into Gunnedah aerodrome, including a missed approach exercise. The hood was not being used. At about 15:15 and after a missed approach, they climbed to 2,000ft and turned right, which took them to the location of the circling glider at about 4,000ft. The Twin Comanche pilot, who was monitoring the Gunnedah CTAF 127.4 MHz, stated his aircraft came within 20m of a sailplane. The Twin Comanche crew had not observed the glider circling until the near miss occurred. The Twin Comanche pilot was unable to contact the sailplane on the Gunnedah CTAF but did so on the Lake Keepit CTAF of 122.7 MHz. The ASH-25 powered sailplane involved in this incident was conducting a 160NM cross-country gliding flight (engine off) from Lake Keepit NSW to Narrabri NSW to Mullaly NSW and then returning to Lake Keepit. The flight log of the sailplane shows that at 15.00 it was at 4,000ft AMSL about 5NM South West of Gunnedah Airfield, NSW. At 15.15 it had descended to 3,600ft approximately 3NM from Gunnedah aerodrome, where it commenced to thermal in order to gain height for the return trip to Lake Keepit, approximately 20NM away. By 15.21 the sailplane had climbed to 6,700ft in the same location. From this altitude the glider tracked direct to Lake Keepit. The glider pilots said that the first time they observed the Twin Comanche was when it was on approach to Gunnedah aerodrome while they were at 6,000ft. The sailplane pilot was on the Lake Keepit CTAF 122.7 MHz and listening out on the area frequency of 127.1 MHz. The sailplane pilot believed that, given his heights, he was not likely to be in conflict with Gunnedah aerodrome operations and therefore was not monitoring the Gunnedah CTAF. When operating outside controlled airspace, it is the pilot's responsibility to maintain separation with other aircraft. For this, it is important that pilots utilise both alerted and unalerted see-and-avoid principles. Pilots should never assume that an absence of traffic broadcasts means an absence of traffic. Unalerted see-and-avoid relies entirely on the ability of the pilot to sight other aircraft. A traffic search in the absence of traffic information is less likely to be successful than a search where traffic information has been provided because knowing where to look greatly increases the chance of sighting the traffic. This incident highlights the importance of broadcasting radio calls to alert pilots and assist in see-and-avoid practices. It also serves as a reminder to keep a good lookout for other aircraft, particularly around non-controlled aerodromes.

GFA CLUB LIST

Please send any corrections, updates, additions for inclusion in the club list to
sean@glidingaustralia.org

716 FLIGHT GLIDING CLUB

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

2 WING AACF

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

www.2wg.aacf.org.au

ADELAIDE SOARING CLUB

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

ADELAIDE UNIVERSITY GLIDING CLUB

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

AIR CADET GLIDING CLUB

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

ALICE SPRINGS GLIDING CLUB

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

BALAKLAVA GLIDING CLUB

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

BALLARAT GLIDING CLUB

15 members operating from the Ballarat airfield. Airport Road Ballarat. 47.5 E Tel 5339 2444. Aerotow operations most

weekends or by arrangement. Single club two seater. Access to hangarage and airport facilities for Bar, showers and rooms.

BAROSSA VALLEY GLIDING CLUB

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

BATHURST SOARING CLUB

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

BEAUFORT GLIDING CLUB

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

BENDIGO GLIDING CLUB

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

BEVERLEY SOARING SOCIETY

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

BOONAH GLIDING CLUB

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

BORDERTOWN-KEITH GLIDING CLUB

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

BUNDABERG GLIDING INC

15 members operating from the Bundaberg airfield. Airport Road Bundaberg. 47.5 E Tel 5339 2444. Aerotow operations most

Elliott Gliding field, Childers Hwy, Bundaberg, Tel 0417 071 157, Winch operations weekends and public Holidays. Club Fleet includes 1 single seat and 1 two seat glider, Private fleet 1 x 2 seat glider. Club Facilities: Clubhouse, Area available for camping & caravans, 2 hangars. Grass and sand runways. www.gliding.inbundy.com.au

BYRON GLIDING CLUB INC.

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

CABOOLTURE GLIDING CLUB

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

CANBERRA GLIDING CLUB

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

CENTRAL COAST SOARING CLUB

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

CENTRAL QUEENSLAND GLIDING CLUB

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

CORANGAMITE SOARING CLUB

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

CUDGEGONG SOARING P/L

Gulgong - (199 Stubbo Road, North from Gulgong. Leave on Medley St, road becomes "Barney Reef Road" after level crossing. At 7km, turn right onto Stubbo

Rd. Airfield 2km on left). Tel 0418 286 033. Winch operations weekends and by arrangement. All aircraft are privately owned. The club owns the airfield, has a clubhouse, caravan Park, camp sites, workshop and hangars.

DARLING DOWNS SOARING CLUB

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

GEELONG GLIDING CLUB

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

GLIDING CLUB OF VICTORIA

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

GLIDING CLUB OF WESTERN AUSTRALIA

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

GLIDING TASMANIA (The Soaring Club of Tasmania)

is situated half way between Launceston and Hobart on the Midland highway (4km east of Woodbury). 28 members. Operations every Sunday and Saturdays by arrangement. Club owns

ASK13, Club Libelle, Pawnee Tug. MotorFalke also available for dual flying. Private fleet includes Nimbus and Grob 103M. Ph. 0419992264 www.soaringtasmania.org.au

GOULBURN VALLEY SOARING

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

GRAFTON GLIDING CLUB

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

GRAMPIONS SOARING CLUB

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

0490 487 708 weekends or 03 5342 9946 weekdays. www.grampianssoaringclub.com

GYMPIE GLIDING CLUB

Located at Kybong 10 km south of Gympie, 26 degrees S, 152 degrees 42 E. on the Bruce Highway. Telephone

54851895/5447647. Winch operations . Operates Wednesdays and Saturdays and other days by arrangement.Facilities include Club House and Hangars . Gympie Airfield is a CTAF and hosts other power aviation and commercial operations.The Club has 2 Club two seaters, 2 single seaters and 10 private single. www.ggc.gympiegliding.org.au

HORSHAM FLYING CLUB

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

HUNTER VALLEY GLIDING CLUB

Warkworth - (10km W of Singleton. S along Putty Rd to Mt Thorley intersection, then W towards Denman. 1st turn right after crossing the river at Warkworth), Tel 02 6574 4556. Aerotow operations

weekends, Public Holidays and one friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. www.hvgc.com.au

KINGAROY SOARING CLUB

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

LAKE KEEPIT SOARING CLUB

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

days a year. Aerotow every day, winch every second Saturday. 9 Club Gliders including 4 two seaters, 40 private gliders. Facilities include Flight Centre; Clubhouse; kitchen/BBQ; double, single, twinshare accommodation; camp sites; workshop; hangarage. .

LATROBE VALLEY GLIDING CLUB

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

LEETON AVIATORS CLUB

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

MELBOURNE GLIDING CLUB (VMFG)

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

MEL

MURRAY BRIDGE GLIDING CLUB
Pallamana (7km from Murray Bridge on Palmer Rd). Tel 0403 318 277 www.murraybridgegc.com

murraybridgegc.com Operations are self launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage. www.murraybridgegc.com

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

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

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

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

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

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

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

RENMARK GC - RIVERLAND SPORT AVIATION
Renmark airfield, Turn off 6km on Renmark to Berri Rd, Tel 0417 890 215. Operations weekends, public Holidays and by arrangement. Two club aircraft, 1 private, Bar, canteen, Club house, bunkhouse, workshop, hangar sites. www.sportaviation.riverland.net.au. Aerotow operations.

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

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

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

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

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

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

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

SUNRAYSLIA GLIDING CLUB
Winch launching Weekends and public Holidays, 3 km's West of Kooringal, Mildura. Tel 03 5025 7335. 22 members, 2 two seat and 2 single seat aircraft; 5 other private aircraft. Canteen Clubhouse, camp sites. www.sunraysiaglidingclub.org.au

SYDNEY GLIDING INC.
Operations from Camden Airport. Tel 0412 145 144. Self launch operations weekends and midweek by prior arrangement. Club has 2 self launching 2 seaters. www.sydneygliding.com.au

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

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

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

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

WAIKERIE GLIDING CLUB
Operations weekends and by arrangement, 7 day operations December and January. Waikerie airfield 3 km's east of town. Tel 08 8541 2644. Aerotow operations. 4 club aircraft including 1 x two seater, 17 private gliders. Trailer park. 29 members. www.waikeriegildingclub.com.au

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

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www.glidingaustralia.org

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major repairs and is in very good condition for its age. The undercarriage has been fixed and cowed but can be reinstated to "retracting". The front panel includes a B500 vario with GSD, Mechanical vario, ASI, Altimeter, Microair radio and Thermometer. The rear panel includes a repeater for the B500, a mechanical vario, ASI and altimeter. The minimum solo pilot weight is 55kg with the 6 trim ballast blocks and the maximum fuselage load is 228kg (in addition to the two SLA batteries). The enclosed trailer works well with the usual "Astir style" roll-out support frame. The price is \$25,000. Please call Greg Beecroft on 0437 377 744 for further information.

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Discus bM self launcher delivered new in 1995 is for sale. It is in pristine condition; 880 airframe hours, 48





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Alpin DM2 two seat motor glider, 50hp Rotax 503, short T/O and good climb. All paper work up to date, sold



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for Soaring in Wave, Thermals and the Morning Glory or for Training and Touring. Undercarriage fairings available, New Canopy, Transponder

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Glider Tug and Training Aircraft

EuroFox

Certified to tow up to a 750Kg glider



Folding Wings
3 Blade Propeller
Rotax 912 ULS Engine
Tricycle or Tail Dragger
Stall 36Kts Cruise up to 110Kts
Oversize tyre options available
Stunning performance for Glider Towing
and a docile, safe Trainer
Exceptional Short Take-off and Landing
Chrome Moly Fuselage Frame (all sealed)

Glider Tow variants operating in Australia since 2008
and recently in New Zealand
Two new Glider Tow variants on the way
(one sold, one available)

Horsham Aviation Services

ABN 65 007 339 451

Australian agents for EuroFox aircraft and Dynon Avionics

www.horshamaviation.com.au

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