

# GLIDING

## AUSTRALIA

Issue 23 April - May 2015

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# GLIDING AUSTRALIA

No. 23 April - May 2015

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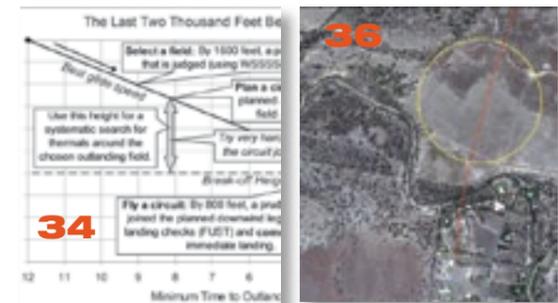
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## INSIDE THIS ISSUE



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## FROM THE PRESIDENT

### DEAR MEMBERS

Freedom, flexibility and successful gliding in Australia. This is what I hear most gliding people yearning for. It's what self-administration of our own gliding best interests and future must be all about, and the crux of our mission wherever we sit in this Nation's soaring system.

In the last edition of Australian Gliding, I described how the concept of self-administration extends right down to rest on each and everyone's shoulders in ensuring every single gliding flight, year-in year-out, finishes with a safe return.

To be relevant to gliding in Australia, we must understand that this doesn't just mean looking, seeing and understanding where the forces of gravity are taking us. Rather, it's all about determining what our future should be and then making it happen.

It's both useful and important to look back to where Australian gliding was in the early 1980s, compare it with today, and then try to imagine where it could be, not in another 25 years but, say, by 2025. If we are honest and realistic, we know it will be VERY different. More importantly though, if we are worth our salt, it should also be fantastic, exciting and something we are well satisfied with!

The last 15 years has caused epic adjustments and a world of change in Australian Aviation. Regrettably, it caught us on the back foot, making us reactive. Happily, I can report that we are now in good regulatory standing, we are proactively determining next steps and by year-end, our systems will be current.

But GFA is NOT where the gliding rubber hits the road in this country.

Where gliding business matters most, and where our focus should be, is in our sixty of more clubs spread all around the country. And, while each glider pilot and club member holds the success of their club in their hands with each launch they take, if their club is strong and healthy and doing what it should, it is more likely that pilots too will succeed and enjoy safe returns. This applies to big and small clubs alike and where GFA will focus in coming years.

While we will always need to keep in front of regulatory pressure points, now it will be mostly about how we better support our clubs, our pilots and our aircraft owners and operators. Watch out for important membership services news soon.

The good news is that when I visit clubs around the country, talk to club presidents and listen to people involved where it's actually happening, it is



encouraging and exciting to hear the many success stories.

I am optimistic and confident in our future and the way our club-based gliding system is surely the cornerstone and foundation of our Australian gliding future. If we understand this and value it accordingly, we are well on the way in securing the flexibility, the freedom and all the success we could ever hope for.

Now is the time to tell me your thoughts about what you believe our future involves by emailing me on [president@glidingaustralia.org](mailto:president@glidingaustralia.org).

John A Summers  
**PRESIDENT**

## 7TH FAI SAILPLANE GRAND PRIX SERIES

At the annual meeting of the International Gliding Commission in Lausanne the venues for the 7th series of the FAI Sailplane Grand Prix were announced. The 7th series will start in Chile in January 2016 with nine qualifying events and culminate with the world final in South Africa in

October 2016.

A qualifying SGP event will take place in the USA for the first time. This will be held at Ionia in Michigan, and we look forward to welcoming the US pilots into the competition series.

There are many new developments in the SGP organisation which we hope

will engage a wider audience in these exciting competitions.

News of the events, the pilots and the options to keep follow the racing will be regularly issued via the Sailplane Grand Prix event portal.

[www.sgp.aero](http://www.sgp.aero)

| Country | Dates                 | Venue        | Class  |
|---------|-----------------------|--------------|--------|
| Chile   | 23 to 30 January 2016 | Viticura     | 15m    |
| Spain   | 17 to 24 April 2016   | Cerdanya     | 15m    |
| Russia  | 01 to 08 May 2016     | Usman        | Mono   |
| Italy   | 14 to 21 May 2016     | Varese       | 18m    |
| France  | 04 to 11 June 2016    | Rennes       | 15m    |
| Austria | 18 to 25 June 2016    | Niederöblarn | 15/18? |
| UK      | 02 to 09 July 2016    | Bicester     | 18m    |
| USA     | 24 to 31 July 2016    | Ionia        | 15m    |
| Germany | 13 to 20 August 2016  | Musbach      | 18m    |

## JUNIOR WORLD GLIDING CHAMPIONSHIPS NARROMINE



The 2014 Joeyglide Australian National Junior Championship and practice event for the 2015 Junior World Championship was completed very successfully in December 2014 – great practice for the pilots and a good test for the organisation. The outcome was very successful on all counts with six competition days from a total of eight available, task distances of 300-600km for standard and 240-500km for club class.

### WEB PAGE

The competition web site is now operational. [www.jwgc2015.com](http://www.jwgc2015.com)

Follow the '9th FAI Junior World Gliding Championships' on Facebook, or @JWGC15 on Twitter.

### COMPETITION CLASSES

There will be two classes in the world championships

- Club Class
- Standard Class

Three entries from each country are allowed for each class, plus current junior world champions who still meet the age requirements. We expect somewhere between 40 and 60 pilots to travel to

Australia to compete, and so are budgeting on a total of 50 entries.

### TIME SCHEDULE

Entry and entry fees due: 30 August 2015

Official training: 27 to 29 November 2015

Opening ceremony: 30 November evening

Contest flying: 1 December to 12 December

Farewell party: 12 December evening  
Closing ceremony and prize-giving: 13 December at 11:00

### YOU ARE INVITED

You are welcome to visit the competition and enjoy the experience. If you want a closer view, we are keen to hear from people who are interested in helping as a volunteer for the organisation. A number of teams are looking for Australians to act as crew. We are also very keen to hear from you if you have a Club class or Standard class glider for hire, or a car.

So if you have a glider, or a car, or can crew for an international team, or can help with the organisation, please let us

know by sending a note to [jwgc@glidingaustralia.org](mailto:jwgc@glidingaustralia.org)

### CONTEST OFFICIALS

We will have approximately 70 volunteers helping with the championships. The following key roles have been identified but we are looking for others.

#### Championship Director:

**Adam Webb**

#### Deputy Championship Director:

**Terry Cubley**

**Safety Officer: Lisa Turner**

**Task Setter: Beryl Hartley and Paul Matthews**

**Launch Manager: Greg Schmidt**

**Weather: Jenny Thompson**

**Scorer: Tim Bates**

**Chief Steward:**

**Brian Spreckley (UK)**

**Jury President:**

**Max Stevens (New Zealand)**

### QUESTIONS:

If you have any questions about the event or how you can help, then please contact us at [jwgc@glidingaustralia.org](mailto:jwgc@glidingaustralia.org)

## UNUSUAL ATTITUDES AT ADELAIDE

At the Royal Aeronautical Society (RAeS) International Flight Crew Training Conference in 2013, a key point agreed on was that in the past 15 years, manual flying skills of airline pilots had declined.

Increased cockpit automation, rigid standard operating procedures, more use of flight simulators and a reduced pool of military pilots has eroded basic flying skills in the new generation of pilots. This could lead to hazardous in-flight situations in certain circumstances. Loss of control incidents or 'non-normal' - for example, high angle-of-attack or bank situations have become a major safety concern.

Last year, Adelaide Soaring Club decided to offer spin training to power pilots who otherwise may have few chances to practice spin recoveries. The goal of this clinic is to teach the pilot how to feel more comfortable with stall entries and recoveries, to demonstrate proper control input technique for stall/spin recovery, to help pilots identify the signs



of a stall/spin, and to know how to identify and avoid the chain of events that lead up to the classic stall/spin.

### FIRST UAS COURSE

The first Unusual Attitudes and Spin Training (UAS course) for power pilots was held in early February. Six LSA and micro-light club members signed up and flew on the day. Pilots were given course material to read prior to the day, and

extensive ground briefing before an initial flight with unusual attitudes and incipient spins. After a break for lunch and a second briefing, there was another flight with a full spin and recovery.

The pilots flew most of each flight and several did the second spin recovery themselves. This course was a trial run in what is hoped to be a regular training opportunity for power pilots. The next two courses are already fully booked.

# EXECUTIVE OFFICER

The GFA Board and Executive have had a very busy couple of months. The following gives a bit of an overview. You can also see minutes of Executive and Board meetings under Doc/Forms on the GFA web page. Look under Administration for Minutes.

## POSITION VACANT - DCAD

The GFA airworthiness department comprises the Chair of Airworthiness Department (CAD), the Deputy CAD (DCAD), RTO Airworthiness in each region, plus a number of specialist roles. This volunteer group is supported by a small number of paid staff, CTO and administration staff.

We have a vacancy for a Deputy Chair of Airworthiness Department (DCAD) and are seeking an experienced Airworthiness Inspector to take on this important volunteer role to help steer our airworthiness function.

## TASKS AND RESPONSIBILITIES

Under direction and supervision from the CAD, the DCAD is responsible for:

- Assisting the CAD with the running of the GFA Airworthiness department.
- Assist where possible the RTOAs as needed.
- Assist the CTO in projects as directed by the CAD.
- Assist the CAD with the generation of new airworthiness policies and organisational objectives.
- Understudy the CAD.

## POSITION REQUIREMENTS

- The objective is to assist the CAD and be involved in a succession plan to become CAD.
- Detailed knowledge of the GFA Airworthiness System per GFA MOSP 3.
- Strong verbal and written communication skills.
- Experience in communications and ability to communicate effectively in a complex technical environment.
- A minimum of 5 years of experience as a GFA Annual Inspector with a broad range of experience with sailplane airframes and systems.
- Experience in managing or supporting GFA club or AMO airworthiness systems.
- Tertiary qualifications in an engineering discipline or other significant relevant airworthiness experience.
- Capacity to provide effective leadership and technical direction for airworthiness matters at the State and National level.

● Experience and ability to work autonomously with minimal supervision, but also to contribute to team goals and organisational outcomes at a national level.

We need your expertise to help in this important volunteer role. You will need to travel a few times a year to meetings. GFA covers all expenses. Please apply to [cad@glidingaustralia.org](mailto:cad@glidingaustralia.org).

## SUPPORT OUR JUNIOR TEAM AND GET A TAX DEDUCTION?

We have set up an Australian Sports Foundation project for our Junior Team. The aim is to raise enough funds to ensure all members of the team get the best training, coaching and experience available to achieve a podium finish in December at Narromine.

Two members of the team have not participated in a World Championships before and to give them that vital experience we need funds to send them to the Lithuanian Nationals where the 13.5 worlds will take place at the same time. This experience will ensure they are ready in December and not distracted by the scale of the event.

What's in it for you? Well, all donations are tax deductible and you will receive a receipt for your donation. It's great timing, as the financial year is rapidly coming to an end.

Legal Stuff - The Australian Sports Foundation Ltd (ASF) was established by the Australian Government to assist organisations to raise funds for the development of sport in Australia through donations. The ASF's listing in Division 30, section 30.90 of the Income Tax Assessment Act 1997 enables donations of \$2 or more to be tax deductible.

To make a donation go online to: <http://asf.org.au/donate/?projectId=3281>

## FINDING DOCUMENTS AND FORMS ON THE GFA WEB PAGE

The GFA web page has been improved recently in terms of finding documents and forms. Log on the web page [www.glidingaustralia.org](http://www.glidingaustralia.org) and click on Docs/



TERRY CUBLEY  
EXECUTIVE OFFICER  
[eo@glidingaustralia.org](mailto:eo@glidingaustralia.org)

Forms on the top menu. Then click on Documents/Forms at the top of the drop down menu. Wait a few moments and you will see a simple search menu. Feedback so far has been very good – let us know how you find this service.

## REGULATIONS AND ARTICLES - CHANGES AND POTENTIAL CHANGES

The GFA Board Regulations were updated in December 2014 and show the decisions made by the GFA Board that have an ongoing effect on our rules. The actual rules of the organisation are described in the Articles of Association, last updated in 2010. Because many new regulations have been introduced in the past 12 months, there is a need to update the Articles at our next Annual General Meeting, which will be held in Sydney on 29-30 August. We are currently identifying the main changes to be made, which will be announced to members well before the AGM. If any member feels that the GFA should be changing any of its rules, we would welcome your comments and suggestions so that we can ensure that these are fully considered by the Board. Please send your comments and suggestions to [eo@glidingaustralia.org](mailto:eo@glidingaustralia.org).

## NEW MEMBERSHIP CARD

We have updated the GFA membership card so that it provides more information. Members who have their GPC will now receive a card that states 'Glider Pilot Certificate', with a photo and a list of ratings that have been achieved. Ratings include Instructor/AEI ratings, Airworthiness ratings and Sporting ratings.

Members who have not yet achieved their GPC will get a card that simply states 'Membership Card'. These cards will be issued at your membership renewal.

If your records are not up to date then there may be gaps in your list of ratings, so you will need to let the GFA office know the error – they may need you to send evidence of your rating prior to re-issuing the card.

## DESIGN APPROVALS PROCEDURES MANUAL (DAPM)

Mike Burns has concluded a contract under the Airworthiness Development Program to draft and have approved by CASA, a Design Approvals Procedures Manual (DAPM). This is Issue 3 of the DAPM dated December 2014 and is endorsed by CASA for immediate use and has been approved by the GFA Board.

When a non-standard modification, repair or replacement part is introduced to a certified sailplane or powered sailplane, operated under GFA, the Certificate of Airworthiness will be invalidated, but can be re-instated provided that the non-standard modification or repair has been 'Design Approved'.

The DAPM outlines the procedures that enable, under CASA REG21.M, an Authorised Person to provide Design Approval thereby revalidating the sailplane's or powered sailplane's original Certificate of Airworthiness. See the DAPM on the GFA web page under Docs/Forms to see what is involved. However, this is a guide to the Engineers more than to you the member.

An Applicant, seeking Design Approval for a project, will start by completing GFA Form AIRW\_F009 and submitting it to the GFA CAD for registration. Maintenance persons may also apply for repair approvals to enable major repairs. The application should be made after informal investigation of the project proposal with either the CAD, CTO or a 21.M AP to ensure that there is no pre-existing work that could be utilised and that what is proposed is feasible, with no obvious adverse influences on airworthiness or safety. Where possible, consultation with the original sailplane manufacturer is appropriate.

NOTE: It is not expected that the Applicant will have fully detailed engineering data available at the application stage, that will be developed

by the Applicant and the allocated 21.M AP as the design approval is processed.

Work performed by the 21.M AP will typically be paid for by the person requesting the Design Approval

Note that if you proceed with a significant modification, it does invalidate the CoA. Please discuss. We may be able to issue you an Experimental Certificate to enable you to experiment if you wish to take the risk. However, to return it to CoA status is only possible using the Design Approval process if the engineers can approve what you have done - no guarantee.

## SAFETY MANAGEMENT SYSTEM

The GFA Safety Management team has reviewed and updated the documentation required for a comprehensive Club safety plan. We received feedback that the original documentation and requirements were difficult for small clubs with minimal resources and so the latest version sets

the minimum standards, which are achievable by these small clubs but also allow the larger clubs to develop further, to reflect their more complex situation.

The club safety plan comprises:

A letter of commitment to safety from the Club President.

Agreement to comply with the GFA MOSP.

A site specific risk assessment.

An emergency response plan.

The documents and templates are available on [www.glidingaustralia.org](http://www.glidingaustralia.org) under Docs/forms.

All club presidents have been asked to submit their club safety documents or to submit a statement of commitment to complete this work by April 2015. If you are a club President and you have not yet submitted this commitment statement, please see the recent email from the EO for the link to the document.

Club affiliation in future will require the club to have submitted a current Safety Plan, so now is a good time to get this started.

**FORM 2 DUE? SURVEY DUE? MODIFICATIONS TO INSTRUMENT PANEL? REPAIRS REQUIRED?**

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# FAI GLIDING BADGES

TO 27 FEBRUARY 2015



**BERYL HARTLEY**  
FAI CERTIFICATES  
OFFICER  
faicertificates@glidingaustralia.org

## CONGRATULATIONS

As the summer season draws to an end I am busy catching up with all the claims achieved. Congratulations to all those who gained their goals this year. There is a note from the pilot who has been awarded number 12000 Australian Gliding Certificate

Hunter Ridley and it is fitting that this is one of the new juniors who are coming in increasing numbers to the sport. The first certificate I awarded was number 9891.

I am always pleased to see many of these pilots go on to achieve their many FAI badges.



## GLIDING CERTIFICATE NUMBER 12000

I was introduced to gliding through an air experience flight with the AAFC at Lake Keepit. After that I was hooked, I attended many training courses with the 327ft now 301ft Aviation training at Bathurst. Since going solo I have become a member of the Lake Keepit Soaring Club and frequently fly there.

### A. BADGE

|                  |       |              |
|------------------|-------|--------------|
| CABALA MATTHEW N | 12003 | CUNDERDIN GC |
| LITTLE JEFFREY   | 12004 | WARKWORTH GC |
| KEOGH JACKSON T  | 12007 | VMFG         |
| BARTLETT PAUL    | 12009 | GEELONG GC   |
| NEILL PATRICK    | 12012 | NSW ATC 301  |
| FLATLEY THOMAS G | 12013 | QLD ATC      |

### A & B BADGE

|                  |       |           |
|------------------|-------|-----------|
| WHYTCROSS CRAIG  | 12005 | BOONAH GC |
| WILLIAMS HARRY W | 12010 | GCV       |

### B BADGE

|                   |       |                  |
|-------------------|-------|------------------|
| ROBINSON KEELAN P | 11936 | NSW ATC 301      |
| TUCKWELL TRAVIS C | 11976 | HUNTER VALLEY    |
| JACKSON COOPER M  | 11980 | ADELAIDE SC      |
| BENNETT PAUL N    | 11974 | CENTRAL COAST GC |

### B&C BADGE

|                    |       |            |
|--------------------|-------|------------|
| WOUDEBERG ERIC A   | 11987 | GEELONG GC |
| OCKENDEN GREGORY J | 11902 | SXGC       |

### C BADGE

|                    |       |                   |
|--------------------|-------|-------------------|
| VENN MICHAEL C     | 11814 | NARROGIN GC       |
| SMIBERT PETER J    | 11961 | GEELONG GC        |
| GRANT JOHN W       | 11939 | NARROGIN GC       |
| SHURUPOV VLADISLAV | 11200 | SOUTHERN CROSS GC |

### A. B. C. BADGE

|                  |       |                   |
|------------------|-------|-------------------|
| SKINNER MARTIN F | 11932 | GEELONG GC        |
| WALSH LIAM       | 12006 | VMF               |
| FAGAN DAVID      | 12008 | SOUTHERN CROSS GC |
| WHITEHEAD GUY H  | 12011 | BATHURST SC       |
| EVERS TROY       | 12015 | VMFG              |
| RAILZ LOU C      | 12014 | BALAKLAVA GC      |
| PATCHING TIGNE M | 12016 | VMFG              |

### SILVER C

|                  |      |               |
|------------------|------|---------------|
| SARMANY BOB      | 4856 | BATHURST SC   |
| LUCEY MARK G     | 4859 | MT. BEAUTY GC |
| GOLODONIUC PAVEL | 4860 | NARROGIN GC   |

|                   |      |                  |
|-------------------|------|------------------|
| WOUDEBERG ERIC A  | 4861 | GEELONG GC       |
| JAMES LUCAS D J   | 4862 | GEELONG GC       |
| BECKER ROBYN H    | 4863 | NARROGIN GC      |
| DEVELIN MICHAEL F | 4864 | NSW ATC 301      |
| SPEARPOINT JAMES  | 4865 | HUNTER VALLEY GC |
| SPOOR BENJAMIN    | 4866 | BTHURST SC       |
| DAVIES LLEWELYN   | 4867 | LAKE KEEPIT SC   |
| PHILP IAN J       | 4868 | ADELAIDE SC      |
| JOVANOVIC BORIS   | 4869 | CENTRAL COAST GC |

### GOLD C

|                    |      |             |
|--------------------|------|-------------|
| WOUDEBERG ERIC A   | 1710 | GEELONG GC  |
| WROBLEWSKI ANDRZEJ | 1711 | GEELONG GC  |
| RICHARDSON NICOLAS | 1712 | GCV         |
| STEWART RAY W      | 1714 | KINGAROY SC |

### DIAMOND GOAL

|                    |  |                   |
|--------------------|--|-------------------|
| SARMANY BOB        |  | BATHURST SC       |
| SOMERFIELD PETER M |  | KINGAROY SC       |
| WOUDEBERG ERIC A   |  | GEELONG GC        |
| ROSS DAVID A       |  | MT BEAUTY GC      |
| GREAVES BARRY J    |  | SOUTHERN CROSS GC |
| WROBLEWSKI ANDRZEJ |  | GEELONG GC        |
| PHILP IAN J        |  | ADELAIDE SC       |
| HOFMAN DAVID C     |  | BATHURST SC       |
| JACOBSON PAUL L    |  | HUNTER VALLEY GC  |

### DIAMOND DISTANCE

|                    |  |                  |
|--------------------|--|------------------|
| WOUDEBERG ERIC A   |  | GEELONG GC       |
| SMITS ROBERT       |  | ALICE SPRINGS GC |
| WROBLEWSKI ANDRZEJ |  | GEELONG GC       |
| HAMEY STEWART R J  |  | WARWICK GC       |
| PHILP IAN J        |  | ADELAIDE SC      |
| BOURKE STEPHEN G   |  | SOUTHERN CROSS   |

### 750 KM DISTANCE

|                 |     |                  |
|-----------------|-----|------------------|
| DAVIS JO        | 159 | DARLING DOWNS SC |
| DALTON ADRIAN M | 160 | KINGAROY SC      |
| STEWART RAY W   | 161 | KINGAROY SC      |

# FAMILY FRIEND, AIR OPERATOR, OR AEI?

GUIDELINES FOR PASSENGER FLYING

DAVE SHORTER, GFA INSURANCE OFFICER

Private Passenger flying has been considerably simplified since the days of 'family/friend' being a condition for a flight. See GFA MOSP 2 Para 10.4.

## 10.4 PRIVATE PASSENGER RATING

A Private Passenger Rating is an adjunct to the 'C' Certificate and permits the holder to carry passengers when carrying out private flights. A private flight is a flight carried out on behalf of the pilot alone and specifically not acting as the agent or on the behalf of a gliding club or organisation. The costs of a private flight may be shared with the passenger but the pilot must pay at least an equal share. Refer CAR 2 (7A).

### 10.4.1 ENDORSEMENT, PRIVILEGES AND LIMITATIONS

Authorisation for the carriage of private passengers is by logbook endorsement by the CFI, subject to direct authorisation by the duty instructor on each passenger-carrying flight or group of flights. Handover of control to the passenger is not permitted.

### 10.4.2 INDEPENDENT OPERATOR, PRIVATE PASSENGER FLIGHTS

When a pilot holds a Private Passenger rating and an Independent Operator rating (refer Section 13) they may be authorised by their CFI to conduct Private Passenger flights within the privileges and limitations of the Independent Operator rating.

So, anyone endorsed by this clause may carry a friend, relative, visitor or anyone provided:

Handover of control to the passenger is not permitted – even if you are an instructor. Only persons holding current GFA membership may manipulate the controls.

Passengers must receive a safety briefing prior to the flight, including an instruction not to manipulate or interfere with the controls.

The passenger may share the cost of the flight up to a maximum of 50% - if the passenger pays more than 50% the flight would be deemed by CASA to be a charter flight, and without an AOC and a charter pilot in command the flight is

| Type of flight                | Family/Friend                       | Air Operator Certificate (AOC) | Air Experience Flight (AEF) |
|-------------------------------|-------------------------------------|--------------------------------|-----------------------------|
| Payment for flight            | no more than 50%                    | Yes                            | Yes                         |
| Passenger may handle controls | No                                  | No                             | Yes                         |
| GFA membership                | No                                  | No                             | Yes                         |
| Qualification of pilot        | C Certificate, log book endorsement | Charter pilot, Club AOC        | AEI                         |

illegal.

Provided these conditions are met, and the flight is legal, any liability claim for damages arising out of an accident during the flight will be covered by GFA and the glider insurance policies – the first \$250,000 liability by the GFA BBL policy, and anything beyond this will be covered by the glider liability policy. (Pilots should ensure that the glider they are flying is suitably insured.)

Pilots who ignore these requirements do so at their own peril, and no insurance policy will protect them if they flaunt the rules and regulations. Liability insurance will not cover illegal operations, and you would be on your own to fight out damages in a court.

### PAYING PASSENGER FLYING (AOC)

Flying of paying passengers is only possible by clubs holding a CASA Air Operators Certificate (AOC) and with a suitably qualified Charter Pilot in command. Passengers flown under these regulations may not touch the controls of the glider.

### AIR EXPERIENCE FLIGHTS FOR INTRODUCTORY

### MEMBERS

If visitors or friends wish to try using the controls of the glider, they MUST be signed up to introductory membership of GFA (AEF form) and be flown by appropriately qualified Air Experience Instructors. Unless this is done, the flight will be illegal and insurance voided.

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## MARK BLAND GETS LIFE



Mt Beauty Gliding Club President Andrew Evans presents a Life Membership Award to Mark Bland with Suzanne Bland at the Club AGM on 1 February 2015. Photo: Detlev Rueff

Mt Beauty Gliding Club's CFI Mark Bland received the club's highest honour of Life Membership at the Club's AGM on 1 February 2015.

Mark is the third Life Membership recipient in the history of Mt Beauty Gliding Club.

Ray Addinsall and Manfred Rueff, the founders of the Club in 1976, were both awarded Life Memberships in 2003.

Club President Andrew Evans said that although it is largely a team effort to manage the Club, there is one member of our Club without whom we would be hard pressed to achieve the great success we have today.

We all know that Mark lives and breathes gliding and is immensely proud to be a part of our fantastic Club.

Mark is always there to help and is very much the public face of our Club, especially since building his hangar and

home next to the Mt Beauty airstrip.

Mark has been honoured with this award in recognition of the amazing amount of work and dedication he provides to our Club.

By awarding Mark, the Club also recognises the enormous contribution that Suzanne Bland makes to our Club in her unwavering and always cheerful support of Mark in his passion for gliding and her support for our many social functions.

In order to find out more about Mark's passion for gliding, Andrew Evans interviewed Mark after winning this prestigious award and his responses are provided below:

AE: What attracted you to start gliding?

MB: I had my first plane ride in an Auster when I was about six or seven in England. I always wanted to fly, like many others inspired by my Dad with

models and so on as a boy. An opportunity to commence gliding arose while training with the RAAF at Laverton.

AE: How long have you been gliding?

MB: Since April 1977.

AE: What Clubs have you belonged to?  
MB: RAAF Laverton, RAAF Richmond, RAAF Williamstown, Latrobe Valley, RAAF East Sale, Corowa and Mt Beauty.

AE: How long have you been a member of Mt Beauty Gliding Club?

MB: Full member since 2003. Visitor since 1991.

AE: How many hours gliding experience do you have?

MB: 5,910 hours and in excess of 10,000 flights.

AE: What gliding badges do you have?

MB: Three Diamonds plus 600km, 700km and 750km diplomas.

AE: What are your tips for new pilots who want to do a lot of gliding while at the same time keeping their partner happy? As a great Chinese philosopher once said "happy wife = happy life".

MB: Find the right wife and get all your jobs on her list done before the weekend!

AE: What do you enjoy most about gliding?

MB: Looking down from high up! The satisfaction of a successful flight and a nice landing.

Showing others how good gliding is.

AE: Are there any other insights you would like to share with us?

MB: There's always something new to learn. No two flights are ever the same. On a good day it doesn't really matter what glider you have as long as you have one. They are all nice, especially Libelles!

ANDREW EVANS  
PRESIDENT  
MT BEAUTY GLIDING CLUB

### GFA CALENDAR

Use the Contact GFA menu at [www.glidingaustralia.org](http://www.glidingaustralia.org) to send events to the GFA Secretariat for publishing online and in GA

**LAKE KEEPIT  
INVITATIONAL GRAND PRIX**  
21 - 28 March 2015  
Steve Hedley 0412 378758  
[gliderdag@pacific.net.au](mailto:gliderdag@pacific.net.au)

**BEVERLEY SOARING  
SOCIETY EASTER  
REGATTA**  
3 - 6 April 2015  
Contact Owen Jones 0417 917947  
[www.beverley-soaring.org.au](http://www.beverley-soaring.org.au)

**CLUB AND SPORTS CLASS  
NATIONALS - LAKE KEEPIT**  
10 - 21 November 2015  
[www.keepitsoaring.com](http://www.keepitsoaring.com)

**JUNIOR WORLD GLIDING  
CHAMPIONSHIPS  
NARROMINE**  
1 - 12 December 2015  
[www.jwgc15.com](http://www.jwgc15.com)

**PRE-WORLDS AND  
MULTICLASS NATIONALS  
BENALLA**  
4 - 15 January 2016  
The Multiclass Nationals will be



conducted in the usual 4 classes - Open, 18M, 15M and Standard. There will be provision for an increased number of foreign entries to allow for those wishing to practice for the World Championships.

A website and entry details will be available shortly.

## PROMOTING WORLD GLIDING



As I write this I am at the Avalon Airshow with a bunch of other gliding enthusiasts presenting gliding to the airshow crowd. Luckily, we have the support of members of the Australian Gliding Museum, a group of our more mature members and a few others who have been willing to put aside their own personal ambitions to come and let the wider world know about gliding and the World Gliding Championships.

It would be nice to get more of our younger members, under 60 but hopefully under 40, interested in helping out.

In addition to the GFA display, we also have a display by the Benalla Rural City as part of the World Gliding Championships to be held at Benalla in January 2017.

We, the GFA, Benalla Rural City, Victorian Soaring Association and the Gliding Club of Victoria, have been working together to tell the public that this exciting event is coming to Benalla.

It is well known that to get your message across to a large audience you have to present it many times before it becomes embedded in their consciousness. Therefore, we have participated in a number of major

events in Victoria.

At each of these events, we have used the VSA portable flight simulator, an LS6 cockpit mounted on a trailer with all controls connected to Condor software. This has been the

number one draw card to bring people to us and has proved to be the perfect conversation starter. Gone are the days of handing out poorly photocopied A4 sheets that people aren't interested in anymore. They want colour and movement, something dynamic that reflects the modern way of communicating.

At the Airshow we had children as young as seven able to fly the glider, thermal it and then land safely in the simulator. So, while today's young people have the coordination skills to fly gliders, we just need to make sure they know gliding exists and present ourselves in a way that is attractive to them. This means putting aside how things were done 40 years ago and becoming more in tune with modern ways of thinking, however much we may not want too. But I have spoken about that before. Have you disposed of that big pile of rubbish beside your hangar or clubhouse yet?

If there is one thing I can thoroughly recommend the state association do, it is to build a portable flight simulator. You will be amazed at the response from the public, your club's potential

members. Contact your state association now and ask them to make a plan.

JOHN STYLES  
CHAIR, DEVELOPMENT PANEL  
[cmd@glidingaustralia.org](mailto:cmd@glidingaustralia.org)  
[www.facebook.com  
theGlidingFederationofAustralia](http://www.facebook.com/theGlidingFederationofAustralia)

Using the combined efforts of the GFA, VSA, GCV and the Benalla Rural City, we have staged a number of WGC/ Gliding promotions at the Regional Development Expo at the Melbourne Exhibition Centre, where we won the Minister's prize for innovation one year, a promotion at the last Royal Melbourne Show, and promotions at the Benalla Festival over the last three years. We have shared the expenses as everybody

benefits from the greater public awareness of gliding and the heightened potential from increased membership.

Coming events this year leading to the WGC Pre-Worlds next January include the Benalla Aviation Museum Aviation Swap Meet and Fly In, the Winton round of the V8 Supercars and the Benalla Festival. At Federation Square in Melbourne, events will include use of the outdoor 65sqm LED screen and will also feature Benalla local food and wine providers to enhance the visitor experience. Daily foot traffic for Federation Square is in the region of 50,000, so we have an opportunity to get our message across to a large number of people.

We will, of course, repeat this event participation in 2016 to reinforce the message before the WGC.

By the way, if you are driving down the Hume Highway look out for the specially commissioned WGC street art on a glider trailer as you pass Benalla.

Just in case you thought we had forgotten about the Junior World Gliding Championships, the Australian Junior Gliding Team official launch will be held at Martin Place in Sydney later this year in conjunction with a JWGC/Gliding promotion, with all media invited. Other lead-in events to JWGC will be held including a professional photo shoot of the team, an event in Dubbo and an event in Federation Square in conjunction with a WGC promotion.

We are also working on a number of other projects for JWGC which will become apparent a little later.

Please send me your M&D ideas and grumbles.



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HAWK 127  
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PILATUS PC-9/A  
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PACIFIC AEROSPACE CT-4B  
6 months



# COME AND GET IT!



BY ATILA KERESTES

I have only been flying solo for just on 12 months, so I jumped at the chance to co pilot with CFI Mark Bland to go and pick up the *Come and Get It* trophy from the Bendigo Gliding Club.

It was an anxious week waiting for the day we planned to go and get the trophy to come around and I have to admit, my excitement levels grew as the day approached.

The day finally came and we went for an early morning 15km bike ride around the Mt Beauty - Tawonga circuit. We looked precariously up at the overdeveloped heavens and hoped that the clouds would burn off. Straight after our ride, we retied all the knots in the cable. We wanted to make sure we got off on our first launch, since there was work being done on the runway and we were taking a window of opportunity during the workers' lunch break to do our launch.

At 12.45pm an Air Experience flight launched and returned 15 minutes later. I thought to myself, this might not be a good soaring day.

At 1.00pm the decision was made to give it a go. We winch launched and only achieved 1300ft AGL.

Mark worked a weak thermal and gained a couple of hundred feet and then dashed for the Tawonga Gap. Once again, he worked another weak thermal and just made it over the gap and down we went to the point of no return. We didn't have enough height to get back over, so Mark pressed on. We looked at all the possible outlanding strips and made assessments on their suitability.

We finally got a decent lift up to 6,000ft and then headed for Mt Buffalo. We flew in sink to the spectacular rock face, picked up some ridge lift and pressed on.

Mark kept quizzing me on where we were and what landmarks could be seen.

I could see Lake Buffalo, Porepunkah air strip and the townships of Milawa and Oxley. Apparently Wangaratta and Benalla were in the distance, but they were terribly

hard for me to identify. Mark gave me some pointers on how to make out distant townships. I am always grateful for any of his knowledge.

We tracked west and before long Benalla came clearly into view. We went to Violet Town where another glider joined our thermal for a lift. Of course, Mark knew the pilot. They had a quick chat and we both pressed on in opposite directions.

The thermals were getting stronger and higher and the prospect of making it to Raywood seemed more and more real. We were maintaining 6,000-8,000ft. My excitement levels were starting to grow. My sister's property was in the far distance and we were tracking towards it. I knew she would love an aerial photo of her place. She had been initiated into the world of soaring only a few days back and it blew her mind!

We got the photos and pressed on over Murchison and passed the southern tip of the Warrigal Basin. The kidney shape of Lake Cooper was to our north and Bendigo and Raywood came clearly into view. We were now reaching 10,000ft and had sufficient height to track straight over Raywood and beyond to complete a triangle for some more OLC points.

Paul Dilks from Bendigo Gliding Club was there to greet us and I must comment on the friendly and warming nature of this kind man. Obviously, Mark and Paul went a long way back and the comradeship showed. They blabbed on and on, telling gliding stories of past and present. I could hardly get a word in but have to admit that I found their stories very interesting and enlightening. Paul and his lovely wife Helen put us up for the night and went out of their way to make sure that we were well fed, comfortable and our thirst was quenched.

Getting there was only half the job. Now we had to get home to Mt Beauty. The weather outside seemed fine with some early morning cu's, but the forecast was for thunderstorms in the evening.

We launched at 12.15pm and worked hard to get any real height. We hovered between 3,000ft and 6,000ft for the majority of the trip. We were blessed with sharing a thermal with an eagle, but storm clouds were brewing on the horizon and it was fast becoming a race against time.

We finally got to 8,000ft some 10km before Mt Buffalo and it was looking good to make it home. All we needed was one or two more decent thermals around Buffalo and we would be on final glide. But the thermal gods did not shine as we entered into the brewing storm. Rain drops hit the canopy and our descent was well under way. We were at 3,000ft. Mark worked hard around Mystic Mountain, a popular thermal spot for the hang gliders but only a weak 1kt rise was giving us any hope. Unfortunately it would dull out at 3,500ft. Lightning started to strike in the distance and heavy rain was heading our way.

Mark reluctantly decided to fire up the engine and we gently gained altitude to 4,000ft and final glide home. On the ground, we were exhausted but quite chuffed with our accomplishment.

Anyone else want the trophy? Well, Come and Get it!

## THEY CAME ,THEY SAW, THEY GOT IT

On 3 February, Paul Mander and Mike Timbrell decided they would rise to the challenge and restore the pride of the NSW Gliding Association. Many members of Bathurst Soaring Club were on a club camp at West Wyalong in the Central West of NSW, including Paul with his ASH 25. Paul and Mike flew 365km south, crossing the mighty Murrumbidgee and Murray rivers, up into the Victorian Alps past Mount Bogong to the Kiewa Valley and the town of Mount Beauty. They were greeted by a shocked Mark Bland, who nevertheless broke out the beer and handed over the Come and Get it Trophy, which the Mount Beauty Gliding Club had only recently won.

After spending the evening enjoying the Club's hospitality, Paul and Mike set off back to West Wyalong. Paul valiantly worked the weak soaring conditions, gaining just enough height to get out of the valley and fly back over the mountains and home.

The trophy now decorates the bar at Bathurst SC. Who is going to come and get it? The club will make sure there is a warm welcome - for whoever that turns out to be. GA



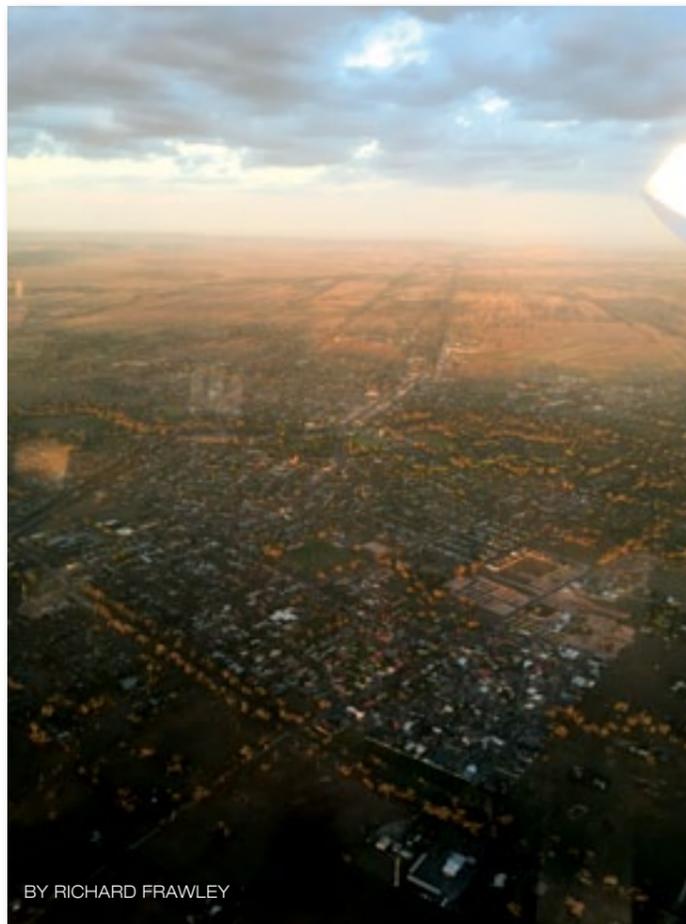
LEFT: Paul Mander and Mike Timbrell with Mark Bland, having just retrieved the trophy for NSW.

## GFA APPROVED MAINTENANCE ORGANISATIONS



|          |                                |               |              |                                      |
|----------|--------------------------------|---------------|--------------|--------------------------------------|
| TOCUMWAL | AVIATION AND GENERAL ENGI      | 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 J         | OE 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@scelco.net.au                |
| TEMORA   | SL COMPOSITES                  | SCOTT LENNON  | 0438 773 717 | scottl@internode.on.net              |
| TEMORA   | T & J SAILPLANES               | TOM GILBERT   | 0427 557 079 | tnjgilbert@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       |

## IT PAYS TO BE PATIENT



BY RICHARD FRAWLEY

Some days it is worth waiting a while and being patient, as I learned on the last day of what had been a mixed but excellent week of flying out of Benalla. I was very keen to have another day of good flying the LS-8 before heading home to Sydney.

The morning's briefing looked very promising, with a trough still apparent and the lift forecast to be 7,000ft and upwards of 7kts. Unfortunately a wide band of high cloud developed during the mid-morning, continuing to thicken and block heating for most of the day across a lot of Victoria and southern NSW.

It was not until nearly 4pm that the day looked at all flyable. The high cloud was clearing and moving out to the north, and the sun finally started to shine on the ground.

Several pilots, including myself, took a launch but as the high cloud moved back over the Benalla area, most were back on the ground within the next 45 minutes. It was also obvious from the behaviour of the thermals - weak, broken and low - that the Benalla area was in a wave trough as conditions downwind and upwind could be



seen to be very buoyant with fat, wave-shaped cu's and streets across the wind.

Waiting until around 5.30pm and hoping that we would be under the influence of a positive wave bar by then, I took a launch and immediately recognised that the conditions had indeed changed for the better. The air had become buoyant and I soon located a 7kt thermal that went to 7,000ft just west of the field.

From then on, the day only got better. I was able to connect with lift at the cloud base and go quite a long way south using some very nice lines of street energy. About an hour and a half later at 7.14pm I contacted a good thermal downwind of some dark brown, sunlit paddocks underneath what appeared to be a wave affected cloud and took a second climb to 7,000ft that peaked at just over 8kts. It's incredible what wave and some convergence can do to the lift even this late in the day.

Reaching cloud base, I then connected with a line of clouds going west and proceeded down that street for about 60km. It was unclear if this street line was just wave or a combination of wave and convergence. I did try a few times to see if I could get into the shear wave, obvious by the 'keys' in front of the cloud and the associated curl-over, but I could not get any success. The lift died out each time before I could contract the wave. Regardless, it was a lot of fun at such a late time in the afternoon.

Heading back along the cloud line towards the east, I discovered extremely smooth areas of lift offering about 1.7 to 1.9kts on the Netto while cruising at 50kts. This lift band was into the wind direction in boundary layer (WNW) and around 90° to the wind above the BL(SW). This was clearly wave affected streeting underneath the cloud. Even more interesting were the straight lines of cloud running southwest in line with the wind above the BL, setting up a checkerboard pattern.

### FUN IN THE LATE AFTERNOON

I tracked into one of these cloud lines, which went blue, and headed south, and by doing so was able to find some additional energy along the way.

Looking at the GPS data on the Oudie, I was able to see at what time sunset was to occur. It was clear that the wind on the ground was very light from the south west and as such I chose to do a downwind landing so that I was not facing the setting sun. Descending slowly and enjoying a late afternoon glide in what had become very buoyant air, I eventually landed at 8.25pm, in time to photograph some beautiful sunset cloudscapes and rejoice in the special joy that only gliding brings. GA

ABOVE: Benalla at dusk.

RIGHT: Richard landed his LS8 just in time for last light and a beautiful twilight.

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# FLATLANDERS TAKE ON THE MOUNTAINEERS

BY TOM CLAFFEY



After the last day of the Goondiwindi Sports Class nationals, I received an email from Graham Parker congratulating me on the win and inviting me to share the Omarama Nationals in an ASH 25. After consulting with Kerrie about losing her crew for Waikerie, I jumped at the chance. Watching the weather for both comps shows I really dodged a bullet this time!

The event had 10 competition days, the most seen for many years. The weather, although flyable, was very difficult for some part of the flight almost every day. We had a couple of wave days, some thermal days, some ridge and some convergence - and some almost blue with not much in the way of thermals or wind to make the ridges work. We even gave up saying "That was one of the most challenging days I've ever flown", after the



fourth or fifth time we said it. Three times, from low level, we escaped what would have been an outlanding or an engine start.

Winners' speeds ranged from 184kph on Day 1, by Mike Oakley in fine form on a wave day in another ASH25 TF, to our 74kph on Day 9 as the only finishers in any class. We came third place most days and ended up third overall behind Mike and Grae Harrison, although huge devaluations on Day 4, 207 pts for 3rd place, and day 9, 500 pts for the win, really knocked our scores. Without the devaluations, which are a function of the NZ scoring system, we would've been a secure second place, very satisfying for flatlanders.

## ONLY FINISHERS

Day 9 was tasked as an AAT with three circles, the same task for all classes. As we struggled to climb to start, we thought it would be a distance day with no chance of getting home - almost no wind, weak thermals and heavy overcast approaching. I was flying from the front seat with Graham deciding strategy from the back seat - we worked well like this. After starting in a little bit of convergence, we tiptoed to the south and just flopped over St Bathans ridge to find a couple of 3 to 4kt thermals, which allowed us to touch the first sector and glide onto the top of the Hawkdon Ridge. After drifting into the second sector as the wind started to blow a little, we got back into the convergence along the Hawkdon. We finally got a good climb, which turned into

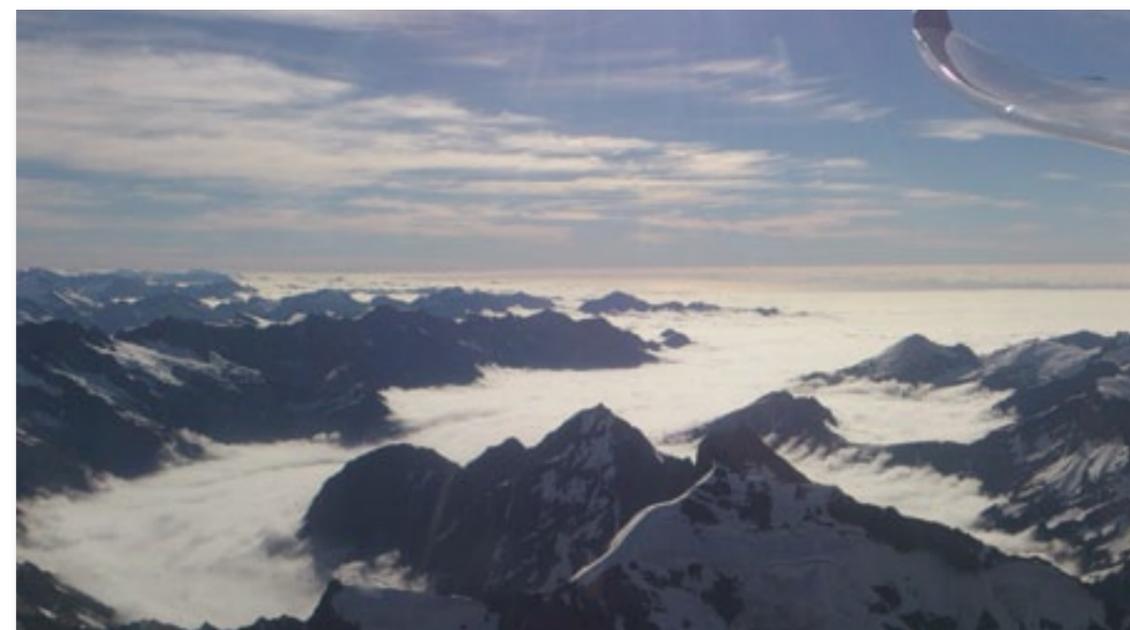


a little wave to get us over the Omarama saddle high and across the plain to Magic Mountain. Most of the fleet was either at Falls Dam strip south of the Hawkdon or firing up engines to get over the Omarama Saddle to get home. The wind was basically along the valleys so the ridges only just worked. We spent a long time in the Maitland going to and fro to get up onto the tops. A long glide along the Ben Ohau Range followed, just maintaining height. Turning into Irishman's Creek, we found ridge lift from the direction change across wind, the first kilometre or two of the creek working at 2 to 3kts. When we finally climbed to the tops again, we dribbled up to just touch the last sector and went home on final glide staying on top of the ridge with a tailwind, although by this stage we also had to glide through light rain, which had stopped anyone behind us from finishing the task - a very satisfying day.

## SOUTH COAST RUN

The day after the comp was totally different, of course, with strong winds creating reliable wave marked by rotor cu, and not so many lennies. We had a 10kt climb off tow, pushed into wave and basically didn't turn again for 1,000km at 177.5kph - the whole flight takeoff to touchdown was only 5 hours 45 minutes. Our task for the day was to get to the South Coast. We were just able to squeeze between a large lennie and approaching front to get to the sea and back - then a classic run up to Mt Cook and back south just far enough for the 1,000km. We didn't want to miss Grae's roast dinner. All in all, a great two weeks thanks to Graham and all our kiwi friends who made the trip special.

GA



# THE TROUGH THAT WOULDN'T GO AWAY

BY MANDY TEMPLE



This year I had a new experience when I was asked to act as Contest Director at the Waikerie Multiclass Nationals in January. In preparing for the event, I reflected that I had attended my first Nationals at Renmark 19 years previously, flying in the club Bergfalke. Waikerie was another interesting experience, and I enjoyed it more than I expected in spite of several significant challenges.

The weather was one of the biggest issues. We had a pesky trough that repeatedly crossed over our task area like a demented windscreen wiper. In the end we managed five scoring days for Standard and 15m Class and four scoring days for Open and 18m Class. On Day 2 I managed to outland the entire fleet, a feat that apparently hasn't been achieved for 25 years.

On that day, the Standard Class winner scored 99 points, while not enough of the big wings at the back of the grid covered enough distance to score a day.

At the end of the contest, the weather models were updated and stopped working, which was another challenge we had to work through.

I tried a few new approaches that I think worked quite well so I will share them here in case others would like to try them.

- We allocated 15 minute time slots for Scrutineering, to save queuing in the heat. Spots were only available 10am to noon and 3pm to 6pm to avoid the heat of the day.

- Gliders were gridded in a way that reduced launching time, that is, the 1st glider forward in the row was furthest from the tug's landing side. This allows tugs to get into position in front of the grid rather than waiting off to the side – we launched all gliders every day in less than 50 minutes, even with one tug down, ropes with knots, broken ropes, people pushing off, ground loops, and back releases. It takes longer to grid the gliders this way but is a big time saver for launching and gate openings.

- We dropped pilots close to their start lines to reduce gagging and to allow a shorter time to gate opening.

- We set tasks the night before to save time and rushing. They were modified each morning in light of new data but I believe this process gave us better tasks.

- I asked the pilot reps to recommend the gate opening delay time.

- Pre-Start Height was used twice and did not produce any unintended consequences or dangerous behaviour – generally well received.

- I used SMS to communicate day cancellations,

## TROPHIES

BEST NOVICE JAMES NUGENT  
 FASTEST SPEED IAN CRAIGIE 167.6KM/HR  
 TEAMS SHIELD QLD – BUCHANNAN CRAIGIE AND GEORGESON

briefing times, task changes and pilot meetings. I believe this enhanced communication and is one of the reasons we only lost four pilots during the event, in spite of the bad flying conditions.

- Pilots, particularly those without crew, were encouraged to send car and trailer rego info with their outlanding texts and or Spot messages – this worked well.

## INCIDENTS

On contest Day 1 we started with a slight tail wind but finished with a head wind as forecast. Before launching commenced I spoke to the first class (Open) and gave each of the pilots the option to relocate to another runway with no penalty. Furthermore, I undertook that we would suspend launching as thermals came through and tasked three people - the baton man, the wing runner and the marshal - to watch. Any of them could suspend a launch. None of the Open pilots accepted the offer to relocate.

On Day 1 during launching, a JS1C pilot inadvertently put his glider into landing flap after separation. Risking a tug upset, he released and outlanded safely in a paddock off the end of the runway. On any other runway the outcome would have been more difficult with no safe options. The pilot spoke of the incident at the briefing next day.

## ITEMS TO NOTE

We discovered a change in Spot subscriptions. Unless you pay a little extra, it only supports emails and a limited number of SMSs. Once this SMS limit is exceeded it will only send emails. Early on we had at least one pilot in a paddock with no phone coverage who thought he had sent a text but had in fact only sent an email.

On the day that everyone outlanded, a dozen or so pilots thanked me and said they had enjoyed flying in conditions they would not normally have flown in.



15M CLASS CHAMPIONS  
 Left to right - Makoto Ichikawa, Matthew Scutter, Adam Woolley.

## 53RD MULTICLASS NATIONALS

### OPEN

|                     |       |      |
|---------------------|-------|------|
| 1. IAN CRAIGIE      | QLD   | 3122 |
| 2. PETER TEMPLE     | SA/NT | 3045 |
| 3. ANDREW GEORGESON | QLD   | 3035 |

### 18M

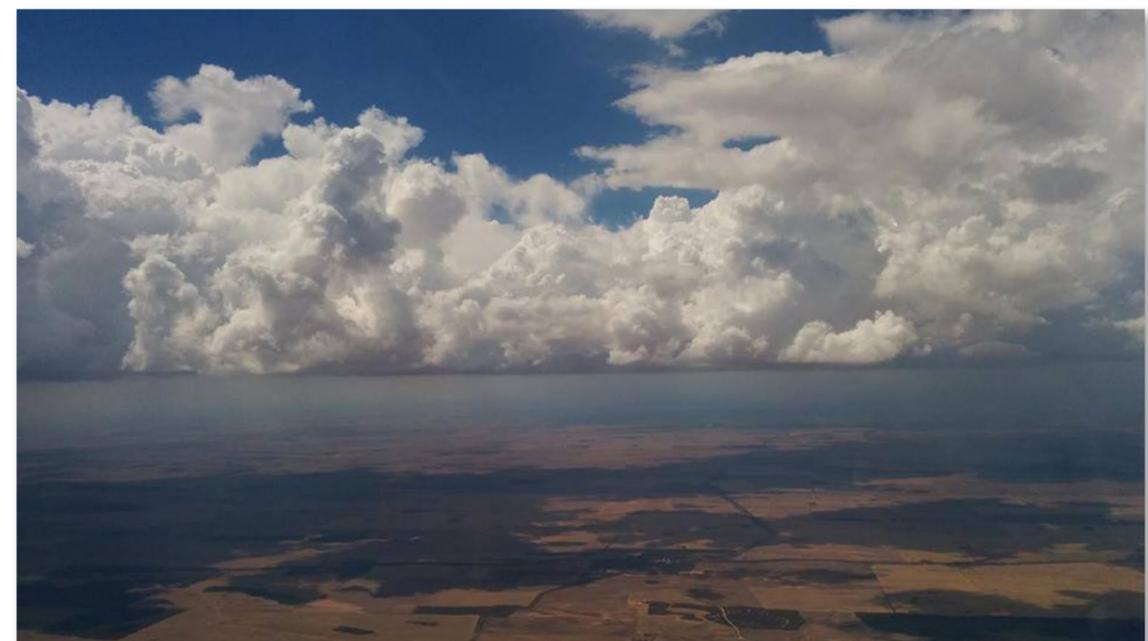
|                     |       |      |
|---------------------|-------|------|
| 1. PETE TEMPLE      | SA/NT | 3193 |
| 2. ANDREW GEORGESON | QLD   | 3178 |
| 3. JOHN BUCHANAN    | QLD   | 3153 |

### STANDARD

|                      |     |      |
|----------------------|-----|------|
| 1. ALLAN BARNES      | NSW | 3641 |
| 2. STEPHEN O'DONNELL | QLD | 3587 |
| 3. NORM BLOCH        | WA  | 3576 |

### 15 METRE

|                    |     |      |
|--------------------|-----|------|
| 1. MATTHEW SCUTTER | NSW | 3031 |
| 2. MAKOTO ICHIKAWA | INT | 2932 |
| 3. ADAM WOOLLEY    | QLD | 2829 |



# A WORLD CLASS FIELD

BY GRANT JOHNSON



In all, 29 pilots competed over six contest days with tasks of no less than the 3-hour AAT format. Congratulations to all pilots, crews and the organisation for a safe competition with some worthy winners.

## THE LONGEST TASK

On Day 2, a 775km speed task was set for the 18m/Open Class, a 5-hour AAT for the Std/15m Class, and a 4 hour AAT for Club Class. On that particular day, Matthew Gage won Std/15m with 634km at 124kph. In 18m/Open Class, Paul Mander was the only finisher and at 116kph and 7pm he at least showed that it was possible. Dave Shorter completed a credible 690km before a technical outlanding. Les Kinsley was the only one to finish in Club Class, when overdevelopment and rain caused others to outland.

Of the 29 competitors, eight pilots, or over a quarter, had flown in World Championships – it was a class field!

## CLUB CLASS

In Club Class Nathan Johnson in a Standard Cirrus VKC amassed 97% of available points with four day wins and two second places. The other day winners were Les Kinsley flying a Standard Libelle GCK who ultimately finished second overall and Scott Anderson, LS3a 'IZJ'. John Trezise flying a LS4 GYF, placing third overall, and Kev Leo in a Mini Nimbus UIV brought the numbers in Club Class up to five in total so unfortunately the rules did not allow us to award the Deutsche Lufthansa Trophy for Club Class Champion. The highest speed for the competition, was awarded to Nathan Johnson at 97.1 kph, earning the the Herbert Schade Trophy.

|     |                |      |
|-----|----------------|------|
| 1st | Nathan Johnson | 5560 |
| 2nd | Les Kinsley    | 4731 |
| 3rd | John Trezise   | 3710 |

## STANDARD/15M

In Standard/15 metre Class, the field of 15 competitors included five pilots that had flown World Championships. Four of the gliders were ASW 20s, 15m Class, and the rest standard class gliders, mostly LS 8s, two SZD 55, two Discus and an ASW-28.

|     |              |      |
|-----|--------------|------|
| 1st | Matt Gage    | 5890 |
| 2nd | Mac Ichikawa | 5415 |
| 3rd | Lisa Trotter | 4953 |

Day winners were Matt Gage (3) in the LS 8 'Q7', Mac Ichikawa (2) in LS 8 '1A' and Tom Claffey (1), ASW 28 'TO'. Matt ended up accumulating 98% of available points and won the 15m Class Werner Dennis Trophy and Standard Class Narromine Soaring Club Trophy. The Standard Class speed Gliding Accessories Trophy was awarded to Tom Claffey who streaked, with clothes on, around a four hour AAT on Day 4 at 130.3 kph. On this day the top six pilots in this class achieved speeds in excess of 120 kph.

Task setting for this class resulted in three AAT and three speed tasks. With speed tasks of 406, 342 and 364km and AATs of 5, 4 and 3.75 hours, the completed tasks were always well in excess of 300km and the top placings every day well in excess of 100 kph.

## 18M/OPEN

The 18m/Open Class comprised four JS-1, two ASG-29 and a single representation of an ASH-25E, LAK 17 and LS 10st. In the combined class, Paul Mander with son Henry won three days to accumulate 94% of available points and win the **Denzil Macarthur Onslow Trophy** as Open Class Champion. Other day winners were Brian Du Rieu, David Peitsch and Bill Hatfield. In the end the two Davids flying JS-1s were very closely separated by only 2 points.

|     |               |      |
|-----|---------------|------|
| 1st | Paul Mander   | 5659 |
| 2nd | Dave Shorter  | 5363 |
| 3rd | David Peitsch | 5361 |

When scored as a separate 18 metre Class without the influence of Paul Mander's performance, day winners were

Dave Shorter (2) JS-1 'ZDS', Brian Du Rieu (1) LS 10st-18 'LQ', David Peitsch (1) JS-1 'ZZ', Bill Hatfield (1) LAK 17 18m 'BH' and John Blackburn (1) ASG 29/18m 'IJB'. Final scores for the 18 metre Class were:

|     |               |      |
|-----|---------------|------|
| 1st | Dave Shorter  | 5712 |
| 2nd | David Peitsch | 5552 |
| 3rd | Jay Anderson  | 4989 |

Congratulations to 18m Class Champion Dave Shorter and receipt of the **Jim Stanley Memorial Trophy**. The **BP Trophy** for highest overall speed for the contest was awarded to David Peitsch for 131.1 kph on Day 4.

Tasks for the 18m/Open Class included four speed tasks and two 3.5 hour AATs.

## BEHIND THE SCENES

We very much appreciated the provision of weather forecasting and analysis by Brian Du Rieu. Brian quickly formed a routine of preparing his own glider for competition early in the morning before moving into his competition organisation support role of task setting, briefing sheet administration and daily briefing. The weather analysis comprised information from BOM, RASP and XC Skies. We found the TAF particularly consistent through the week and relied on the temperature indications from the local AWIS to confirm first launch.

A runway change and re-gridding one day worked brilliantly thanks to the general spirit of cooperation among competitors and crew, and thanks also to the brilliance of Al Dickie and Graham Engel who managed marshalling throughout the competition. They too were very much involved in all the behind the scenes activity including the repositioning of competitors' cars during the day to make life a little more convenient when the arrival runway differed from the point of departure. Collectively we learned some new tricks to start and stop a variety of keyless ignition vehicles!

Finishing generally involved tasking to land straight in from a downwind sector after crossing a finish line at 2.5 km out. Those with higher energy had an alternate runway if a circuit was required. Temora has the luxury of three runways giving six directions, and on the two original cross runways, glider strips run parallel to the bitumen, RWY 18/36, and gravel, RWY 09/27, main strips.

Minimum finish altitudes were used for the competition with penalties applying, but no penalties were necessary. Landing long, stacking the runway from the far end worked very well.

## MANY THANKS

Temora Shire Council and other aerodrome users were particularly helpful and supportive of a runway reconfiguration prior to the competition and the removal of a fence along the western side of RWY 36. For the competition and camps that follow, separately marked glider strips have been established outside of the RWY 18/36 runway strip. The airfield caters very well for this type of competition with improved runway infrastructure, licensed bar and large clubhouse kitchen, as well as further recent improvements to the camping grounds and new bunk houses, a very short walk from the clubhouse and tiedown area.

Clubhouse meals were available throughout the competition thanks especially to Geoff King and Carol Taylor. The final night awards dinner was also provided in



the clubhouse by Geoff and Carol and their support team – thanks. Lunches were also available each day.

Like Brian Du Rieu, Scott Lennon was a valuable member of the competition organisation through the provision of scoring and uploads to Soaring Spot. Somehow they managed to achieve a balance between their own preparation for flying, competing and providing these two very critical functions to the organisation.

I cannot thank the others on the team enough – Tug Master Elvon King and his tow pilots Paul Westman, Mike Cleaver, Terry Franke, Stuart Ferguson and the Benalla Scout on Practice and Comp Day 1. We also thank Mike Cleaver as Safety Officer, Al Dickie for launch control and with Graham Engel for marshalling, gridding and general assistance; and Joan Westman for registration, record keeping and outlanding control, and lastly Daryl Connell as Operations Manager and for his general wisdom.

Many roles seem obvious but go unnoticed, like the rope and wing runners, primarily Brooke Anderson, Bob McCormack and special mention to Jim Kent! Tugs are in demand this time of year so thanks to Geoff King for organising the three Pawnees and the Scout. Thanks also to Rob Maslin, Elvon King and Paul Westman who flew to Narromine after launching on the practice day to bring two of the Pawnees for the competition.

GA

Temora, collectively, you did a great job!

## TROPHIES

HERBERT SCHADE TROPHY  
CLUB CLASS SPEED  
NATHAN JOHNSON

WERNER DENNIS TROPHY  
15M CLASS CHAMPION  
MATT GAGE

NARROMINE SOARING CLUB TROPHY  
STANDARD CLASS CHAMPION)  
MATT GAGE

BP TROPHY  
OVERALL SPEED  
DAVID PEITSCH

JIM STANLEY MEMORIAL TROPHY  
18M CLASS CHAMPION  
DAVE SHORTER

GLIDING ACCESSORIES TROPHY  
STD CLASS SPEED  
TOM CLAFFEY

DENZIL MACARTHUR ONSLOW  
TROPHY OPEN CLASS CHAMPION  
PAUL MANDER

See the full results at  
[www.soaringspot.com/ausclub34](http://www.soaringspot.com/ausclub34)

# 49 WEEKS AT HORSHAM

BY DAVID MEREDITH



Horsham week. The annual migration of the Victorian gliding herd up the Western Highway to one of the most pleasant gliding sites in Australia. Right next to a town with several gentrified pubs and cafes, all the shops you need for gliding and only 3.5 hours from home, it works for most of the herd.

Tony Tabart also thought it was special in that every runway has a massive paddock at the end of it, making it very safe and simple. Tony does seem to like the place, given he has been to all 49 Horsham Weeks, a record feat by our reckoning. Horsham Week is also almost exclusively Victorian, with very few pilots from the northern states participating. Being an ex-pat, I can't help but marvel at how the tribes are kept apart by the Murray River.

## STORMY DAYS

On 7 Feb there were storms and wind, so no flying. Sunday 8 February. Nothing good again. Still no flying.

Monday 9 February. First signs of a day with a start and also that our scorer had learned the advanced features of SeeYou and was determined to try all shapes and geometries in the task sheet. So, older blokes like me grabbed our PDAs and stoically entered what we had been offered into our XCSOAR or equivalent. Is it a cylinder, or is it a keyhole? No, Jarek had given us wedges with circles, and that set the tone for the rest of the event. It was a tough, blue day with almost everyone coming home with tales of horror and low saves. As the day got hotter, we got to about 4,000ft above ground, but mostly we bounced between 1,500 and 3,000ft above ground. Curiously, it was Jarek the task setter who won the day. It's always hard to beat the task setter, unless of course you are the scorer.

Tim Shirley was weatherman and his wife Joy the scorer.

However, Joy had to visit the dentist, so Tim soldiered on, flying and attending to the howls and gnashings of Day 1. Advice from Max Hedt warned everyone of where not to tow. But Wayne Macley chose to roll the dice and found a substantial hole, and his rainbow-painted Jantar went up to its waist in runway. If he were flying a Libelle, we would have just filled the hole in over the glider, but Jantars are made of sterner stuff and seven stout lads pulled it out.

Tuesday 10 February. The day was better, but only just. However today Jarek gave us a speed task. So, as we had small turn point circles or 'beer cans', low heights, all blue, this is where those who stuck with the pack made better time. In fact, Alf McMillan had a spectacular day in the company of the three leaders in his class. Winner today was the Twin Astir from Beaufort Gliding Club, in



RIGHT: Winners of the Four Classes - Peter Buskens - Open Class  
Jarek Mosiejewski - Club Class  
John Orton - Standard Class  
Steve Trone - 15m Class



which Chris Thorpe made great use of the main club class gaggle and his better handicap. Second was our task setter Jarek, and Bernie Sizer, also in a PiK, came third. Maybe the handicap committee should look at this result! It was a tough day, and we all enjoyed Steve Jinks offering advice to his fellow competitors.

## LONG SLOW GLIDE HOME

Wednesday 11 February. The combined skill and intellect of Club Class only enabled the Janus from Beaufort to slither home to get a speed score. Snake and Duncan managed to find that last climb in a rapidly cooling sky to fly in over the fence, while the tuggies started their engines to find the fallen. Many were only 20 to 30km from home, but had no hope. Dave Fynmore got a good solid score today and we expect more great performances from this young president.

The day had three parts - the lifting away from home, the 10,000ft under cu to the east at the trough line and the long slow glide back home to a paddock. Those who got the most points were the ones who made the most of the good conditions near Bendigo. The 15m class, however, combined the first and last parts with none of their class even finding a climb after they launched at the back of the grid. By this stage, Bruce Cowan had won the first day, outlanded the second day and now launched and return for the third day. It's a fickle sport.

Wednesday, though, had a special treat. Morgan Sandicott gave us a presentation on the Perlan 2 project. This is a project that is designed to get a glider to 90,000ft. They had reached 50,000ft in Perlan 1, and as 100,000ft is too hard, they have settled for 90,000. Quite an amazing and audacious project with a number of scientific outcomes as well as some pretty cool stories. Morgan was also full of innovation today after outlanding 1km short. Instead of a de-rig or aerotow, he took the tips off the Duo and towed it along the road to the airport.

Thursday 12 February. We gridded the gliders but, sadly, were not flying.

Friday 13 February. The day was called off due to storms. It was a good day for cafes and chatting, while Horsham got over an inch of rain.

Saturday 14 February. Valentine's Day was finally a good day, or so we thought. It ended up starting very late and after three hours on the grid, with a runway change, we headed off for two or three hour AAT tasks. It was a much more challenging day with the 9,000ft climbs under cu being replaced with blue skies and scratchy climbs.

Only a third of Club Class made it around, although most of the big wing gliders made it home. The unpredictable conditions meant a few big changes to the leader board - critical in racing class where 45 points separated the first three places.

Now, we owe some words to the wonderful team that managed and planned for the week. I hope I have remembered everyone here. First, thanks to the Competition Director Ian Grant. His casual, no nonsense style got things going and stopping at the right time. Ably assisting him was the previously mentioned scorer-and-weatherman Tim Shirley and task setter Jarek with Rolf Beulter. We also had a variety of tug masters, too numerous to recall, plus wise safety advice from Mike Cleaver. The self-help approach to this competition also meant everyone did a job or two to make a safe and hassle free comp.

Next year is the 50th Horsham Week, half a century of the tribe migrating up the Western Highway. This is going to be a great event and everyone vaguely connected should make the effort. Block out the first week in February 2016. Get your loins girded and get to Horsham. It is mandatory attendance for the Victorian tribe and a brilliant opportunity for those from the north.

GA

## HORSHAM WEEK OPEN/18M

|                  |          |      |
|------------------|----------|------|
| 1. PETER BUSKENS | BEAUFORT | 3587 |
| 2. CRAIG VINALL  | WAIKERIE | 3392 |
| 3. HAIDYN DUNN   | WAIKERIE | 3234 |

## CLUB

|                         |                   |      |
|-------------------------|-------------------|------|
| 1. JAROSLAW MOSIEJEWSKI | GEELONG           | 3855 |
| 2. BERNIE SIZER         | SOUTHERN RIVERINA | 3687 |
| 3. DAVID MEREDITH       | GEELONG           | 3102 |

## STANDARD

|                   |           |      |
|-------------------|-----------|------|
| 1. JOHN ORTON     | GCWA      | 3785 |
| 2. PETER PAINE    | WAIKERIE  | 2970 |
| 3. GARY STEVENSON | GRAMPIANS | 2073 |

## 15 METRE

|                   |          |      |
|-------------------|----------|------|
| 1. STEVE TRONE    | VMFG     | 2585 |
| 2. CRAIG DILKS    | BENDIGO  | 2580 |
| 3. GORDON TROLLIP | BEAUFORT | 2566 |

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# NOT ONE BUT TWO THOUSANDS

BY ED MAREL



I have always thought gliding, especially cross-country soaring, is like the game of Snakes and Ladders - or as they say, 'One minute a rooster, the next a feather duster'. But the reverse also happens.

I fly an ASH 31Mi motor glider from Bathurst Soaring Club. However, the very hilly surrounds of Bathurst provide only occasional and sometimes difficult outlanding areas and this makes long cross-country flights challenging but not impossible. Ian DeFerranti was the first to fly 1,000km from Pipers several years ago, and this feat was repeated just recently in December 2014 by Matthew Scutter.

Each summer we have several cross country camps when we go to Temora and West Wyalong. These towns are in the 'Golden Triangle' of outback NSW, bounded by Forbes, Narromine, Hillston and Temora, which provides ideal soaring conditions. The temperature in summer is often high, 35° to 44°C and there are flat areas providing many opportunities for outlandings and enabling early

starts for cross country flights, as well as an interesting variety of landscapes including hills, lakes and outback scrub.

I lost the first half of the soaring season with engine problems, which is another long story, so my season really only started with two weeks in Temora from 1 January. Unfortunately, the weather at that time was not great with many days lost due to storms and rain.

But the weather was much better for my days in West Wyalong, which is only 65km northwest of Temora. In February, there were many days with beautiful cumulus to 12,000ft and out of eight flights, only one was less than 500km, six were over 700km - and then there was the 1,000km.

Most of the days were very good, with high cumulus in at least some areas. But the days all started late, not unusual for February, often without much height before 12.30 or 13.30.

The forecast for Sunday 8 February was much better, much hotter and starting earlier than the other days. The previous day's maximum was 35°C, Sunday was predicted to be 38°, with 40° or more further west.

Paul Mander in his ASH 25 and I launched at 10.30 and we found we were able to achieve 3,500ft QNH, about 2,700ft above ground, almost straightaway. We set off at 11.00 in different directions, Paul south first then north, me north first then south. Each of us had a 1,000km triangle planned.

My first turnpoint was Cobar, a very isolated outback town with a population of 3,100, surrounded by fairly dense scrub and much non-landable ground, some 300km to the northwest. The first 100km were over landable terrain, but after that the landing opportunities became more and more scarce as the ground was covered with fairly dense scrub. Though the weather forecast was for a big increase in height by 11.00 or 11.30, this did not happen and I went all the way to Cobar flying paddock to paddock with maximum heights of about 6,500ft.

I turned Cobar at 14.00 after 3h flying, at 7,800ft. This leg was so slow, averaging 95kph, that I was doubtful I would be able to catch up enough during the rest of the day to make the task possible. The glide computer predicted an ETA for the task of 20.30. Since sunset was

20.15, it didn't look very hopeful.

The leg south from Cobar was 383km and in the first 150km, height was clearly needed as there were now very long stretches with no possibilities for outlandings. Happily, the predicted heights and cumulus clouds now appeared, with 11,000ft at 14.30 and 12,500ft at 15.15. I now made better time with some streeting but not fast enough to change the ETA, which stubbornly sat fixed between 20.15 and 20.30.

Initially, my south turn point had been Deniliquin with a final leg straight back to West Wyalong in the northeast. Here I made what turned out to be an uncharacteristically good decision. I saw that if I planned West Wyalong as a remote start that meant I could turn in early if the day was not good enough, for about 840km if I went straight back to West Wyalong, or keep going out to the east of West Wyalong to a final northeast turnpoint at Grenfell and then back to West Wyalong for the full distance if the task seemed possible. This plan meant the decision could be made fairly late in the task instead of 300km away. It also gave me flexibility with my south point which I changed from Deniliquin to Jerilderie, a bit closer.

Then 100km from Jerilderie the clouds ran out and soon the conditions also deteriorated, I came down to under 5,000ft and lift was scarce. Because progress became very slow, I felt quite some risk of outlanding, so made the decision to turn 20km short of Jerilderie at 17.20, being able to make up this distance at the last turnpoint. This leg took 3h21m for an average of 115kph.

When I turned to the northeast it suddenly became clear that my south bound leg had been slow as I had been battling an ever increasing headwind. This now became a pure tailwind of 20kts for this leg of 235 km. The wind was stronger at height and luckily I was soon back above 10,000ft and back in beautiful big active cumulus clouds.

Suddenly I was back in contention and the ETA shifted to 19.30, a much better outlook. By the time I reached my decision point it was clear that I could go on, becoming ever more secure and comfortable with the task.

After a low point of 4,600ft at 17.46 I achieved the high point of the day at 18.36 of 13,000ft in an 8kt thermal, some distance before the final eastern turn point. This gave me a comfortable 2,000ft above final glide for the rest of the flight at this point, which worked out well as the conditions were now weakening.



I turned Grenfell at almost 19.00 at 10,000ft for the 75km final leg, descending through fairly still air. Happily, the previously strong south-westerly wind was now almost a cross-wind and decreased in strength as I descended. The 235km leg from Jerilderie had taken 1h37m, for a speed of 144kph, the last 75km final glide also worked out at 144kph.

The only problem was that I was now travelling west straight into the setting sun, with enough dust on the canopy to make visibility very poor, luckily no one was coming the other way.

When I landed at 19.33 after 9h and 3 minutes for 1,024km, making sure I closed my triangle for the OLC triangle points, the sky was still full of beautiful big clouds

## AND THE SECOND 1,000?

This flight was my first ever 1,000km flight, but in my logbook, in which the first entry is 1981, it just happens to be flight number 1,000. I noticed that number the day before and thought, what an omen, but I made sure I didn't mention it to anyone before the flight, as I thought I would be pretty unlikely to achieve this happy double. What a perfect coincidence!

As my friend Ian DeFerranti said, "Congratulations on not one but two thousands."

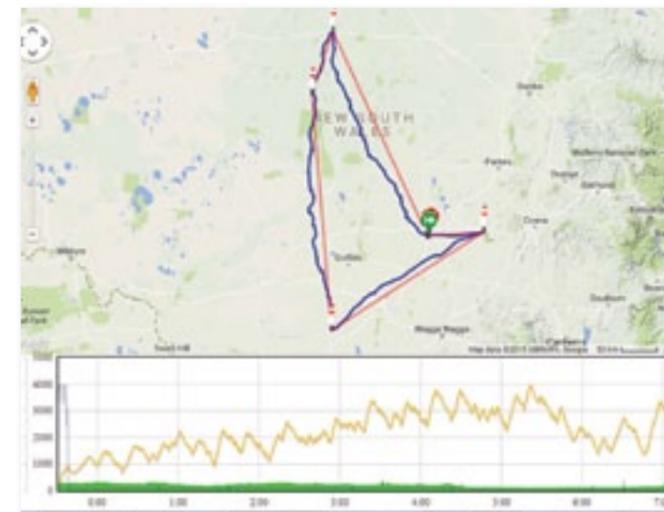
GA

ABOVE: Tying down the glider after landing. By this time, everyone else was eating dinner.

BELOW: Ed the next day preparing for flight No.1001.

ABOVE: West Wyalong, Central West NSW.

BELOW: Ed flying into the setting sun at 19.00 on his final leg back to West Wyalong.



# THE LONGEST DAY

BY DAVID JANSEN



On 2 January 2015 I kissed my wife - Official Observer, wing runner and crew chief - farewell, and took a tow behind Bob Butler and the Kingaroy C150 – KML. As we departed on runway 16 we flew into an increasing tailwind and crossed the southern boundary fence much lower than we usually do and I commented on this to Bob over the radio as we climbed away.

In the distance I could see that cloud was covering the high points of the Bunya range, so I immediately knew that tracking to the west of my desired course would be required if I was going to stay airborne this early in the morning. The time is 0801 and we are the only people flying in a moist Queensland sky.

The first hurdle was the very cumulus that I was hoping would keep me flying. The tops were rising faster than the tug could climb with a 600kg ASG29 on the back and we needed to get higher than my target 4,281ft start height. However, although we had planned on 6,000ft, I ended up releasing a touch over 7,000ft, as Bob managed to find a gap in the towering cumulus about 10km north of my chosen start point. I thanked Bob for getting me safely away and headed to the start line in the cumulus valley.

At 0819 I crossed the line at 4,169ft and set off on course for my first turn point 918km away at Lake Cargelligo in central NSW. As I approached the Bunya Mountains I called back

to the airfield to advise that I was down to 2,000ft above ground and that the cloud base was still below me. At 1,200'agl I took my first climb of 1.2kts and waited for the 12kts of tailwind to drift me to a point where I could cross the Bunyas and start what turned out to be the longest flight of my life.

## BACK TO THE BEGINNING

So from here, let's back it up a bit. My goal for the last 12 months has been to achieve a flight of 1,500km and the preparation has been ongoing over that time. It has involved endless hours of time on Google Earth searching and researching out-landing possibilities mainly in South Australia and outback NSW. Goals that met my distance criteria from Kingaroy included Mt Remarkable near Melrose in the Flinders Ranges, Port Pirie Airport, Gawler and Bordertown. I was seeking the most westerly positions because of having to be on the ground before last light. Going to Port Pirie, following the sun, was going to give me an extra 20 minutes of flying time, which seemed to me to be the most limiting factor on a suitable day.

The first mental obstacle was the very size of the flight. To overcome this, the flights were planned in one hour segments starting with an achievable speed of, say, 80kph for the first hour and increasing to 140kph in the better part of the day and, finally, a high speed final glide at around 170kph. This suddenly reduced the flight to achievable and measurable segments, making it easier for me to wrap my head around it.

## WHAT IF ... ?

Next were the what-ifs and the very serious survival issues should an out-landing occur in the outback on a 45°C degree day! On board the glider were such things as the Spot Tracker, a drinking straw designed to filter and purify water, a signal mirror, a portable solar charger for

the phone, waterproof matches, a Swiss army knife, a plastic magnifier, space blankets, plastic zip ties, a portable strobe light, a torch, spare batteries, plastic bags, sunscreen, insect repellent, a fly mesh head cover, a cloth carry bag, a note pad and pens and a tie down strap that probably would not be used to secure the glider. I brought as much extra water as I could carry in 300ml bottles, not to be thrown overboard when consumed in-flight as they were going to be filled from the wing water after landing if needed.

Then there are the 'I made it' supplies which consisted of personal items such as a mobile phone, razor, toothbrush, socks, underwear, a spare t-shirt and reading glasses, and any medications. Don't forget your wallet! Gosh, are we there yet?!

Now I went back to flying. Was the flight likely to be a Continental record? I now needed a Continental Record/World Official Observer. As Observers are not always available early in the morning and at short notice, if your logger is built into your panel instrumentation, get them to attach a security seal at any time prior to the flight. Also, pre-print some witness forms and carry them in the glider in case you are not met by an OO when you land. These forms are a critical part of the current requirements of proof. You have to make these up yourself, guided by the sporting code regarding what is required on the form.

Now I needed to know if my airspace file is up to date. One breach of airspace without an ATC clearance and you will have blown your flight out of the water. If you do get a clearance and enter airspace, get a phone number and later ask for an email confirmation that your entry was approved. Add this to the paperwork.

## FINAL PREPARATION

But wait there's more (groan!) - the obvious stuff. Are the glider and logger batteries fully charged, and do I know how to make identical declarations? Can I claim more than one record by adding a turn-point to a Distance to Goal flight? The answer is yes. Do I have a tow pilot and is the tug fuelled, is my oxygen bottle full and turned on? Enough about getting ready already!

So now the ground work had been done. I was keeping an eye on the weather. First, I monitored the big picture stuff like the overall synoptic charts and the 4-day predictions as well as the expected temperatures. I had helpers like Mark Morgan in Waikerie and Peter Temple keeping an eye out for the big day in South Australia. Graham Parker agreed to lend me his ASG29 trailer at Gawler, but his partner in the hanger was in Waikerie with the only key! I had a friend in Adelaide, Geoff Capper, who was willing to come get me if the day didn't conflict with police duties during the tour down-under. I thought I'd



covered about as much as I could. So, on 1 January, Lesley and I drove to Kingaroy in the afternoon and began the final preparations for the next day's attempt.

XCSkies said the weather will be blue west of Broken Hill and over some of the worst possible country, even though the cumulus were forecast to be 13,000ft and above before that. Mark Morgan advised me that the weather gurus at Waikerie for the Nationals practice week didn't think that the day would be up to the task, and that a day later a front would arrive early.

Suddenly, a task to Benalla seemed viable, but it wasn't something I'd planned and there was only the possibility of a 1,250km Distance to Goal task if I started north of Kingaroy and finished west of Benalla. Two days, Friday the 2nd and Saturday the 3rd, both looked viable, of which Saturday looked the better of the two choices, but I've been to enough competitions when a another great day is forecast after a really great day, only to see the task overset and competitors fail to make it home. So, although I was struggling with having a go on 2 January and the possibility of outlanding a long way from home only to be in the trailer the next day, I decided I would fly regardless.

The morning of the flight arrived and an updated forecast now showed a patch of completely dead air on track south of Goondiwindi - and I mean dead down to the ground for a distance too far to penetrate in the best of gliders and certainly not from a forecast 5,000ft cloud base. I thought (hoped) the forecast wouldn't be as as bad as indicated and





perhaps there would be the possibility to get through. At least I was going to have a look.

I headed south over forested country following the cloud streets as best I could and got a little tailwind to help. I pulled up a high resolution satellite image and saw a huge mass of cloud on course, which appeared to extend for hundreds of kilometres down my track line even though there was no hint of it yet in the sky ahead.

Somewhere north of Goondiwindi I saw it, towering cumulonimbus with anvils and tops above 30,000ft at a guess? Maybe there was a hole. I'd come this far so I thought I might as well get up close and have a look.

At Goondiwindi, the decision was obvious. There was heavy rain as far as I could see in each direction with stratus at ground level. The task was over and I would be returning to Kingaroy but while I looked at this devastating mass, an outflow front forms and I thought what the heck, I might as well enjoy the ride for a while before turning back. I was 270km down track and had averaged 120kph to this point. What a pity it has all fallen apart. I hit the outflow at 2,500ft, climbed to around 5,000ft in 7kts, turned west and start running the front.

### AMAZING

What happened next was truly amazing. For the next 37 minutes, I travelled from Goondiwindi to St George, a distance of 155km, gained 300 feet without turning and averaged 227kph, but the fun was just beginning. I now



started to see the edge of the thunderstorm system with sunshine and cumulus to the west. Because I had managed to start an hour ahead of schedule in Kingaroy and limited planning had me nearly two hours ahead of schedule at Goondiwindi, just maybe I would still have had a chance if I could get around the expanding outflow.

Following the outflow as it curved south I continued running the edge. It seemed to me as if the whole of the centre of NSW was flowing out to the west and as I looked east I could see the sky was completely washed out, while to the west, good cumulus had formed with some larger developments even further out. The next 450km was covered at 177kph with 10 per cent circling. I was now far ahead of schedule even if I was 150km right of track, and I still hadn't reached the best part of the sky.

### TROUGH SYSTEM

At 13:53 Queensland time, I was 740km into the task and crossing the road between Nyngan and Cobar. The larger cumulus that I referred to earlier had now made their origins clear. They were just a few of the clouds in a trough system which now lay across my path. Heavy showers were mixed in with lighter showers and lightning, and on the other side was where I was anticipating the best weather of the flight. I could actually see a huge red dust devil sitting about 50km away - it was big - but again I was faced with an agonising choice.

Just to the left of my course line were two heavy showers with a black and ragged cumulus base between the gap, and to my right was light rain with the beautiful sky and that dust devil beckoning beyond. If I tried to shoot the gap and it closed, there is a very real chance I could be washed out of the sky but if I took the safer route

I would be low before I connect again or worse. I decided to shoot for the gap and that black ragged cloud. If this didn't work, it could have been a show stopper...

### UNDER CLOUD

At 8,000ft, I was under the cloud and started climbing in 5 to 6kts. By 10,000ft this was up to 11kts and as I rolled out and headed between the showers at 120kts, I was still going up with the netto showing in excess of 14kts. I was seriously thinking I

would have to pull the brakes at Vne to avoid being sucked into the bottom of this monster when the cloud base suddenly rose and I entered light rain.

I was on the southern side of the front and the 15,000ft cloud base had finally arrived, so why was I down around 6,000ft and feeling uncomfortably warm? As it was taking a bit of time for the weather to get organised again near the trough, the air was rough and broken and the climb rate was not what I was expecting. Eventually I just had to make the decision to stop and, even though I was looking for much better, 6kts took me back to over 11,000ft. The next climb was 8.4kts under a couple of open class gliders that I suspected were flying from Corowa - it actually turned out to be Pam and Geritt Kurstjens - to the high point of 14,800ft. It was 15:21 and 930km into the flight, just passing Hillston.

Again I had a look at the satellite imagery and could see that Victoria had no significant cumulus so I suspected I would be flying into the blue, but for now the clouds were here to enjoy. An hour later I left 13,000ft and headed off into a blue sky. I was 1,100km into the task and averaging 135kph.

It was a long slow flight and common sense told me the day shouldn't just finish, even at 6.15pm in Victoria. I was still well below final glide and had visions of landing short of my declared goal. I couldn't believe the flight would end like this.

There was one small cumulus well left of my track near Yarrowonga but it had been there for a long time so I expected it to be gone before I got there and continued on track. Someone was ploughing just across the river in Victoria and a dust devil appeared to be lifting off.

The cloud at Yarrowonga has recycled as the previous one drifts off downwind and decays. I wished I had gone there!

### POIGNANT MOMENT

At 6,000ft over the ploughing I found 4kts, not brilliant, but I was so far ahead of schedule that I still had more than two hours to complete the flight. I took it to over 10,000ft and was soon 1,220km into the task with an L/D of 21:1 to the finish.

I took one more climb on the way and crossed the declared finish line at 11,000ft at 7.10pm. Last light would be 8.08pm so the rest of the flight was gravy. I flew around 60km to the south and then turn for Benalla. With 4,000ft over the top of Benalla, I take one final glide to Wangaratta with the intention of starting the motor to finish the flight. At 1,000agl over the airfield I arm the motor and push the extend lever forward. There is a slight noise, and then the fail-to-extend warning sounds. The engine has not come out!

I pulled the extend lever back and hear a slight thump indicating that the engine had moved up a little before being commanded back into its housing. I moved the lever forward again, and this time I assisted the extension with a slight push forward on the stick. I saw the engine come into view and after a short protest at my attempts



to get it started, it came to life and I motored back towards Benalla, climbing slowly into the setting sun.

Once comfortably within reach of the airfield, the motor was retracted and the air was perfectly still as I entered downwind. I slightly re-arranged the spare water bottles in order to be able to extend the gear and flaps, and then to use the airbrake.

I had full brakes out, as I was deliberately high on down wind and the re-arrangement of obstructions in the cockpit meant I had taken my hand off the airbrake lever. Turning base, the brakes were easing away when I noticed I had the black flap lever in my hand and not the blue airbrake handle. This was potentially a deadly error.

It was a poignant moment, as I was aware that a local club member named David Scott had been fatally injured earlier in the day after a suspected low level stall and loss of control while outlanding his Nimbus 2.

At the end of the flight, I felt an unbelievable mix of emotions, and as Tim Shirley greeted me and took a copy of my logger files it was difficult to comprehend what has actually been achieved.

Thank you to everyone that has sent emails, SMS's and Skype messages. Your support and congratulations have been overwhelming. Also thank you to Peter and Jan Brown in Benalla for accommodating me and being gracious hosts for the few days I stayed. **GA**

### FLIGHT STATISTICS

#### STD & 15M

|                            |         |
|----------------------------|---------|
| DISTANCE TO GOAL           | 1,253KM |
| FREE DISTANCE              | 1,309KM |
| 3 TURN-POINT DISTANCE      | 1,343KM |
| FREE 3 TURN-POINT DISTANCE | 1,532KM |
| OLC DISTANCE               | 1,580KM |

## VINTAGE GLIDERS AUSTRALIA ANNUAL RALLY BORDERTOWN, 3 - 11 JANUARY 2015



BY DAVE GOLDSMITH  
PHOTOGRAPHS PETER BROOKMAN AND  
ROB AND ANDY BENTON

The eleventh Vintage Gliders Australia rally at Bordertown proved beyond doubt that uncooperative weather should not be permitted to get in the way of a good time. Mid-rally, the days provided iconic flying conditions, building up over four days to a spectacular finale! During those days, there were some wonderful flights up to 10,000ft and beyond for those with oxygen, and distances of up to 380km.

Perhaps the standout occurred the day before the rally began, when Jenne Goldsmith planned to fly her Ka6E from Tocumwal, NSW, where Geelong Club were having their Christmas Camp, to Bordertown, SA, a direct distance of about 450 km. Jenne planned a 50 km dogleg to exceed the 500 km for her diamond distance, however she ran out of daylight and thermals after covering 490 km of the journey and reaching 14,881 feet! Her retrieve crew were close at hand, having followed her all the way using the SPOT tracker.

Vintage gliders present during the rally were:-  
Cherokee 2 VH-GLU with Kim Van Wessem  
ES-60 Boomerang VH-GQY with Bob Hickman  
ES-60 Boomerang VH-GTL with Mike Renahan  
Olympia VH-GFW with John "JR" Marshall  
K7 VH-GPG with John McCorquodale, Rob Moffat and Arie Van Spronssen  
K7 VH-GNU with John Ingram  
Ka6cr ZK-GFF with Andy and Rob Benton, recently imported from New Zealand  
Ka6E VH-GGV with Erik Sherwin  
Ka6E VH-GEA with Jenne and Dave Goldsmith  
Scheibe SF-27M VH-ZOT with Peter Rundle  
Pirat VH-GXL with John Lawson and John Ashford  
Sapphire ultralight with Keith and Edna Nolan

Other members and friends to attend the rally included Alan and Ruth Patching, Sylvia Sharman, David and Rosie House, James Cooper from WA, Jeff Watson, Leigh Bunting, Ged Terry from UK, Geoff Hearn and Colin

Collyer. The Bordertown-Keith Club members ran a great winch operation and it was good to see the increased member participation and enthusiasm the club is experiencing, with a recent influx of students and a second two-seater now on line.

The first day of the rally, Saturday 3 January, brought strong winds and raised dust, so most retired to the large, comfortable, air-conditioned clubhouse and rigging was postponed to Sunday morning. At briefing the dreaded banned word was revealed, the 'fine tin' rattling if anyone was remiss enough to utter "lift".

Sunday's weather was much better, with an abating wind and thermals more evident, although smoke from a bushfire in the Little Desert ruled out longer flights to the east. Three flights exceeding an hour were made in the afternoon, with thermals to over 6,000 feet under a blue sky.

Monday, the weather improved further, with a blue sky, gentle winds and temperatures in the low thirties. Keith and Ged flew temperature trace flights each morning in the Sapphire, providing an insight into the expected temperature needed to kick off the thermals. Eleven vintage flights tested the air, and five of them exceeded an hour. Peter Rundle in the SF 27M covered 209km in 3 hours 23 minutes. Jenne Goldsmith flew for over four hours, reaching almost 8,500 feet and covering 146km. Arie Van Spronssen and John McCorquodale in K7 VH-GPG had two flights, both of which were two minutes over two hours.

Tuesday brought temperatures ratcheting up to the high 30s, sunny weather and a light SE breeze. It was looking good, and small cu popped across the sky just after



OPPOSITE: Ka6cr at Bordertown - Andy's concours d'elegance winner over typical Bordertown paddocks.

ABOVE: Andy Benton receives the Chris Wills with Kranich painting, awarded for winning the concours d'elegance with his Ka6cr.

ABOVE RIGHT: John Ashford, Rob and Andy Benton and Jenne Goldsmith with the ex-New Zealand Ka6cr

BELOW: K7 VH-GPG Arie van Spronssen and Rob Moffat prepare to launch.

lunchtime to add zest to the day. Of six flights of around two hours or more, the longest two were 380 km in 6 hours 32 minutes by Dave Goldsmith to 10,000 ft and 379 km in 6 hours 7 minutes by Erik Sherwin, both in Ka6Es. Peter Rundle flew 337 km in 4 hours 32 minutes in the Scheibe. The K7s were well utilized, with John McCorquodale and Rob Moffat flying 214km in 3 hours 48 minutes in VH-GPG and John Ingram and Tony Edge 1 hour 53 minutes in VH-GNU, both K7s, then completing eight training flights between them during the afternoon. Mike Renahan flew 2 hours 30 minutes in his Boomerang VH-GTL.

Wednesday 7 January, while starting off with a blue sky and a forecast 40° C, became the day of drama as thunderstorms rapidly developed mid afternoon, with



heavy rain, squally winds and lightning strikes starting numerous nearby bushfires! Calls were made to encourage the return of the cross-country fleet as the airfield faced imminent closure, the pilots enjoying booming thermals as they routed around thunderstorms to make their way home. Nine soaring flights and lots of dramatic stories about the weather were testament to an exciting day's flying. Jenne Goldsmith in the Ka6E covered 250km in 3 hours 38 minutes, and John Ashford flew 230km in 2 hours 53 minutes in the Pirat. Arie Van Spronssen and Rob Moffat flew 186km in 2 hours 49 minutes in the K7, and Peter Rundle 185km in the SF27M. Bob Hickman (Boomerang) exceeded three hours, and Erik Sherwin in the Ka6E exceeded two hours. Andy Benton covered 141km in 2 hours 55 minutes in his Ka6. John Ingram and Gary Crowley, after 2 hours 30 minutes in K7 VH-GNU, carried out the only outlanding of the rally when a squally wind forced them down, two paddocks short of the airfield. What a day, fortunately with no damage to pilots and gliders!

The remaining days of the rally saw temperatures drop to the low 20s with low cloud and drizzle. However, the flying over the previous four days had been so good that





ABOVE: SF-27M Peter Rundle won the Best Single-seater award with his SF-27M VH-ZOT.

BELOW: The Thursday crew line up with Kim Van Wessem's Cherokee 2.

no-one felt let down by the weather. The Vintage Gliders Australia Annual General Meeting took place as scheduled on Thursday morning, and the Annual Dinner was moved forward to Thursday evening. A bus tour was organized by Sylvia Sharman for Friday, and Howard Hendricks, an impressive speaker who completed 31 missions as a young Lancaster Bomber Pilot in World War 2, addressed a large crowd on Saturday evening.

In summing up, it was an unforgettable rally on a number of grounds, and it is obvious that the spirit of vintage gliding continues to flourish. Some excellent gliders not seen previously at our rallies attended, and quite a few new faces were welcomed. The catering standard set by VGA members JR Marshall, Mike Renahan and helpers was hard to beat, the food was delicious and varied, so many thanks to them! The Bordertown-Keith Gliding Club team, including Brooky, Markus, Andrew, Greg, Garry, Brentyn, Nugget and Bully put on a fabulous operation. Thanks heaps! The social side was also a highlight, those not actively flying also joining in to make the experience memorable and friendly. But what about the flying? – in a word - WOW!

### VGA AGM

The meeting was held at 10am in the Bordertown Clubhouse, with 31 members and friends in attendance. The President's report was presented by Alan Patching, Secretary's report by Leigh Bunting and Treasurer's and membership report by Dave Goldsmith. It was obvious that support for Vintage Gliders Australia continues and the association remains in good shape. Alan Patching retired as President after many years, and John 'JR' Marshall was elected as new President. Two members, Andy Benton and Ruth Patching, offered assistance for membership secretary and treasurer duties being investigated for introduction on 1 July 2015.



Discussion about our association and possible synergies with the Australian Gliding Museum lead to the suggestion that Vintage Gliders Australia membership renewals should take place on 1 July each year, so that members of both groups are able to renew on the one form at the one time. This will simplify renewals and reduce confusion for many, however it is emphasized that members will continue to be able to belong to just one group if that is their preference.

### ANNUAL DINNER AND PRESENTATION NIGHT

With poor prospects of flying on Friday, Saturday and Sunday, the dinner was moved forward two nights to assist those who wished to leave early. New President JR assured those present that a posh meal could be provided by the VGA catering department at short notice, and, much to the appreciation of all, so it was!

The master of ceremonies for the prizegiving was a very relaxed new President, who handled the occasion with humour and aplomb.

The Geoff Gifford Trophy for the longest flight between rallies was won by Les Webster in Western Australia who made an amazing flight of over 500km in an ASK-13.

The next award winner was Dave Goldsmith, who made the longest flight of the rally, 380 km, by a margin of under 2km over Erik Sherwin's distance, to win the Renmark Trophy.

Winner of the Best Two-seater award was K7 VH-GPG, brought by John McCorquodale, Rob Moffat and Arie Van Spronssen. Winner of the Best Single Seater trophy was Scheibe SF-27M motorglider brought by Peter Rundle.

Winner of the Concours d'elegance award was Andy Benton for his beautifully restored Ka6cr ZK-GFF. Winner of the very handy turbo to assist if he is ever again caught short was John Ingram!

## SEEUYOU STATISTICS

BY RICHARD FRAWLEY



During this year's October Speed Week there was a lot of discussion and focus on the use of SeeYou, especially about the information contained in the SeeYou statistics. The aim, of course, was to show how this information can best be used for the improvement of flight performance.

I have expanded on my notes and put down what I remember of how to use data to improve one's performance through directed practice. Naturally, it's the conversion of the data into meaningful actions that is key to improvement.

Below I have given an explanation of what each statistic means and how that statistic, either alone or combined with others, can be used to improve your performance.

When doing this, it can be very useful to set a racing task to fly with others. If you do that, remember it's important to let everyone know to leave on or around the same time so that you are all flying the task in similar air. That way you can much better evaluate the relative performance of each pilot involved and identify the potential areas of improvement.

1. The lower the percentage spent circling the better. Less time climbing is achieved by selecting the strongest climbs and by preventing the need to stop and thermal in the first place.
2. The Vario column shows the averaged strength of the climbs over the Task. When flying the same tasks as others, you can compare how well you selected your thermals and how well you managed your climbs.
3. Altitude gain can be deceptive. It's important to take No 1 into account when comparing this number with another pilot. If their circling percentage is lower, this means the other pilot has exploited energy lines better and required less height to be gained by climbing to complete the task.
4. Circling and losing height is not at all productive! The lower these numbers are the better. When both selecting and flying thermals, a dedicated focus to only flying in rising air is a great way to improve performance.
5. This particular statistic should not be taken in isolation. It is possible to take more thermals and have a better Vario Average. Thermals on the day may have a strong mid band with major tapering off, for example. Generally however, finding and centring thermals absorbs time and the less you do it the better.
6. The higher this number the better. On out-and-back streeting days or ridge flying you can get this to more than 90%. 80% shows great performance on a thermal day.
7. The higher this number, the better, as this shows how much straight line flying was done in rising air.
8. The lower this number, the better.
9. The numbers in this column show the altitude lost or gained in the non-thermalling sections of the flight. Is very useful if you can compare your flights to better pilots who flew a racing task, preferably flown at the same time of day. On days where there are energy lanes and/or streets, sometimes small

SeeYou provides a lot of statistics that are gathered from the trace or traces provided. The Naviter guys have worked hard over many years to figure out how to best calculate and show the data in ways that are meaningful to performance and improvement.

The diagram left points out the key areas of interest. The data shows the summary statistics of the task flown, all legs. You can also look at the statistics for each leg of the task, providing you have set a valid task and associated turnpoints.

The leg statistics are very useful to show your relative capabilities of adjusting to the new leg and dealing with the different conditions that may present themselves. It's interesting to see how pilots favour different wind directions. Some pilots, for example, are better at finding blue day thermals upwind rather than downwind, others the opposite. Some are better at adjusting to the new view or flight path into cloud energy positions and lines on the new leg.

I hope you find this information as useful as it has been to me. A simple focus on not flying in sinking air in thermals has certainly improved my average climb strengths as well as overall speed.

Send any comments, improvements, questions or disagreements to [rjfrawley@gmail.com](mailto:rjfrawley@gmail.com)

deviations can pay big dividends. It is important to also look at the IAS numbers when comparing notes. A pilot who is getting better climbs might be flying faster inter-thermal and showing lower Netto or Mean L/D, but have a faster speed overall

10. It is important to note, for any Netto numbers, that the right polar and ballast be known to SeeYou.

11. The Average Glide will take into account the IAS. Being able to maintain a higher IAS at the same L/D as a comparative pilot is good.

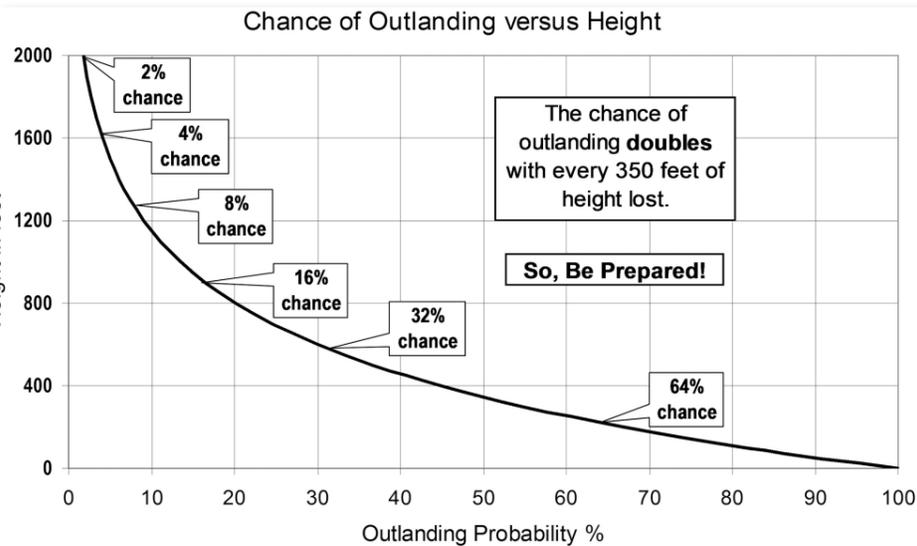
12. The Mean L/D for 'Total' is fairly obvious. The higher this number is, the better, especially if it is well above the calculated polar speed, as this means you are flying through rising air. Naturally, the higher the overall percentage of rising air, the better.

- Why is the Mean L/D negative? This indicates that the flight has been rising, a low number like -11 is slightly rising. A bigger negative number like -40 is significant rising. A high positive number like 85, is very light sinking.

# OUTLANDING, NOT OUT-CRASHING

## THE CHANCE OF OUTLANDING

On a cross country soaring flight, there is always a chance of outlanding. During a competition task, the chance is small, so long as the pilot is flying several thousand feet above the ground. I have suggested that a pilot, by sensible selection of thermals, can keep the chance of outlanding down to about one chance in 200, that is, 0.5%. Very cautious pilots may keep the chance even lower, while very bold pilots may habitually accept a chance of around 5%.



When any pilot flies down through 2,000ft above the ground, the odds are different. The chance of outlanding must increase, because there will be few thermals left within range, or perhaps none!

My first graph shows this increasing likelihood of outlanding. It has nothing to do with how the pilot should cope with the situation, which I come to later. At ground level, an outlanding is guaranteed, 100%, and at 2000ft, I have plotted the chance as 2%.

The chance of outlanding increases very rapidly. According to this graph, the chance doubles with each 350 feet of height lost, and that happens every three minutes! Since landing is more hazardous than soaring, it is prudent to give serious attention to landing before the likelihood of outlanding gets much above 10%.

A pilot who has not already thoroughly planned how best to make a safe landing by this stage is in danger. Under the pressure of each new un-noticed hazard, the pilot's errors grow like an avalanche. Often, the result is a crash.

Competent pilots prepare for outlandings in good time, and act in a calm, methodical way that makes crashing very unlikely.

## MAKING OUTLANDINGS SAFE

### USE STANDARD PROCEDURES

One can imagine landing situations that have very different risks of a crash. At 2,000ft above an aerodrome such as Gunnedah in fine weather, the risk of crashing is very, very small, perhaps 1 in 10,000. If that aerodrome

BY GARRY SPEIGHT

THIS ARTICLE FIRST APPEARED IN THE NEWSLETTER OF LAKE KEEPIT SOARING CLUB, 'KEEP SOARING'.

became covered in fog, the risk of crashing could be close to 9,999 in 10,000.

Generally, however, a pilot who is soaring cross-country can keep the risk of crashing on outlanding very small, well below 1%, by following the standard procedures that are in the GFA training syllabus. Each cross-country pilot will have been checked out as competent in these procedures. However, they must be practiced frequently and seriously to ensure that they will help when they are needed. That is really up to the pilot.

### PROCEDURES FOR SAFE OUTLANDINGS

#### THE SEQUENCE

The second graph shows the sequence, height and timing of the procedures that must be followed to ensure the safest possible outlanding:

- (1) Select a safe field;
- (2) Plan the circuit for landing;
- (3) Fly a standard circuit.

#### PROCEDURE (1): SELECT A SAFE FIELD

During a soaring cross-country flight, you must have a safe place to land at all times. So long as you are above 2,000ft above ground, it is safe enough to simply keep aerodromes, airstrips and cropping country, not cotton, within range. When you are below 2,000ft above ground, things get serious! You must not fail to notice when that happens. You must then identify at least one safe landing place before you get much lower.

Scan fields that are one or 2km from you, near enough to see details, but not hidden under the glider. Given the choice, look at fields ahead on track, so as not to have wasted time if you can continue. A suitable field must meet all the safety requirements, WSSSSS - Wind, Size, Surface, Slope, Stock and Surroundings. Get this procedure completed by 1,500 or 1,600ft above ground if you can.

#### PROCEDURE (2): PLAN THE CIRCUIT FOR LANDING

As soon as you have decided on a safe landing place, plan the circuit that you will do, just as you would at your home airfield. If circuits to the left or to the right are equally suitable, you can leave that undecided. Identify, and keep in mind, the position of each circuit joining area. You may need them. Get this procedure over by 1,500ft above ground.

#### PROCEDURE (3): FLY A STANDARD CIRCUIT

Arrive at the chosen circuit joining area at the height that you usually do. A height of 800ft above ground is safe, though competition pilots in current practice may be safe a little lower. Prepare the glider for landing using the

standard pre-landing check, FUST. Fly a normal GFA circuit, ignoring any signs of lift. Attempting to thermal away after joining the circuit is very unwise - thermals below circuit-joining height are treacherous.

## CATCHING THERMALS BELOW 2,000FT ABOVE GROUND

The three procedures above are essential, and must be given top priority. That does not mean that you can't thermal. If, by chance, you meet strong, workable lift while doing Procedure (1) or Procedure (2), take it! It will soon lift you back above 2,000ft, and you can move on.

Once you have completed Procedure (1) and Procedure (2) by 1,500 feet, thereby shedding a load of worry, you now have 700ft left to look for a thermal before getting down to circuit height. Sinking at 140ft per minute, you have five minutes to spare. At 50kts, you can explore nearly 8km, or 4.17 nautical miles.

Use your height wisely. Plan a systematic search pattern through likely thermal sources. This pattern should end at a chosen circuit joining area.

Your thermal search can have four possible outcomes:

- (1) No lift at all. You must enter the circuit for a landing.
- (2) One or more very weak thermals, each drifting away. At some point you must give up while still able to enter the circuit.
- (3) As in No (2), but finally you find a good thermal and climb away.
- (4) A first thermal that is good. You climb away.

## MENTAL DISCIPLINE

### DISCIPLINE IS VITAL

It takes mental discipline to learn, practice and adhere to these outlanding procedures. But, in any case, mental discipline is essential for success in cross-country soaring. Safe outlanding is just one of many skills to be perfected.

## CIRCUIT DISCIPLINE

Instructors require students to show discipline in planning and flying circuits before letting them go solo. I believe that it is GFA dogma to treat each circuit as a practice for a cross-country outlanding. However, few instructors or students take this as seriously as they should. I find that some students do their pre-landing FUST check well before entering the circuit. When facing an outlanding, putting the wheel down when you still hope to thermal is almost bound to result in the wheel being down when it should be up, and vice versa.

I practice and teach that the pre-landing FUST check marks a decision point. It signals the end of soaring flight, and I will not soar after I have done the check. Because I have this rule, I never do the FUST check any earlier than is necessary for a safe circuit.

Circuit discipline remains vital as a pilot progresses. As a pilot advances to higher performance gliders, s/he should practice doing circuits at heights and angles that are appropriate to a glider of that performance, both at the home field and in outlandings.

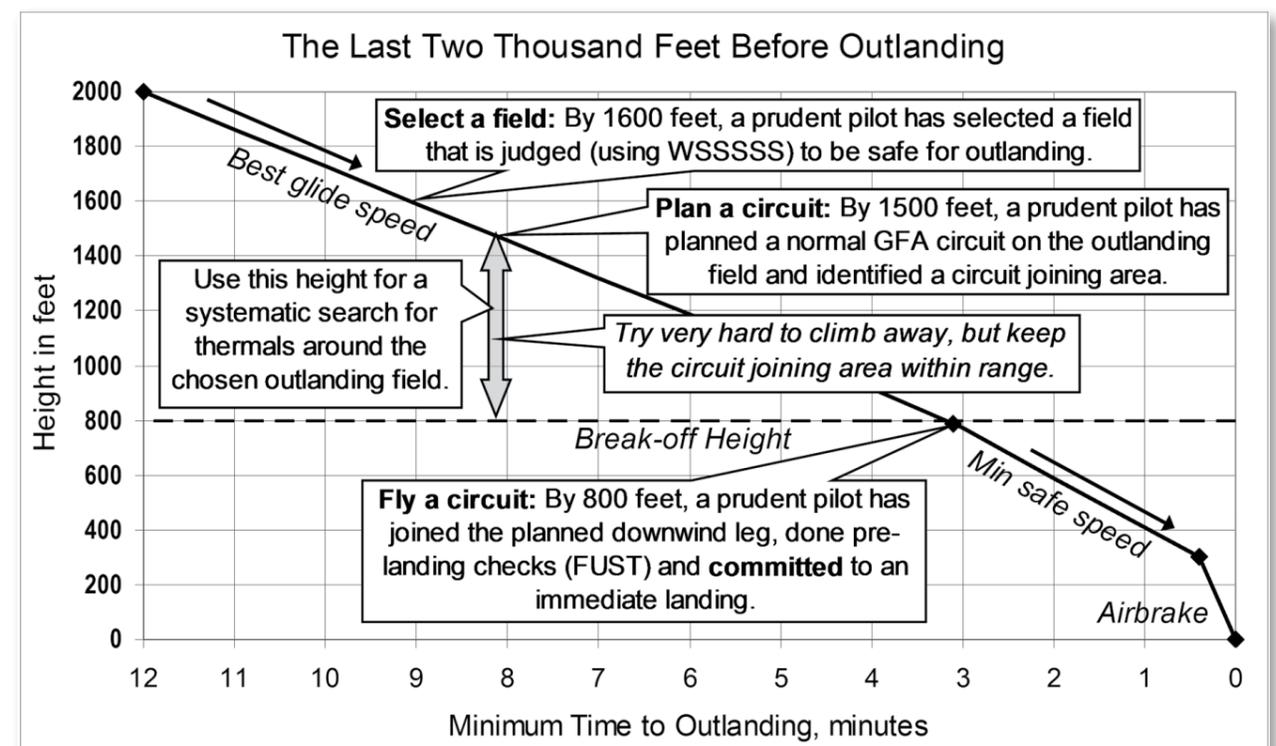
## DISCIPLINE IN FIELD SELECTION

The main point is to be alert, and not miss things that indicate that you are less than 2,000ft above a landing place. As the first graph shows, you are at risk if you leave outlanding planning until you are lower.

Getting this low happens quite frequently during cross country flights. That gives priceless opportunities to practice the field selection procedure.

Practice it as a drill!

Usually, there is no-one watching you to see how prudent or careless you are. I realise that I have an advantage there. As I have so often had to demonstrate this procedure to trainees, I have had to keep current in my procedures. That is how it must be for others too. GA



# WIRE STRIKE DURING OUTLANDING

## FACTUAL INFORMATION

At about 1604 Eastern Standard Time in mid-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.

## ANALYSIS

### FLIGHT

The accident flight was on the final day of a national gliding competition. Going into this flight, the pilot was leading the Class after eight competition days. The final day's task was an Assigned Area Task with a 3½-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 29.50° C was recorded at the contest 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 within the assigned area, 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, the pilot 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

BELOW: The paddock in which the pilot intended to land is circled.



CHRISTOPHER THORPE EXECUTIVE MANAGER, OPERATIONS



ABOVE: Paddock into which the glider was flown, showing the final flight track (red) and power line (yellow).

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 to 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 two kilometres 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 left-wing and tail first.

### PILOT

The pilot was medically fit and qualified to undertake the flight. 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.

### AIRCRAFT

The aircraft struck the power line with the right wing, midway between the fuselage and the airbrakes. This resulted in the aircraft turning through 180° and impacting the ground with the left wing and tail, and then the fuselage taking an impact. This accident geometry led to the pilot suffering only minor injury.

### COMMENT

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.



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.

LEFT: Close-up of the Power pole showing broken line.

BELOW: This accident geometry led to the pilot suffering only minor injury.

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 - flying at low level is unsafe because:

- 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.
- there is very little time to recover control of the aircraft if something goes wrong - for example, consider a low level spin.

## OPERATIONS NOTES

### USE OF CLASS A AIRSPACE BY GLIDERS

As mentioned in the last issue of the magazine, last year GFA provided an extensive safety case to CASA and Air Services Australia to achieve an ADS-B exemption for gliders flying above FL290. On 23 January 2015 CASA issued Instrument number CASA 07/15 approving VFR flight in Class A airspace in a glider that is not equipped with a secondary surveillance radar transponder, exempting gliders from the requirement to carry ADS-B transmitting equipment above FL290. This is good news for our wave flying clubs and pilots. Individual wave flying clubs can now negotiate Letters of Agreement with Air Services Australia invoking this agreement. The instrument can be downloaded from this link: [www.comlaw.gov.au/Details/F2015L00093](http://www.comlaw.gov.au/Details/F2015L00093)

### AIRSPACE AIRFIELDS AND AVIONICS OFFICER NEWS

Mr Graham Brown is our new GFA Airspace, Airfields and Avionics Officer. He has important roles in support of both Operations and Airworthiness departments, and is supported by regional representatives. More good news - after much GFA, club and council effort, CASA has signed an instrument approving a new dual runway configuration at Temora, NSW, allowing simultaneous power and gliding operations on 09/27. It is hoped this may be extended to other Temora runways and multi-user aerodromes soon. Further work is being done on future glider equipment requirements.

### PRIVATE PASSENGERS

A private passenger flight involves the carriage of a person in a glider who is neither a member of the GFA nor a person being flown under our Charter Flying rules. Such people were previously referred to as 'family & friends' but there is no longer a requirement for the person to have any relationship to the pilot. A private passenger flight is carried out on behalf of the pilot alone and, specifically, not acting as the agent or on the behalf of a gliding



club or organisation. Private passengers are not allowed to manipulate the controls of a glider in flight, and they may pay up to 50% of the cost of the flight. Pilots conducting private passenger flights should ensure their passenger is aware of the risks. Any claim for injury to the passenger flown within GFA guidelines would be covered by the BBL up to \$250,000, and the glider's liability insurance. Pilots should ensure their glider carries sufficient liability insurance if they want to avoid personal loss.

### INDEPENDENT OPERATIONS

In order to qualify for a Level 1 Independent Operator rating, a pilot must now hold a GPC. Award of a GPC includes IO Level 1 approval. A logbook endorsement is no longer required and the old logbook stickers have been discontinued. CFIs who still have copies of the old stickers should now destroy them. CFIs, Training and operations Panels are requested to support pilot development to GPC level and beyond, growing the pool of new pilots who can enjoy flying freedom, safely and responsibly.

### CASA GLIDER PILOT LICENCE

CASA has advised that CASR Part 61 does not require endorsement of a Flight Radio Operator's Licence on any licence other than a Recreational Pilot Licence. CASA recognises that a person must hold radio privileges to hold a GFA Glider Pilot Certificate and that such privileges are recognised for the issue of a Glider Pilot Licence.

One of our members noted that his new Glider Pilot Licence had the notation "Recreational Pilot Licence Endorsements - Limitations on exercise of Privileges: The holder is not authorised to pilot an aircraft in a Contracting State's airspace unless the holder has permission (however described) from the Contracting State to do so" and "Non ICAO Compliance: RPL". The pilot asked CASA whether it was appropriate to have these limitations recorded on the licence when the pilot does not hold a RPL. CASA has advised that this is standard boilerplate text and only applies if the holder also holds an RPL endorsement.

**SAFETY PAYS**

This is the first of our GFA Members' Safety Stories.

Recognising that education is more important than documentation, the Safety Committee is offering a cash prize of \$50 for the best safety story submitted to the magazine. On top of this, there is a \$300 cash prize for the best story of the year.

Sharing information of incidents and occurrences is a great way to raise awareness of safety issues so please help your fellow pilots learn from your experiences.

Details of how to write and submit your stories are on the Safety home page of the GFA website. [www.glidingaustralia.org/GFA-Ops/Safety](http://www.glidingaustralia.org/GFA-Ops/Safety)

**DON'T DO WHAT I DID**

I had a bit of a chuckle when I read in the last magazine the tale of the poor unfortunate pilot who took off with his tail dolly still attached, and then...

Following the completion of a Form 2, I intended to take a test flight. I DI'd the aircraft. However, due to weather we did not fly the aircraft on that day.

The following day the weather gods were smiling, and I DI'd the aircraft again.

I did have it in my head to perform an ASI check but, for some reason that I still cannot explain, I simply failed to follow through.

As we were rolling on an aerotow, I decided to check the ASI in both cockpits - probably because of my earlier thought process about the ASIs.

At about lift-off speed, the front ASI was starting to read, while the rear had no apparent reading.

I called, "No airspeed" three times. The pilot in command responded with, "Continuing launch." I concurred with that

decision. As PIC explained, we had a tug up front which was giving us sufficient airspeed, no need to panic.

During the launch we discussed what had happened and what we would do after release. One item was that the front ASI was reading approximately 80% of the expected airspeed on tow.

After release, the aircraft was stalled with a straight and level attitude. The ASI read approximately 32kts. This also confirmed our estimate of an 80% reading.

The circuit was flown with a reasonable nose-down attitude, while PIC did at one point think he was too fast, a normal approach and landing was conducted.

Examination of the flight trace showed that the downwind, base and final, allowing for wind, was flown at

approximately 70kts, with a peak of 80kts for about 10 seconds. Post-flight, we discovered the pneumatic had been disconnected for the Form 2 and had not been reconnected.

I had DI'd the aircraft TWICE before we flew. Why did I not follow through on my thought to check the ASI? I had ASSUMED something! I learnt something that day. I will NEVER assume and I will ALWAYS check.

**OBSERVATIONS FROM THE EM/O**

Many pilots are in the habit of completing the Daily Inspection from memory and it is very easy to become distracted and miss something, or to simply forget. The chance of missing part of the Daily Inspection can be minimised if pilots use the 'Daily Inspection Schedule' near the middle pages of the aircraft's maintenance release as an aide memoire.

**CREW RESOURCE MANAGEMENT**

On a positive note, this incident serves as a good example of Crew Resource Management in practice, where communication, problem solving and decision making in the cockpit led to a successful outcome. In this case a problem was identified, solutions were stated, and agreement was reached between the pilots on how they would proceed. Once decided, the pilots used their flight skills and experience to safely complete the flight. **GA**

pilot did not maintain adequate airspeed and landed heavily. The wind direction had been variable and the pilot was launched into a 7 to 10 knot crosswind. The tow pilot had to use full control deflections to maintain directional control. As the combination became airborne it flew through a thermal and the glider commenced a series of oscillations in pitch, probably due to inappropriate and course control inputs by the pilot. When the glider pilot released he performed a 'tear drop' manoeuvre to land back on the runway but failed to maintain adequate speed control and landed heavily but without damage or injury. Gliding operations were suspended until the wind stabilised. This incident highlights the importance of conducting 'conversion flights' in benign conditions. Causal factors include inexperience on type and a high workload caused by adverse weather conditions and mishandling of the controls.

**4/12/2014 QSA AIRCRAFT CONTROL DISCUS 2B**

This experienced pilot released from aerotow in a ballasted glider but did not contact lift. The pilot

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

made a late decision to land and joined circuit at low height. In his haste to dump the water ballast, the pilot forgot to lower the undercarriage and landed with the wheel retracted. Landing mishaps commonly occur to pilots who lack the discipline to break off the flight at an early stage, and who become overloaded when close to the ground. Workload management can be eased by proper flight management which includes attending to pre-landing tasks, like lowering the undercarriage, early rather than later in the circuit. Refer also OSB 01/14 'Circuit and Landing Advice'.

**6/12/2014 WAGA CREW AND CABIN SAFETY DG 500 ELAN ORION**

Just prior to setting off on a 200km cross country task at 5,000ft and after about 30 minutes of flight, the command pilot flying noted movement of the control column to the right was restricted. The command pilot, flying from the rear seat, asked the co pilot if his leg was obstructing the controls but received no response. The command pilot then noticed both rudder pedals were immovable and asked the copilot to take his feet off the pedals. The copilot was unresponsive despite the command pilot speaking in raised tones and tapping the back of his head. After approximately 30 seconds the copilot regained consciousness and remained clear of the controls while an emergency descent was conducted. On the ground the copilot advised that he had felt 'airsick' but had no recollection of losing consciousness nor of the command pilot's attempts to arouse him. The command pilot noted that it was only by circumstance that the co pilot was flying with him and not in the club's single seater. This is the second time the co-pilot has lost consciousness in flight. On 11 January 2014 while flying a single seater, he recovered consciousness at very low level and the event was attributed to dehydration. The co-pilot's medical practitioner diagnosed vasovagal syncope and he is not flying pending medical clearance.

**6/12/2014 NSWGA AIRFRAME ASW 28**

At 300ft AGL during an aerotow launch the rope prematurely released from the tow plane. The glider pilot successfully completed a modified circuit and landed on an alternative runway with the rope still attached. Investigation revealed a spring had failed in the tow plane's release, allowing the rings to override the overcentre locking mechanism and fall free.

**6/12/2014 VSA TERRAIN COLLISIONS JANUS CM**

After landing the glider pilot taxied clear of the runway to clear the runway for a following aircraft on approach. During the course of taxiing, the port wing tip struck a raised runway light. Although runway lights are designed to be frangible, the glider's wing was substantially damaged. Pilots need to exercise care when taxiing to avoid known obstacles.

**7/12/2014 QSA AIRFRAME ASW 19B**

Following a competition flight the glider landed in strong wind conditions associated with a storm front. While moving the glider off the strip the wind blew the unlocked canopy open. The canopy was torn off causing minor damage to the fuselage but the canopy did not break. This incident highlights the importance of always locking the canopy before leaving it unattended.

**8/12/2014 VSA RUNWAY EVENTS SHEMP HIRTH ARCUS M**

The powered sailplane pilot had just given a radio call that she was lining up on the operational runway, when a Beechcraft Travel Air entered and backtracked without making radio calls. The sailplane pilot applied braking and brought the glider to a halt. The pilot in the Beechcraft did not make any radio calls on CTAF and did not adapt to the situation but continued to backtrack and then take off. It is essential that pilots be alert and look for other traffic and exchange traffic information when operating at or on a non-towered airport. This is of particular importance since other aircraft may not have communication capability or, in some cases, pilots may not communicate their presence or intentions when operating into or out of such airports. To achieve the greatest degree of safety, it is essential that all radio equipped aircraft transmit/receive on the common traffic advisory frequency. Pilots are expected to taxi an airplane safely whether moving to or from a runway or otherwise moving about the airport, and it is important to remain extremely cautious and maintain situational awareness. For example, prior to brake release for taxi, minimise cockpit tasks, observe 'sterile flight deck' procedures, and always practice a 'heads up, eyes out' mode while taxiing.

**9/12/2014 NSWGA AIRFRAME DG 1000S**

During flight, the trim ballast cover was lost but the ballast blocks did not fall out. The DG1000S flight manual requires the cover of the tail ballast box to be taped and checked before each flight. It appears this advice was not heeded.

**11/12/2014 WAGA AIRCRAFT CONTROL ASW 24**

During a cross country flight an outlanding became necessary. A tow plane was called and the pilot was successfully retrieved. On the return flight to the home airfield the pilot received a radio request to expedite his landing in order to

conduct an Air Experience flight. The pilot quickly descended but failed to complete his pre-landing checks and the aircraft was landed with the undercarriage retracted. The pilot noted that during his circuit he was so preoccupied with planning his AEF that he forgot to lower the undercarriage. Landing mishaps usually occur due to poor workload management, so it is important to get some of the tasks, like lowering the undercarriage, out of the way early. Refer also OSB 01/14 'Circuit and Landing Advice'.

**12/12/2014 NSWGA LOW CIRCUIT ASW 28**

The aircraft was on a marginal final glide into a 30 knot headwind. As the pilot flew over last landable paddock prior to aerodrome, he determined that he would not make the aerodrome. At a height of about 100ft AGL the pilot executed a 180° turn downwind (60kts ASI) to land in the paddock he had just over flown. The aircraft landed with a 30 knot tail wind under a SWER line. Potential causal factors include high workload and optimism bias. Cross country pilots must remain alert to the risks of undershooting and should not persist with marginal final glides. At low levels in windy conditions, the likelihood of encountering heavy sink and turbulence is high.

**13/12/2014 VSA TERRAIN COLLISIONS STANDARD CIRRUS**

While outlanding in a canola stubble paddock, the port side of the glider's fuselage aft of the main wheel made glancing contact with a small rock. The aircraft suffered superficial damage to the paintwork.

**13/12/2014 VSA FLIGHT PREPARATION/NAVIGATION****ASW 20**

During a cross country flight the pilot successfully completed an outlanding. An attempt to contact the Gliding Club immediately after landing was unsuccessful as the pilot was out of range of mobile coverage. The pilot moved to an area where coverage was available and, despite eight subsequent attempts to contact the club over the next four hours, he could still not raise anyone at the club. The pilot eventually phoned the local police and asked them to advise the club that he had safely landed so as to prevent search and rescue procedures being implemented. It appears the club telephone was not being monitored and the pilot had an outdated contact list. This incident highlights the importance of Clubs having an active SAR Watch mechanism in place and for pilots to organise and brief their own person responsible for initiating SAR action. Refer also to MOSP 2, paragraph 8.1.18 Search and Rescue (SAR) Action. A current list of several contact telephone numbers would also have assisted.

**14/12/2014 SAGA SYSTEMS ASK 21MI**

The glider was being flown on an evaluation flight

**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](http://glidingaustralia.org/Log-In/log-in-soar.html) as and when they occur. This is always best done while all details are fresh in everyone's mind.

**2/12/2014 QSA AIRCRAFT CONTROL SZD 48 JANTAR STANDARD 2**

The aircraft landed in a rough paddock with the undercarriage retracted. After releasing from the tow for a cross country flight the pilot elected to keep the undercarriage down until the first climb was encountered. The pilot then forgot about the undercarriage and embarked on a cross country flight. Eventually conditions dictated an outlanding was necessary and the pilot selected what was thought to be a suitable paddock. The undercarriage was retracted as part of the pre landing check and, despite the pilot periodically checking the lever to the placard, the fact that the undercarriage was retracted went unnoticed. The final approach was made with sufficient clearance over power lines but the pilot failed to arrest the rate of descent and landed heavily on the fuselage. The paddock surface was rougher than anticipated and the aircraft suffered minor

damage. The pilot noted that he spent time selecting an appropriate paddock but did not pick the unsatisfactory surface condition from the air. The pilot also advised that he may have misused the airbrakes as he was not in recent practice using conventional airbrakes because he usually flew an aircraft with trailing edge airbrakes. Causal factors include high workload, omitting to complete a post release check, not noticing the undercarriage was retracted, inexperience on type, and a mishandled flare.

**3/12/2014 QSA AIRCRAFT CONTROL ASTIR CS JEANS**

The aircraft was subjected to pilot induced oscillations during the pilot's first takeoff in a single seat glider. The pilot released from tow at about 300ft AGL and positioned for landing. During a downwind final approach, the glider

following the initial inspection for the issue of a Certificate of Airworthiness. During the takeoff the second pilot in the rear seat advised the command pilot that the rear ASI was not functioning. The command pilot noted that the front ASI appeared to be 'under reading'. The evaluation flight was completed and inspection after landing revealed the ASI plumbing was disconnected from the instrument. Investigation revealed the experienced maintenance inspector had disconnected the altimeter plumbing to conduct a manometer test and failed to reconnect it. This oversight was not picked up during a secondary inspection. The experienced command pilot acknowledged that he failed to conduct an instrument check as part of the Daily Inspection. This incident highlights the importance of diligently carrying out the required Independent Inspection following maintenance and undertaking a check of the functioning of instruments during the Daily Inspection.

#### **14/12/2014 VSA RUNWAY EVENTS JANUS**

During the landing roll on the grassed runway, the glider passed through an area of taller grass. The starboard wing caught in the grass and the aircraft ground looped through 180°. No damage occurred.

#### **14/12/2014 SAGA AIRCRAFT CONTROL ASW 20CL**

After returning from a cross country flight, this experienced pilot configured the aircraft for landing and employed full landing flap. During final approach the pilot rounded out too high. Despite fully closing the airbrakes, the aircraft's speed decayed resulting in a heavy landing. The starboard wing contacted the ground and suffered minor damage. The CFI advised the pilot was flying the final approach at a speed that was too slow for the conditions. The high round out and subsequent loss of speed placed the aircraft in the back of the polar curve with a high rate of descent and loss of some aileron control, which caused the wing to drop and come into contact with the ground. Rounding out too high usually occurs because the pilot is unaware of the glider's height and any change in it. In this incident fatigue may have been a factor affecting the pilot's judgement.

#### **20/12/2014QSA AIRCRAFT CONTROL LAK 17A**

The pilot, who was competing in the NSW State Gliding Championships, had taped over both of his water ballast wing-tank vents so that water would not leak while one wing was on the ground on the grid. Just prior to launch the pilot forgot to remove one of the pieces of tape. During the course of the cross country flight, the pilot got low and an outlanding became inevitable. The pilot opened the water ballast dump valve but only one wing emptied. During the course of landing the pilot was unable to maintain wings level and the wing containing ballast touched the ground at

speed, causing the aircraft to ground loop and suffer substantial damage. This accident highlights the importance of completing a thorough pre-boarding check immediately prior to flight. While most flight manuals suggest keeping the wings horizontal before takeoff to avoid uneven water distribution, some pilots temporarily put tape over the vents. If the pilot elects to do this, use tape of a colour that contrasts with the glider surface and ensure it is removed before flight. Asymmetric water ballast is potentially dangerous and could lead to inadvertent spinning and difficulty recovering from spin. In an asymmetric wing loading condition, increased speed may be necessary to maintain control.

#### **21/12/2014 SAGA TERRAIN COLLISIONS ASW 27**

The pilot was flying cross country on a hot day with thermals going to 9,500ft. The pilot spent most of the flight below 6,000ft and eventually an outlanding became inevitable. The pilot identified a suitable paddock for a landing and noted there were multiple SWER lines in the area. During the downwind leg, the pilot became distracted when he experienced difficulty lowering the undercarriage - the handle was obstructed by articles in the knee pocket of his trousers. While the undercarriage was eventually locked down toward the end of the downwind leg, the pilot missed the opportunity to conduct a survey of the paddock during this period. On base leg the pilot identified a SWER line across the approach and turned final with sufficient height to avoid it. The initial part of the landing was slightly uphill and the pilot needed to manoeuvre slightly to avoid some rocks. Just after the glider crested the slope the pilot noticed a contour bank about 100ft away. Despite braking heavily the glider impacted the contour bank, which was about 40cm high, at about 20 knots and rebounded into the air. The glider touched down heavily and came to rest about 15 metres from the contour bank. The aircraft suffered substantial damage. The pilot noted afterward that while he had been drinking water during the flight, the colour of his urine indicated he was dehydrated and that his reaction times may have been impaired as a consequence. The pilot also noted that he had to walk for 2.5 hours to find a road as the property was unoccupied. Causal factors include high workload, distraction, fatigue and dehydration. There are a number of lessons from this accident; 1. Ensure clothing does not interfere with the controls; 2. Put the undercarriage down before entering circuit to avoid unnecessary distraction when close to the ground; 3. Make sure you drink plenty of fluid containing electrolytes during flight; and 4. Ensure you have adequate water and food after outlanding in case you have a long walk.

#### **23/12/2014 SAGA GROUND OPERATIONS**

#### **STEMME S10 VT**

During a 'power on' landing the motor glider pilot felt pressured to vacate the runway for another aircraft on approach. The pilot turned off the runway a little earlier and at a higher speed than normal. A gust of wind lifted the port wing and the starboard wingtip contacted the ground. The pilot braked heavily to slow the aircraft, resulting in the aircraft pitching forward and the propeller striking the ground. Causal factors include high workload, turning onto the taxiway at too high a speed, unfamiliarity with aircraft type and delayed reaction due to misidentifying the wheel brake lever.

#### **27/12/2014 SAGA FORCED / PRECAUTIONARY LANDING CHEROKEE II**

While local flying the low-experience pilot flew too far from the airfield for the conditions and outlanded while returning to the airfield. The pilot, who was not cross country endorsed and was flying a low performance aircraft, flew through heavy sink and successfully completed a safe paddock landing with no damage or injury.

#### **28/12/2014 SAGA RUNWAY EVENTS GROB G 103 TWIN II**

While landing on an inactive runway, the low-experience pilot misjudged the stopping distance and the glider crossed the active runway, fortunately without incident.

#### **28/12/2014 VSA AIRCRAFT CONTROL DG 300 ELAN**

While flying back to the home airfield after a long cross country flight, conditions became soft and the pilot elected to conduct an outlanding. The pilot left the decision to break off the flight at low altitude and with insufficient height to complete a circuit of the paddock. A pre-landing check was not undertaken, resulting in the aircraft landing with the wheel retracted. The aircraft suffered minor damage and the pilot was uninjured. Fatigue may have been a causal factor. This accident highlights the importance of pilots making the decision to break off the flight at sufficient height to configure the aircraft for landing and to complete a precautionary search of the outlanding paddock.

#### **29/12/2014 VSA MISCELLANEOUS ASK 21**

Near the top of a winch launch, the swivel attaching the drogue chute broke. The cable was released from the glider and, due to very strong winds, the drogue chute drifted downwind over 1,000m, falling into a suburban street. Fortunately there was no damage to property or injury to persons. The drogue was returned to the club by a local resident.

#### **31/12/2014 VSA FLIGHT PREP/NAV DG100**

During the aerotow takeoff run, the canopy opened. The pilot released from tow and landed

straight ahead. This experienced pilot was distracted by a club member, who was showing some visitors the glider, and forgot to lock the canopy prior to launch. This incident highlights the consequences of distracting a pilot who is preparing for launch. Launch point discipline and hygiene is vital. Distractions must be avoided and onlookers kept out of the way.

#### **2/01/2015 VSA AIRCRAFT CONTROL NIMBUS 2**

Under investigation by the State Coroner. GFA analysis suggests a low level loss of control accident consequent of the pilot making a late decision to break off the cross-country flight for an outlanding onto a private airstrip. Indications are that the aircraft departed controlled flight at low level (~200ft AGL) during a turn when the pilot changed hands on the control column to lower the undercarriage.

#### **4/01/2015 QSA AIRCRAFT CONTROL TST 10M**

The pilot experienced difficulty starting the motor of his self launching sailplane and, believing the engine had 'flooded', decided to vacate the cockpit and allow some time for the excess fuel to evaporate. After 15 minutes the pilot again boarded the sailplane and recommenced the engine-start procedures. The motor started normally and the pilot proceeded with the launch. During the ground roll, and again after lift-off, the pilot visually checked the airbrake lever was in the locked position. Shortly after lift-off, the pilot experienced difficulty maintaining a normal climb rate. Having previously satisfied himself that the airbrakes were not deployed, and with the engine developing full power, the pilot commenced a series of shallow turns while maintaining a safe speed to position himself back on the airstrip. When safely positioned on a final approach the pilot shut down the engine and conducted a landing with a slight ground loop. Witnesses advised the pilot that his airbrakes had deployed during takeoff and remained deployed during the modified circuit. It would appear the pilot did not lock the airbrakes, possibly due to the distraction of starting the engine. The pilot noted that in future he will confirm the airbrakes are closed and locked by 'feel' and also by visually checking along the wings. The pilot further noted that if the engine is giving full power but the aircraft is not climbing, powered sailplane pilots should automatically check that the airbrakes are locked by manipulating the airbrake lever.

#### **5/01/2015 WAGA FUEL RELATED GROB G 109B**

An experienced Instructor was providing powered sailplane endorsement training to a solo pilot. The Instructor was using his own engine starting sequence. The pilot under training taxied the aircraft and the Instructor completed the pre takeoff checks while the aircraft was backtracking. During this time the

pilots became distracted by a wasp flying in the cockpit, and the Instructor omitted to turn the fuel on. The Instructor took over control for the takeoff due to a variable crosswind and because the conditions were hot. During the transition into the climb the engine faltered, so the Instructor lowered nose and landed ahead without further incident. Both pilots immediately identified the engine failure cause. This incident highlights the problems of being distracted during checks and why pilots should adhere to published checklists and not reinvent their own.

#### **7/01/2015 NSWGA RUNWAY EVENTS ASW 27 B**

While the glider was on final approach and at a height of about 100ft, the pilot noticed a motor vehicle drive across the runway aiming point. The pilot closed airbrakes and pulled up to overfly the vehicle, resulting in a reduction in airspeed. The glider landed somewhat heavily but was undamaged. When operating airside, vehicle drivers must always maintain a good lookout for aircraft before entering or crossing a runway. Drivers should monitor the air band radio, minimise 'heads down' activity while driving, and use vehicle lights to enhance visibility.

#### **7/01/2015 NSWGA COMMUNICATIONS ASTIR CS**

This early cross country pilot was attempting a 5-hour local flight from Cootamundra airfield. During the course of the flight the pilot noticed a squall developing under cumulus congestus some 10km east of the airfield. The pilot remained clear of the approaching squall but after about four hours the conditions began to deteriorate and the squall had developed into thunderstorms. When the squall reached the airfield the pilot radioed the Duty Instructor to advise his position and that return to the airfield was not possible. The pilot was unable to remain airborne and safely conducted an outlanding in a stubble paddock near a farmhouse some 15kms from the airfield. After landing, the pilot attempted to contact the Club by radio to no avail. As this was a local flight, the pilot was not carrying his mobile phone, so he walked to the farm house to get assistance. Unfortunately the farmhouse was unoccupied, although it was evident that people were living there. Attempts to find another farmhouse proved fruitless. Just before last light the Duty Instructor, concerned that the pilot had not reported in and was overdue, contacted emergency services and SAR action was undertaken. A search was initiated and a Search and Rescue Helicopter from Orange was deployed. The helicopter located the glider at around 8.15pm and shortly after the police found the pilot walking along a road and returned him to the airfield. Advice on Search and Rescue procedures is in the GFA Airways and Radio Procedures for Glider Pilots manual at Section 5. When an aircraft is known to be operating in other than normal circumstances and there is doubt concerning the aircraft's safety, an

emergency phase should be declared. If a pilot has difficulty letting their club or nominated person know of their fate and it is getting close to last light, use the VHF radio to make contact with other aircraft in the area on all appropriate frequencies, including the distress frequency: 121.5 MHz. Search aircraft and some high-flying jets monitor this frequency.

#### **8/01/2015 NSWGA AIRCRAFT CONTROL ASH 25 M**

Upon return from a 5½-hour solo cross country flight, this experienced pilot joined circuit and configured the aircraft for landing. Circuit was flown at 60kts, which was appropriate for the conditions, but the aircraft was allowed to accelerate to 80kts during final approach. The aircraft touched down at 70kts, resulting in the aircraft ballooning. Misuse of the controls led to the aircraft touching down heavily and resulted in severe damage to the main undercarriage and tail wheel. Potential contributing factors include fatigue and age related cognitive decline. The pilot has elected to curtail command flying and will fly with a safety pilot in future.

#### **9/01/2015 NSWGA AIRCRAFT CONTROL GROB G 103 TWIN II**

The low hours pilot commenced the roundout too late and the aircraft touched down heavily. The pilot mishandled the controls during recovery from the bounce, resulting in the glider rebounding into the air a number of times before coming to rest. The aircraft suffered a deflated nose wheel and damage to the surrounding structure. It is not uncommon for pilots to react to the glider bouncing by pitching the nose forward. In gliders with a nose wheel, this usually results in the glider striking the nose wheel, resulting in the nose pitching up rapidly. The cycle is repeated until the aircraft comes to rest. PIOs can be avoided by establishing the glider on the approach at the correct airspeed for the conditions using half or more airbrake - the faster and cleaner the aircraft, the greater the pitch sensitivity. Aim to arrive with low energy, touching down with the main wheel and tail wheel simultaneously.

#### **13/01/2015 NSWGA AIRFRAME IMC A 9A CALLAIR**

While taxiing off the runway after a normal landing, the tow plane's right undercarriage oleo strut sheared and the aircraft came to rest with a 25° list to starboard. The right wing and propeller remained clear of the ground. The pilot had no indication or prior warning of the collapse, which appears to have occurred due to fatigue failure at the strut attachment point.

#### **16/01/2015 QSA AIRCRAFT CONTROL DISCUS 2B**

During an aerotow launch the port wing dropped and fouled on a thatch of grass from the recently mown runway. The pilot successfully countered the swing to port with opposite rudder and

became airborne. After climbing in lift post-release, the pilot was able to dislodge the thatch by sideslipping the glider. This incident highlights the importance of undertaking runway inspections, especially following maintenance.

#### 16/01/2015 WAGA AIRCRAFT LOADING DG 1000S

Just after touchdown, the pilot flying applied the wheel brake, resulting in the aircraft nosing over and the forward fuselage contacting the ground and suffering minor damage. The pilot could not raise the nose and the aircraft came to rest with the tail in the air. Tail ballast was not fitted to compensate for the heavier pilots, because the aircraft was awaiting a replacement door for the trim ballast compartment located in the fin, which had been lost on an earlier flight. It is important to note that a forward CG location increases the need for greater back elevator pressure, and that too forward a CG could result in the elevator no longer being able to oppose any increase in nose down-pitching. A glider will also stall at a higher speed with a forward CG location because the stalling angle of attack is reached at a higher speed due to increased wing loading. Flying a glider outside its forward CG limit may also make it difficult to flare the glider on the landing and, more seriously, it could also result in the maximum calculated flight loads on the tailplane being exceeded. Pilots must always ensure weight and balance calculations are rigorously completed before each flight.

#### 16/01/2015 NSWGA RUNWAY EVENTS SZD 51 1 JUNIOR

Returning from a 1.5 hour local soaring flight, this inexperienced pilot used airbrakes to lose height in the circuit. The airbrakes were closed just prior to joining the base leg but the aircraft continued to experience a high rate of descent. During the base leg and at a very low height, the pilot elected to undertake a dangerous low level manoeuvre to land within the airfield boundary and missed colliding with a hanger and other infrastructure by metres. The starboard wing impacted the ground as the pilot manoeuvred to avoid a fence. Then the main wheel contacted the ground and the aircraft proceeded to ground loop to the right 135°. The aircraft was undamaged and the pilot uninjured. Review of the flight logger trace shows the pilot could have safely landed straight ahead into a paddock during the base leg. While the pilot had been trained to handle inflight emergencies and outlanding, it is likely he was fixated on landing on the airfield and that his situational awareness was degraded through cognitive tunnelling. The pilot's CFI noted that the pilot had learned to fly on a course and may not have had adequate exposure to extreme conditions that he experienced on this flight. This incident highlights the importance ensuring students have the skills, judgement and confidence to handle the more extreme

conditions, and that they have been exposed to emergency situations before solo.

#### 17/01/2015 VSA AIRCRAFT CONTROL TWIN ASTIR

The aircraft was established on final approach at about 60kts, which was an appropriate speed for the conditions. The pilot under check failed to properly round out and flew the aircraft onto the ground at speed. The aircraft bounced back into the air, following which the pilot under check pushed the stick forward and flew the aircraft back onto the ground. The aircraft impacted heavily, compressing the tyre and resulting in the port undercarriage door digging into the ground. The pilot under check continued to hold the stick forward and kept the tail high in the air and the nose close to the ground during the landing roll. The instructor was caught by surprise and did not take over. The most common instructing accident is 'instructor failed to take over in time'. These accidents usually involve the trainee responding in an unforeseen way or failing to respond at all, for example, not rounding out. Given that the overall idea is to let the trainee do as much as possible within their level of skill, the instructor should never wait until the last moment, which can rapidly become 'too late', before responding to a situation that is going awry. This is particularly true of any manoeuvres close to the ground. Rounding out too late is usually due to the pilot not looking far enough ahead or becoming 'target fixated' on the Aiming Point.

#### 24/01/2015 QSA AIRCRAFT CONTROL ASW 20BL

This experienced pilot advised that he failed to retract the undercarriage during his postrelease check. After flying cross country with the wheel down, the pilot 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.

#### 25/01/2015 VSA TERRAIN COLLISIONS VENTUS 2CT

While flying cross country over hilly terrain, soaring conditions became more difficult and the pilot flew towards an area with suitable landing options and dumped the water ballast. After a couple of attempts to climb away it became obvious to the pilot that an outlanding was inevitable and the flight was broken off at a safe height. While on downwind to a paddock and in reduced sink, the pilot raised the engine to self retrieve but decided not to attempt a start when the sink rate increased. Due to the high rate of descent the pilot was unable to land in the chosen paddock and a late decision was made to land in an alternate paddock that was less than optimal due to significant slope. The final

approach was made in a high drag configuration - engine deployed, landing flap set and the undercarriage lowered. The aircraft touched down just inside the boundary fence and the pilot was surprised by the steepness of the slope. The pilot did not apply braking and as the glider crested the slope, the pilot noticed it was heading for a fenced area around a shed. Unable to stop, the glider's left wing impacted a fence post rotating the glider's nose into the wire fence. The aircraft was substantially damaged and the pilot suffered minor injury after the fencing wire coming very close to his body. This accident highlights the importance of good workload management and for pilots to focus on the right things at the right time. Starting the engine in the circuit is fraught with danger and should not be attempted. Furthermore, landing with the motor extended but not operating often results in a steep reduction in performance, which can be comparable to flying with the airbrakes extended. High workload situations during the landing phase often lead to poorly executed landings, sometimes with serious outcomes. Well developed and fundamentally sound landing procedures and techniques will safeguard against these outcomes.

#### 26/01/2015 VSA AIRCRAFT CONTROL ASK 13

While undertaking a local flight after completing a check flight, this low experienced solo pilot flew too far downwind. Returning to the airfield the pilot encountered a strong headwind and was unable to reach the circuit. At low altitude, the pilot elected to look for a paddock in the vicinity. The pilot, who was not outlanding rated, landed downwind in a paddock just clearing a power line. After the aircraft touched down, the pilot allowed a wing to drop and the aircraft ground looped before coming to rest. The aircraft suffered minor damage to the skid skirting and a rock puncture in the outer part of the wing. This incident highlights the importance ensuring students have the skills, judgement and confidence to properly manage their flights and deal with adverse conditions prior to going solo. The pilot's CFI noted that when conducting pre-flight briefings for early solo pilots, ensure they have clearly defined flight objectives and boundaries, and that major areas of concern are clearly articulated, such as flying too far downwind, airspace boundaries etc.

#### 26/01/2015 VSA LOW CIRCUIT ASW 28 18

The pilot conducted a low level finish without holding a 'low level finish' endorsement and in contravention of the Low Level Finish Procedures described in MOSP 2, paragraph 10.8.3. The landing glider passed directly over another glider awaiting launch and just cleared its vertical stabiliser. The pilot was counselled by the Club's Operations Panel.

GA

## ALMOST TOO GOOD TO BE TRUE



BY BERNARD ECKEY  
ANZ AGENT FOR  
ALEXANDER SCHLEICHER

Suddenly it dawned on them that they are not only learning to fly gliders but they are getting a basic introduction to power flying as well. "When are we going to get them?" was the first and immediate question. "The Air Force test pilot is coming tomorrow," I said, "and if he is happy you can fly the first one on Friday."

Wouldn't it be nice to be young enough to join the Australian Air Force cadets? That way one could learn to fly gliders for free and enjoy the added privilege of doing it in the latest and greatest the industry has on offer.

This might sound too good to be true but this is exactly what happened at a recent gliding camp in Queensland. A group of about 25 youngsters enrolled with the Australian Air Force Cadets and was given basic training at Warwick. At the same time we were commissioning three brand new Schleicher ASK 21 Mi gliders. Being gliding addicts ourselves we kept an eye on the training activities and observed two tugs launching gliders in quick succession and without interruption. The CFI was eager to utilise these new ASK 21 Mi as soon as possible but we were still performing the initial inspection and simultaneously battling with the mountain of paperwork.

One evening some of the more inquisitive youngsters couldn't resist a visit to our hangar to have a closer look at these shiny new gliders. "Just have a look at this," one of them said, and a few minutes later more than a dozen cadets surrounded a newly assembled ASK 21 Mi. Bernard, this is your chance to have them on and greatly impress them at the same time, I thought to myself. While slowly walking towards the cockpit I casually asked whether they had heard of James Bond. "Yes, Sir!" was the fully expected answer. "OK," I said, "Stand clear." After I flicked a switch two doors opened and the propeller emerged from the fuselage. Their jaws dropped in absolute disbelief, and total silence ensued. Before anyone could say a word I remarked with a straight face, "This aircraft was used in the latest Bond film." The kids looked at each other totally stunned but the silence was interrupted when someone said, "You are kidding, aren't you?" At this point I couldn't maintain a straight face any longer. My big smirk gave the game away.

The following interaction with these up-and-coming aviators was extremely enjoyable, as their enthusiasm was clearly shining through. Questions were coming thick and fast and the eager anticipation on the faces of these youngsters had to be experienced to be believed.

"That's cool," one of the girls said. "I just can't wait." With that their bus rolled up and the entire group was driven back to their accommodation quarters.

While I was having a quiet moment that night I contemplated the privileges these lucky children enjoy and perhaps even take for granted. Before much longer there will be eleven of these self-launching gliders in operation throughout Australia. They allow these kids to get a first class introduction to aviation in its purest form. Best of all, it is entirely free - no strings attached! These youngsters even learn the basics of power flying thanks to a large pool of volunteer instructors and the tremendous vision of a few highly ranked officers in the Royal Australian Air Force.

What a chance, what an opportunity, what a great way to grow and become a responsible adult!

GA



**GFA CLUB LIST**

Please send any corrections, updates, additions for inclusion in the club list to

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

**716 FLIGHT GLIDING CLUB**

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

**2 WING A AFC**

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.aafc.org.au](http://www.2wg.aafc.org.au)

**ADELAIDE SOARING CLUB**

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

[www.adelaidesoaring.on.net](http://www.adelaidesoaring.on.net)

**ADELAIDE UNIVERSITY GLIDING CLUB**

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

**AIR CADET GLIDING CLUB**

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

**ALICE SPRINGS GLIDING CLUB**

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

**BALAKLAVA GLIDING CLUB**

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

**BALLARAT GLIDING CLUB**

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

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

**BAROSSA VALLEY GLIDING CLUB**

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

**BATHURST SOARING CLUB**

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

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

**BEAUFORT GLIDING CLUB**

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

**BENDIGO GLIDING CLUB**

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

**BEVERLEY SOARING SOCIETY**

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

[www.beverley-soaring.org.au](http://www.beverley-soaring.org.au)

**BOONAH GLIDING CLUB**

is in South-East Queensland about 25 minutes south of Ipswich. Contact the Boonah Gliding Club via Email [infomail@boonahgliding.com.au](mailto: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](http://www.boonahgliding.com.au)

**BORDERTOWN-KEITH GLIDING CLUB**

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

**BUNDABERG GLIDING INC**

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

**BYRON GLIDING CLUB INC.**

Tyagarah Airfield (council owned) - E side of Pacific Hwy, 5 kms N of Byron Bay. Entry off 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](http://www.byrongliding.com)

**CABOOLTURE GLIDING CLUB**

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

**CANBERRA GLIDING CLUB**

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

**CENTRAL COAST SOARING CLUB**

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

**CENTRAL QUEENSLAND GLIDING CLUB**

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

**CORANGAMITE SOARING CLUB**

Kurweeton Pastoral Co, Kurweeton 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, Cluhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. 100 members. [www.ddsc.org.au](http://www.ddsc.org.au)

**GEELONG GLIDING CLUB**

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

**GLIDING CLUB OF VICTORIA**

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

**GLIDING CLUB OF WESTERN AUSTRALIA**

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

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

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

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

**GOULBURN VALLEY SOARING INC**

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

**GRAFTON GLIDING CLUB**

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

**GRAMPIANS SOARING CLUB**

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

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

**GYMPIE GLIDING CLUB**

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

**HORSHAM FLYING CLUB**

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

**HUNTER VALLEY GLIDING CLUB**

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

**KINGAROY SOARING CLUB**

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

**LAKE KEEPIT SOARING CLUB**

The Club lies within Lake Keepit State Park off the Oxley Highway between Gunnedah and Tamworth, Elev 1120ft AMSL. Tel: 02 6769 7514. Operates 365

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

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

**LATROBE VALLEY GLIDING CLUB**

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

**LEETON AVIATORS CLUB**

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

**MELBOURNE GLIDING CLUB (VMFG)**

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

**MELBOURNE MOTORGLIDING CLUB**

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

**MILLICENT GLIDING CLUB**

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

**MORAWA GLIDING CLUB**

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

<https://sites.google.com/site/glidingwesternaustralia/home>

**MOUNT BEAUTY GLIDING CLUB**

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

**MOURA GLIDING CLUB**

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

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**MURRAY BRIDGE GLIDING CLUB**

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

**MURRAY VALLEY SOARING CLUB**

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

**NARROGIN GLIDING CLUB**

Located 8 km's west of Narrogin Township WA on Clayton Road This is about 200km's Sth East of Perth. The club features a powered Caravan Park, Ablution Block, kitchen, workshop, 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.narroglingclub.org.au](http://www.narroglingclub.org.au)

**NARROMINE GLIDING CLUB**

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

**NSW AUSTRALIAN AIR FORCE CADETS**

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

**NORTHERN AUSTRALIAN GLIDING CLUB**

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

**NORTH QUEENSLAND SOARING CENTRE**

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

**RAAF WILLIAMTOWN GLIDING CLUB**

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

**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](http://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](http://www.airactivities.sa.scouts.com.au) Operations weekends and by arrangement. Self launching 2 x motorfaulks. Club House, Bunk house, Full kitchen and dining facilities, camp sites.

**SOUTHERN RIVERINA GLIDING CLUB**

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

**SOUTHERN CROSS GLIDING CLUB**

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

**SOUTHERN TABLELANDS GLIDING CLUB**

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

**SOUTH GIPPSLAND GLIDING CLUB**

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

**SOUTHWEST SLOPE SOARING P/L**

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

**SPORTAVIATION - TOCUMWAL**

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

**SUNRAYSLA GLIDING CLUB**

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

**SYDNEY GLIDING INC.**

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

**SOAR NARRROMINE 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.soarnarrromine.com.au](http://www.soarnarrromine.com.au)

**SCOUT ASSN OF AUSTRALIA NSW GLIDING WING**

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

**TEMORA GLIDING CLUB**

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

**WARWICK GLIDING CLUB**

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

**WAIKERIE GLIDING CLUB**

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

**WHYALLA GLIDING CLUB**

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

**CLASSIFIED ADVERTISING**

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

Please send classified advertisements with payment to: GFA

C4/ 1-13 The Gateway Broadmeadows VIC 3047. Tel: 03 9359 1613

Email: [cathy@glidingaustralia.org](mailto:cathy@glidingaustralia.org)

Your ad will be placed on the GFA website for a period of 1 month and published in the next edition of Gliding Australia. For the current advertising charges, please go to [www.glidingaustralia.org](http://www.glidingaustralia.org) and click Classifieds.

**GLIDERS FOR SALE SINGLE SEAT**

**ASW-20B VH-XHC**, fully equipped for competition Oudie, B50, B2000, new MicroAir M760, Cambridge 302A, Flarm & Aluminium Trailer included. Recently completed 3000 hour survey where Wings were refinished and blocked. Contact: **Geoff Brown Mobile: 0407 079 913**



**Astir CS VH-WUN 6850hrs**. Ideal first glider. Call **Denis 0400 159 259** Price \$10,000 fixed.

**VH-GOG, NIMBUS 2**, Serial #2, 1974, Total hours 3260. Borgelt B 700



and Tasman V 1000 Varios.OzFlarm flarm nav, Microair 760 radio, new small ASI, all fitted to modified panel, Dual batteries, Tail wheel mod. Nose release mod, All Weather covers, canopy cover1 Man Derigger ,Anschau Komet trailer (As new) Tow out gear, wing stand. Serviceable water tanks.

No major incidents since rebuild in 1994, fuselage refinished then and wings in 2004 in Ferro. Still in outstanding condition. For sale due to change in life direction! \$27500.ono. [allbadbutts@gmail.com](mailto:allbadbutts@gmail.com) **Allan Buttenshaw 0412 217 557.**

**VH-GLP, LS6 C , 15m / 17.5m**, Serial No. 6246 , 1991, MTOW 525 kg. Total hours 4360hrs 1500 launches. Average of three hours per launch! Complete with a Cambridge 302 and 303 for dependable reliability, Winter vario, FLARM, Dittal radio, Dual batteries, Tow out gear, Wing stand, As new waterbags. No major incidents, fuselage wings top surface refinished in 2010. Great condition! .With enclosed fibreglass trailer. LS8 performance with a LS6 price with flaperon's.For Sale due to change in life direction! Only \$67,500.ono. Email: [rookes@yahoo.com](mailto:rookes@yahoo.com). **Grant Rookes 0407 998 959**



**LAK-12 Open Class** \$31,000. 1996 built; L/D 50:1, Min sink 87 fpm @ 48Kts (Google Richard Johnston flight test Lak-12); 20.5m wingspan; TT 495 hours. Beautiful, majestic glider, easy to fly, light on controls; big comfy cockpit. ASA handicap of 0.865. Tailwheel and wingtip mods carriedout which are great improvements.Good trailer. Hangared Stonefield, SA. See photos at [www.flickr.com/photos/100805789@N07](http://www.flickr.com/photos/100805789@N07) May consider joint ownership. Contact **Chris**



**Hamilton 0418 234 00 LS8 VH-GPO 15/18m**, Completion Ready. Complete polyurethane refinish by Peter Holmes in 2012. LX V7 Vario connected to panel mounted Oudie. LX Mouse Flarm. Winter mechanical vario & ASI. Shire Newton trailer ready for



Nullarbor crossing. Form 2 till Sept. 15. Located in Beverley W.A. \$105,000. Contact: **Paul on 0421 875 031 or Paul.Oakley@chevron.com**

**Janus Glider VH-IUX** Low 2100 hoursTT, new canopy, basic instruments. Excellent cross country machine, Schempp-Hirth quality. In good condition and regelcoated by John Rowe. Enclosed trailer. \$57,500 ONO located Western Victoria Call **Tracey 0428 133 243 or David 0412394065 david@finecut.com.au**



**TWO SEAT VH-VHI, Grob 103 Acro II** (not a Twin Astir). Fresh Form 2. X-Com radio front and rear, boom mics.Tasman vario and all flight instruments. Excellent condition inside and out. 4,600 hours, 9980 launches. Enclosed registered trailer. Reluctant sale due to fleet upgrade. **Bob 0427 977 127 or Mike 02 4655 7079..**



continued over page

**MOTOR GLIDERS - POWERED AIRCRAFT - TUG**

**Discus bm self launcher** delivered new in 1995 is for sale. It is in pristine condition; 880 airframe hours, 48 engine hours, factory winglets, polyurethane upper surfaces, all-over dust covers, nil damage history. Comes with good Australian built trailer which tows well, rigs well and is weather proof. Tow out gear. Sundry spares. Current CofA. Panel contains all flying instruments, Winter vario, Zander 840 vario and Nexus 7 running XCSoar, Flarm. Priced at \$85,000. **Paul Mander 0417 447 974, paul@mander.net.au**



**Alpin DM2 two seat motor glider,** 50hp Rotax 503, short T/O and good climb. All paper work up to date, sold with new form 2. Very low hrs, good condition. 32-1 solo, 28-1 at MTOW. \$39,900.00 NSW **PH 0418 253 466**



**Grob 109, VH-ZAK** excellent long



distance cruiser, 2589TT, Eng 103 SMOH. All Limbach mods, wings repainted in poly, performance enhancing approved mods external oil cooler, cowl flap, exhaust fairing. Sold with all AD's, fresh form 2 and engine 100 hourly. Excellent condition. \$60K **Ray Tolhurst 0414 559 742**



**INSTRUMENTS AND EQUIPMENT**

**Glider storage hoist** will fit single seat glider. chain block for lifting on wheels. \$1250.00 **ph 0418 253 466 or 0429 301 289**

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Often the experience is something you'll never forget and you have learned from it. Why not share your story so that others can learn from it too? If we publish it, we'll give you **\$500**.

Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. Email us at [fsa@casa.gov.au](mailto:fsa@casa.gov.au). Clearly mark your submission in the subject field as 'SPORTAVIATION CLOSE CALL'

*Please do not submit articles regarding events that are the subject of a current official investigation.*

*Submissions may be edited for clarity, length and reader focus.*



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Glimpse of the production version of SZD-54-2 PERKOZ with redesigned back-seat instrument panel. (photo Michal Ombach 2015)

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The PERKOZ wallet of orders for 2015 is filling up fast...

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DUE TO POPULAR DEMAND THE LEGENDARY SZD-51-1 JUNIOR WILL BE BACK IN PRODUCTION !!! ALLSTAR IS STARTING NEW PRODUCTION STRING OF 6 JUNIORS. THREE OUT OF THE SIX ARE STILL UNASSIGNED.

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