

GLIDING

AUSTRALIA

Issue 6 May - June 2012 www.soaring.org.au



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SQUAD WEEK- WA STATE CHAMPIONSHIPS

KINGAROY - NARROGIN - VINTAGE GLIDING - GFA NEWS - JOEYGLIDE






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GLIDING AUSTRALIA

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COVER PHOTOGRAPH: WOODSTOCK FLOWN BY PETER RAPHAEL, AT VINTAGE RALLY, WARKWORTH, APRIL 2012
BY: DAVE GOLDSMITH

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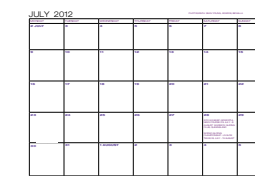
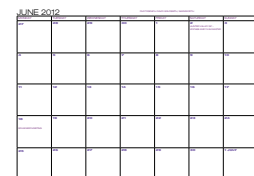
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INSIDE THIS ISSUE



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SPORT & RECREATIONAL FLYING SCENE

By the time you are reading this the GFA will have a new President. I did not re-nominate for another term as President as a number of personal commitments over the next year or so will mean I could not do justice to the role. I took the decision not to re-nominate reluctantly as I have enjoyed my involvement over the last couple of years and gained a lot of enjoyment in meeting and dealing with the wide spread of personalities and issues which make up gliding in Australia.

The timing of the Annual Board Meeting and the publication schedule for Gliding Australia give me an opportunity to make some final comments.

RECRUITMENT AND RETENTION OF MEMBERS

This issue is constantly on the agenda. Over the 23 years I have been involved in gliding I have been involved in more discussions than you can poke a stick at, at club level, at regional association - in my case VSA - level and at GFA Board level which has exposed me to the views of a very wide range of members from a multitude of backgrounds.

There is obviously no one silver bullet to address this issue but the overwhelming conclusion I have reached is that the make or break of membership recruitment and retention lies with the clubs. The GFA has a role in providing the information and resources the clubs need, which I believe it does. One area which GFA can assist with and which has not been tried previously is paid advertising targeting aviation oriented people in the community. A project is currently underway to address this. The various regional associations provide support in different ways to their clubs and while this is not always recognised by the membership it is significant and important.

I believe it is the reception and treatment of members at club level that is the overriding influence on whether someone joins up or stays. I encourage all members to think about how new members are treated in their club and put yourself in their shoes. It takes sustained effort by all members to turn 'newbies' into 'oldies'. All members should ask themselves, am I and my club doing all we can to attract and encourage new members?

AIRFIELDS, AIRSPACE AND RADIO

With increasing traffic over recent years, and particularly since the implementation of the CAR 166 procedures, it is essential that all pilots know, understand and comply with the rules around airspace, both controlled and uncontrolled, operations at non-towered aerodromes and radio usage on CTAFs and en-route. It is this overall system of standard operational and communication procedures that makes up alerted see and avoid which, outside controlled airspace, is our primary protection against mid air collisions.

As I mentioned in a previous column there is some acceptance within the aviation industry that the standards of radiotelephony in general and recreational aviation can and should be improved. From my observations glider pilots are no better or worse than others, but we have a disadvantage in that gliders stand out as a distinct type and when one of us does not perform to an acceptable standard we are all tarred with the same brush.

Over time the way we are perceived by other airspace users will influence our ability to continue to maintain the relative freedom to enjoy our activity without unreasonable restriction. As GFA President I have met regularly with various industry bodies and attended many industry forums and I cannot emphasize enough the importance of our pilots being seen to be competent and responsible members of the aviation community. It is up to all clubs and individual pilots to ensure that our standards are set and maintained at the highest level possible.

SMS AND SAFETY OCCURRENCE REPORTING

With the introduction some months ago of online reporting of accidents and



incidents as part of our Safety Management System there has been a distinct increase in the rate of reporting. It is believed that the increase is a response to the publicity about the system rather than an increase in accidents and incidents and, on this basis, the response is heartening. Data from the reporting system is reviewed by the Operations Panel, the Airworthiness Department, the Executive and the Board which assists in informing our training focus and setting and maintaining operational and airworthiness standards to benefit all of us.

GLIDER MODIFICATIONS

This area of the airworthiness functions has the potential to cause a significant level of work for GFA staff and volunteers and annoyance and frustration for glider owners.

The authorities and procedures for approving modifications to gliders are set down by CASA, not the GFA, and can be quite complex. GFA's administration of these projects is quite rightly subject to audit by CASA and we have a clear responsibility to ensure that all aspects of a modification project are properly accounted for before issuing a final certificate.

Anyone contemplating any form of modification to a glider should discuss their proposal in detail with the Airworthiness Department well before initiating any work.

CONCLUSION

It is with considerable sadness that in my final Presidential message I must note the passing of Maurice Little as a result of a recent accident. It was an approach by Maurice at a gliding camp about six years ago which resulted in

me first becoming a member of the GFA Board and I have worked with Maurice in one way or another ever since. Maurice was a tireless worker for the GFA and the Victorian Soaring Association, holding many positions over the years in both organisations. His most recent achievement was the successful transition of our magazine from the previous joint organisation format to the new GFA only Gliding Australia.

The gliding community in Australia has lost a dedicated worker and he will be missed by his many friends in the gliding community.

Finally, I would like to take this opportunity to thank all of the GFA volunteers and staff I have had the pleasure of working with during my time as President, and I wish the new President well for the future. Safe soaring,

PHIL MCCANN PRESIDENT

FAI GLIDING BADGE REPORT TO 30 MARCH 2012

A.BADGE

SHAYER NATASSJA SOPHIA 11720
WHEELER NICK 11726
JOHNSTON LACHLAN JAMES 11729
PACE ADRIAN VICTOR 11730

BYRON GLIDING
BYRON GLIDING
SA AIR TC
NSW AIR TC

B. BADGE

STANFORD NEVILLE WILLIAM 11709
PEPPER KATE 11712
KERTON ANDREW WILLIAM 11337

SOUTHERN CROSS GC
SA SCOUTS
V.M.F.G.

C. BADGE

JENNINGS KRISTOFFER 11612
SHEERAN CEAN 11624
OAKLEY ZAHIDA 11469
BURTON STEVEN BRUCE 11669
COOPER IAN 11701
RAY GRAHAM LESLIE 11695
REY RUBIO 11687
PRICE GEOFFREY ROGER 11565
MILLEN MITCHELL 11644
RAMSAY JUSTIN 11677
HERTLEIN ULRICH 11664

SA AIR TC
G.C.V.
NARROGIN GC
G.C.V.
NARROMINE GC
ADELAIDE SC
SOUTHERN CROSS GC
DARLING DOWNS SC
NSW AIR TC
GEELONG GC
GEELONG GC

A & B BADGE

DAVIS KIM 11722
BAKER DAVID 11723

NARROGIN GC
NSW AIR TC

B & C BADGE

CANTERI LEO 11691
REDDEK GORDON WADE 11517

G.C.V.
G.C.W.A.

A. B. C. BADGE

HAESLER CLAIRE 11721
ATKINSON RICHARD JOHN 11724
VEPREK RATKO GORAN 11725
CASSIDY STUART 11727
ALBERTS RICHARD JOHN 11728
MACE JAMES THOMAS 11731
WHITE AUGUSTUS WILLIAM 11732
UMEMOTO NOBUYUKI 11733
LANGE BRADLEY TREVOR 11734
LAWRENCE CHRISTOPHER 11735
CLEE SHANE 11736
BURKE JAKE RICHARD 11737
SINCLAIR JUSTIN JEPHSON 11738
DALE PAUL GRAHAM 11739
THOMAS BART 11741
LAMPARD DYLAN JAMES 11742
DESCOVICH SIMON ERIC 11743
RUSSO BRUNO 11744

G.C.V.
ADELAIDE SC
SOUTHERN CROSS GC
WAIKERIE GC
CANBERRA GC
BEVERLEY SC
LAKE KEEPIT SC
NARROMINE GC
WARWICK GC
ADELAIDE SC
MT BEAUTY GC
QLD AIR TC
KINGARROY SC
BOONAH SC
ALICE SPRINGS GC
BOONAH SC
CABOOLTURE GC
ADELAIDE SC

SILVER C BADGE

HYLAND QUENTIN 4765
BUGNO JOHN BERNARD 4766
SWAPT BRENTON GERARD 4767
DIRKS ROBERT ALEXANDER 4768
EUSTACE COLIN PETER 4769
LANE TROY KELSEY 4770
THREASHER RICHARD 4771
HUSY ALEX 4772
BEZUIDENHOUT BENJAMIN 4773
ATKINSON RICHARD JOHN 4774
WRIGHT MARVIN 4775
FERRIER RODNEY JOHN 4776
SPOONER PAUL CLEMENT 4777
HERTEIN ULRICH 4778
UMEMOTO NOBUYUKI 4779
KINLAN DAVID GORDON 4780
EALES MICHAEL JOHN 4781
CANTERI LEO 4782
LANGE BRADLEY TREVOR 4783
HENDERSON ADAM THOMAS 4784
MCMAHON STEVEN JOHN 4785
BALDWIN IAN MAXWELL 4786
LAMBERT RODNEY PETER 4787
DOHERTY TERENCE NIALL 4788
CESCO STEVEN JAMES 4789

BEVERLEY SC
NARROGIN GC
ADELAIDE SC
LAKE KEEPIT SC
KINGARROY GC
DARLING DOWNS SC
BOONAH GC
KINGARROY GC
DARLING DOWNS SC
ADELAIDE SC
NSW AIR TC
SOUTHERN CROSS GC
V.M.F.G.
GEELONG GC
NARROMINE GC
BOONAH GC
BEVERLEY SC
G.C.V.
WARWICK GC
BOONAH GC
DARLING DOWNS SC
SOUTHERN TABLELANDS
G.C.V.
SOUTHERN CROSS GC
ADELAIDE SC

GOLD C

SWART BRENTON GERARD 1673
VAN DER HOEVEN FRANK 1674
SOUTHGATE PHILLIP FRANCIS 1675
WHITMAN JOHN FRANK 1676

ADELAIDE SC
BENDIGO GC
WARWICK GC
NARROGIN GC

DIAMOND DISTANCE

LOXTON BEN
BROWN ROBERT WINSTON
SWART BRENTON GERARD
FARROW JEFF
PAGE NEVILLE GRAHAM

V.M.F.G.
G.C.V.
ADELAIDE SC
GEELONG GC
BATHURST SC

DIAMOND GOAL

SWART BRENTON GERARD
SPOONER PAUL CLEMENT
HERTLEIN ULRICH
CESCO STEVEN JAMES

ADELAIDE SC
V.M.F.G.
GEELONG GC
ADELAIDE SC

DIAMOND C

PAGE NEVILLE GRAHAM 237

BATHURST SC

DISTANCE 750 KM

PHELPS ALAN NEVEL 146

BEVERLEY SC

BIRDS OF A FEATHER TWEET TOGETHER

IGC is making an effort to publish international gliding news on Twitter, and we invite you to follow us on twitter.com/FAI_IGC

If your organization has a Twitter account, then we will follow you and retweet your news as well. Thank you @FAI_IGC



WELCOME TO OUR NEW PRESIDENT

I am writing to you as the newly elected President of the GFA. This is a great honour, and I am humbled by the support I have received in finding my way to the head of the boardroom table! As many of you know, I come from the Chair of the Sports Committee, and have also served on our Marketing and Development Committee.

During my term, I will strive towards continuing the work of our immediate past President Phil McCann. Phil has increased the communication with our stakeholders - importantly, CASA and ASAC - and particularly with members via newsletters in our magazine, and made use of our database email facility. He has also championed a more open and transparent process to fill the key roles within our sport. I truly hope that each member feels welcome to contact our various office holders, and would be comfortable about speaking openly on issues facing themselves and their clubs.

While Phil is continuing on the Board as Immediate Past President, a position reinstated from time to time to manage

the presidential transition, I would like to take this opportunity to thank Phil for all his hard work, care and dedication. It hasn't been an easy past two years, without the support of a committed Executive Officer in the Secretariat. Phil has contributed significant time to the position and without this effort, we would certainly have struggled. He has also managed change smoothly at Board level and I certainly appreciated his ability to listen to the opinions around the table and to take difficult decisions.

I have been gliding since I was 16 years old. My father and I went solo in the same week, and gliding has been part of our lives ever since. I have my GPC and have flown 17 glider types at 21 sites, spread over four continents. My most memorable flights include an early solo in the club Pilatus at Mangrove Mountain, soaring the ridge of the sea breeze convergence cloud. It was glorious and felt like magic. A 'smokin' beat-up of the Glacier Blanc, north of St Auban, in a Nimbus 4D will stay with me forever. Gliding in the mountains is what dreams are made of!

Coming to the Board from the Chair of the Sports Committee, I am passionate about the value of coaching, goal flights and competition to our sport, both in terms of raising the standard of gliding in Australia and member satisfaction and retention.

Other roles include previously representing Women in Gliding on the Marketing and Development Committee, and I am the Member Protection Information Officer for NSW.

As a Chartered Accountant, qualified Mediator and Company Director, I bring to the Board financial expertise, negotiation and facilitation skills, consensus communication, conflict resolution and corporate governance. I am committed to the future of our sport and have an open door policy for member communication. I look forward to working with the Board, and entire membership, to progress the standing of gliding in Australia.

ANITA TAYLOR
PRESIDENT

DECLARATION REQUIREMENTS

BERYL HARTLEY RECORDS OFFICER

It has been a busy season with many successful badge claims. I am finding that the requirement for a pre-flight declaration is not understood clearly by pilots and official observers which is causing disappointment to some pilots who have flown excellent tasks that do not meet the requirements for FAI badges.

DECLARATION REQUIREMENTS

A pre-flight declaration that includes the 4.2.1 items below is required for all flights except Straight Distance badge flights using only a barograph for verification, in which case the relevant details in 4.2.1 should be noted and certified by the OO observing the flight. The most recent declaration is the valid one. (See Annex C para 6.3 on the format of a declaration as it appears in an .igc file.)

a. For record flights, the declaration must be recorded in an .igc file from an FR and must include items 4.2.1a through 1d. Item 4.2.1e is not required for gain of height, absolute altitude, or any free distance record flight.

b. For badge flights using evidence from an FR or a GPS position recorder

and barograph, the declaration shall be recorded in an .igc file or written on a single sheet of paper. Items 4.2.1a through 1d are required. Item 4.2.1e is not required for straight distance flights claimed from release to the landing or to a finish fix. A written declaration must be signed as in 4.2.1f and 1g, retained by the OO, and submitted with claim materials.

c. Where more than one FR is used, they must have identical flight task data input, and if one fails, the other becomes the direct replacement.

Consult the FR manufacturer's user manual to determine which method a FR uses to record declaration date and time. Date and time for a written declaration are as certified by the OO.

DECLARATION CONTENT

a. Date of flight.

b. Name of the pilot-in-command, and the flight crew if any (see Annex C, para 6.3c).

c. Glider type, and its registration or serial number or unique NAC-assigned contest number.

d. The make, model and serial number of the FR used (as recorded in the .igc

file for the flight). For any barograph or GPS position recorder used, the make, model and serial number as verified by the OO before flight. Additional content for distance and speed flights

e. Way points and, for a closed course, the sequence to be flown. Additional content when any written declaration is made for a badge flight.

f. Pilot-in-command signature.

g. Official Observer signature, with date and time. Page 12 SC3-2011.

DECLARATION ANALYSIS

a. When any way point is declared using a word description, abbreviation or code and coordinates, the coordinates are definitive. When a word description, abbreviation or code alone is used to declare any way point, its coordinates must be taken from a published source designated by the NAC.

b. When more than one FR is carried on the flight, data files from each FR must be submitted (paragraph 4.5.6e refers). A difference in the declaration between the FRs could be grounds for refusal to accept any claim from that flight

FROM THE CHAIR SPORTS COMMITTEE

It is with great pleasure that I announce that Australia has been chosen to host the 2015 Junior World Championships. Some time ago the IGC agreed to hold the Junior world championships outside of Europe every 10 years. The GFA called for nominations from interested clubs in 2010 and conducted a selection process. This resulted in Narromine being selected, and this bid was presented to the IGC at the IGC meeting held in March. Australia/Narromine also bid to host the 32nd FAI World Championships in 2012, but lost to Uvalde, USA.

It is very exciting for Australia to win this event, in terms of publicity, promoting the sport, and developing our depth of junior competition pilots. It is a great opportunity for our young pilots to start preparing to gain selection to represent Australia in a World Championship event. It is not easy to gather resources to compete overseas, often at unfamiliar sites, with quite different weather patterns. The GFA is beginning a 3 year plan to involve as many juniors as possible in preparation for this event, so that we can field the strongest team we can muster! If you were born after 1990 you are eligible to compete at the 2015 worlds. I would urge you to start your own training regime now! Check out Aus Junior Gliding on Facebook, joeyglide.com.au, or contact Ailsa McMillan, the Junior representative to the Coaching Panel, or Adam Woolley, the Junior Advocate to the Sports Committee.

This issue sees me at the end of my 2011/12 season. Although there are still several regattas and coaching weeks to come for others, Bruce and I are now in preparation mode for the 32nd FAI World (Flapped) Championships to be held in

Uvalde, USA. Uvalde is typically a 'big weather' site. Situated in the Texas desert area, not far from the coast, it usually has fast, predictable cu days. The mornings are overcast with low cloud, which burns off mid morning. The days heat up to 42°C and produce glorious cu all over the task area - and the occasional thunderstorm. Each afternoon the sea breeze comes in from the coast, replacing the hot air overnight, ready for another cracking day! The 32nd FAI World (Unflapped) Championship is to be held in Adolfo González Chaves, Argentina. Chaves is also located not far from the coast, and the team is expecting similar though less consistent weather.

Each year the coaching program includes a week aimed at the Australian representatives to the World Gliding Championships. This year the Squad Week was held at the end of March at Lake Keepit. Lake Keepit was chosen as it most closely matches the type of weather expected at World Championship events and was centrally located for our far flung pilots. Squad week is the time that the Aussie team



gets to practice team, often pair, flying. We struggle with flying as pairs, as our competitions are specifically aimed at individual performance. Team flying is a skill and not easy to do, particularly for pilots with different flying styles and personalities, from different parts of the country! Squad Week is the chance to see how our pilots can cooperate in order to boost the performance of the whole team. For many years now we have invited psychologists to help with the mental preparation and team development. This year we were blessed with Helen Wood. Helen has very kindly provided a selection of topics for this issue, and I encourage you to have a think about what she has to offer. Often the difference between a champion and 2nd place is not the gliding and technical skill, but the ability to keep your mind focussed on the task! Go well and keep safe.

ANITA TAYLOR
CHIR SPORTS COMMITTEE
csc@sec.gfa.org.au

GFA EXECUTIVE OFFICER



Alf McMillan has been appointed to the position of GFA Executive Officer.

Alf spent his early career as a software engineer designing and building banking terminals, EFTPOS devices and PIN pads, while growing a local electronic manufacturing and service support business. He went on to work with the world's largest smart card manufacturer after establishing a Joint Venture company in Australia. After a career break working in Scotland, Alf returned to Melbourne and worked as a management and technology consultant completing

assignments within large organisations in transport, banking, health care and government.

Alf first went solo in a very old glider, a Kirby Cadet Mk III, as an Air Training Corps cadet when he was 16. He came back to gliding in recent years after realising he'd forgotten just how much he loved flying. He started competition flying last season, and is planning to enter at least two events a year for many years to come.

Alf is an active member of the Geelong Gliding Club which is based at Bacchus Marsh in Victoria.

RANGA SCHOLARSHIP

The Royal Australian Navy Gliding Association (RANGA) has established a scholarship valued at up to \$1500 annually to be awarded to a person who can demonstrate a strong commitment to aviation but who is not yet at solo standard in any form of flying.

The money is a grant to assist in training in gliding, and will be paid to the club which provides that training.

The rules for the scholarship, and the process for applications, can be found on the GFA Website www.gfa.org.au in the GFA Awards section.

The scholarship runs from 24 July 2012 to 23 July 2013. Applications can be made until 3 July 2012.

TIM SHIRLEY, GFA AWARDS
AND TROPHIES OFFICER



MAURICE LITTLE

19 NOVEMBER 1954 - 1 APRIL 2012

A tragic accident claimed the lives of two GFA members, Alison Rule and Maurice Little, at the beginning of April at the Grampians Soaring Club in Victoria. Following are the eulogies delivered by VSA President Ian Grant. Many friends, relatives and members of the gliding fraternity attended the funerals on 13 and 14 April.



Maurice Little (left) with outgoing GFA President Phil McCann at the GFA Gliding seminar in September 2011, which Maurice helped organise.

Maurice Little, previous past President of the Victorian Soaring Association (VSA), died in a gliding accident while instructing with the Grampians Soaring Club at the Ararat airfield on 1 April 2012.

Maurice was first involved with the VSA in 1999 as Secretary and maintained continuous involvement with the Association until his untimely death. During these 13 years Maurice filled the positions of Secretary, Vice President and President and was totally committed to the cause of the VSA. There were times when the organisation was struggling from a lack of volunteer effort and Maurice would step forward to fill the gap and encourage us to keep up the effort to make the VSA survive. In recent months Maurice was actively working on the redevelopment of the VSA website.

Maurice's contribution also coincided with his involvement with the Gliding Federation of Australia (GFA) as the delegate for the VSA. In parallel with his administrative support to the VSA, Maurice also committed himself to a long career in the GFA serving in a variety of roles including VSA Councillor, GFA Vice President, Board Secretary and Chair of the Marketing & Development Department for a full five-year term.

The work load which Maurice accepted was substantial and, as he would admit, really too much for one individual. Nevertheless he persisted with this workload well beyond what might be expected of any volunteer and achieved

important improvements for the gliding movement both locally and nationally. Much of his work was involved with 'backroom' administrative detail, not at all glamorous or exciting but absolutely essential for the effective functioning of both the VSA and GFA.

His contributions included:

Expert advice on the legal requirements for the constitutional rules and provisions of the Articles of Association for the VSA, GFA and numerous local gliding clubs.

Assistance with the complex issues involved in the GFA transfer from a Company structure incorporated in Canberra to a non-profit Association registered in Victoria.

Researching options for a new IT system for the GFA followed by assistance with implementation of the IMIS application package.

Managing the Marketing & Development Department of the GFA.

Ongoing development and management of the VSA and GFA websites, and in past months, establishing the revised national magazine 'Gliding Australia'.

There were many other activities and outcomes which Maurice achieved, too numerous to enumerate here.

Besides his work at the State and National level, Maurice was continually active in his support of the Grampians Soaring Club as a cross country pilot, instructor, glider engineer and committee member.

Suffice to say that Maurice demonstrated an extraordinary commitment to the cause of gliding in Australia from the grass roots level of club activity through to the state and national executive arena.

On a personal level, Maurice was noted for his love of good food and wine and was an excellent cook and an accomplished photographer.

On behalf of the gliding movement across Australia I would extend our sympathies to Maurice's direct family, sisters Yvonne and Wendy and brother Ian, as well as to his work colleagues at International Trade Management, Tullamarine, Victoria. Maurice will be remembered and missed.

ALISON RULE

On behalf of all the gliding clubs and the 500 individual glider pilots throughout Victoria, the Executive of the Victorian Soaring Association extend our sincere sympathies to the family and friends of Alison.

Alison was very recently the first recipient of our gliding scholarship for young women.

Regrettably we never had the opportunity to meet Alison although we do have her nomination for the scholarship which tells us so much about this fine young woman. Recently Alison's study reduced to part time, allowing her more time for her personal interests, and she decided to follow her father's interests in the sport of gliding.

From Alison's application for her gliding scholarship, we can see that she was a person with many interests including photography, playing the flute, choir singing, writing novels and designing computer games. What a wonderful example of youthful energy and enthusiasm.

The gliding movement needs such able young people and the loss of Alison is a loss not just to her family and friends but also to the Grampians Soaring Club and to gliding in general. We are sure that Alison would have succeeded in her ambitions to have become a glider pilot and as a scholarship holder, to have been a great ambassador for our sport.

Gliding is a sport known to only a few and often thought to be dangerous. Gliding actually has a very good safety record which makes this accident all the more tragic and the loss of two pilots is keenly felt across the whole gliding movement in Victoria and Australia.

Alison's father, John, would know gliding is a sport which offers rewarding experiences to pilots as we literally surf the air currents in the skies with wonderful and varied views of the countryside and cloudscapes. Gliding high in the sky, sometimes in the company of eagles, is a truly enriching experience and we hope that Alison glimpsed some of this during her brief time with the Grampians Soaring Club.

The members of the Victorian Soaring Association hope that we may be able to honour Alison's brief time in gliding and create a lasting tribute in her memory in an appropriate way after discussions with her parents, Kay and John.

IAN GRANT
VSA PRESIDENT

CALL FOR GFA AWARD NOMINATIONS

Every year the GFA recognises members who have made outstanding contributions in various areas, including Sport, Operations, Airworthiness and Administration. They are awarded annually at a dinner accompanying the GFA AGM.



This is a call for nominations for these awards - which includes Life Memberships, and also to let you know the criteria for them and the process that will be followed.

1. The nomination period opens at the beginning of May, and closes on 31 July. Nominations may be made by any GFA Member but must be endorsed by an Executive or Board member.

2. Nominations, including citations, must be received by the Awards Officer in writing by midnight on the closing date. Email is preferred, and late nominations will not be considered.

3. The Executive votes on all awards except Life Membership, which requires a 2/3 majority of the full Board).

4. Nominees must have been members of GFA during the period addressed by the citation.

Employees are not eligible if the services relate to work carried out in connection with that employment. Employees are eligible to receive awards for services in unrelated areas.

5. Awards may be given to former members, or posthumously, for services carried out while they were members.

6. The awards are made on merit, and

there is no requirement that an award must be made every year.

In general, these awards are given for services to the GFA as a whole. It would not be usual for someone to receive one of these awards if their service was associated with a single gliding club, no matter how outstanding that may have been.

THE AVAILABLE AWARDS ARE

The Ryan Award - for outstanding service in the field of Airworthiness.

The Hoinville Award - for outstanding services in the field of Operations.

The W.P. Iggulden Award - for outstanding services to gliding in general.

The J.R (Bob) Muller Award - for outstanding services in the promotion of gliding.

The Wally Wallington Award - for outstanding services to the sporting aspects of gliding.

Life Memberships may also be proposed using the same process.

Nominations should be sent to me at tshirley@internode.on.net, including 1-2 page citation.

MEMBERSHIP RESEARCH

Recently the Victorian Soaring Association embarked on a project to engage professionals to examine and follow up non renewed GFA members. Readers may recall this was tried some years back using existing GFA volunteers and for several reasons was not successful in producing meaningful results.

Fortunately the VSA, through the good work of Peter Buskens, has been able to secure government funding for a range of projects to benefit gliding in the Victorian region and through this a modest amount of funding is being applied to Exit Polling previous GFA members. Hopefully by the time this article is published, the VSA will have some results they can share with us leading to a better understanding of the relevance of the problem and even some tactics for mitigating the effects.

In the process of providing reliable source data for this project it was necessary to produce a report pertinent to the period in question with sufficient delineation of membership type, renewal date and join date. We also noted the

gender and whether the member changed classes of membership.

To remind readers the GFA has a number of different classes of membership.

- Full members - of which there are 4 types, Adult, Student, Family and Student family. Each of these are yearly memberships separated in cost only by no magazine for Family varieties or half-price for students.
- Term members - there are two types - 1 month and 3 month. These are available for overseas pilots once a year and once only for Australian Nationals.
- Introductory members - 9 day temporary membership.
- There are also a handful of other special categories like Life, associate, cadet etc.

The report focussed on Full and term members only. The VSA report covered all past GFA members that had allowed their membership to expire by more than 1 month. It included the club, the member contact details and the type of member.

The report in discussion here covered 3

months including the VSA report period so that we could assess if any of the term members converted that membership to a Full type and to gather a greater sample by membership class. In the process of analysing the report some interesting factors pop out.

- In that period the GFA had 655 member transactions. Many were renewals as you would expect, but 111 were Full new members, that is, members who have not been a GFA member previously.
- Naturally there was also a host of term members which seem, looking at the names, to be overseas pilots here for the summer.
- Of the 111 new Full members, 10 were women.
- Interestingly, 25 per cent of all female Full memberships were new.
- About 20 per cent of the Full membership transactions were students.
- No term members were converted to Full members in the period which suggests that this is not a route for introducing new members into the sport or we are not successful at doing so.

MAURICE LITTLE

THE KING OF SOARING

BY: MARK DALTON



On a bright sunny Saturday morning in 1957, in the Surf Lifesavers Club at Alexandra Headland, Queensland, around a dozen enthusiasts got together to form a gliding club. There was just one problem – only one of them, Geoff Raph, had ever seen a glider, let alone flown in one! Among other minor inconveniences was the fact that this group had no glider, no money, no airfield and no name.

ABOVE: Duo Discus in front of the hangar at Kingaroy.

A small strip was found at that well known coastal holiday resort, Mooloolaba. The ground was swampy and undriveable in the wet and the width of the cleared strip measured a meager 5ft more than the wingspan of a Kookaburra. To cap it all, the place was so heavily infested by sand flies that the winch drivers had to coat themselves with sump oil to ward them off. A normal winch launch, from a V8 powered machine constructed by a couple of garage owners from Brisbane, was to 800ft so that a typical flight lasted around 3 to 4 minutes. Frequent sea breezes often cut off any convection at around 10am and in any case, there was a height restriction of 1500ft overhead.

APART FROM THAT IT WAS PERFECT

Nevertheless, a committee was formed and decided to base the club at the Mooloolaba strip. From these inauspicious beginnings grew the 'North Coast Gliding and

Soaring Club'. At least they now had a site and a name! A war disposals igloo was donated to be used as a hangar.

In June 1958 after a major fund raising effort that included growing and selling a crop of green beans and hamper raffles in Nambour, the first glider, a Kookaburra, was purchased for £500 amid much celebration.

But soon the limitations of the Mooloolaba strip were realised and the focus of attention drifted west towards better conditions and away from the dreaded sea breeze. Oakey and Kingaroy came under the spotlight.

A small group of intrepid pioneers made many trips out west. Night flying was carried out at Oakey and was a huge success. On a bright moonlit night in December 1959 a handful of pilots including Geoff Raph and Ian 'Aspro' Aspland, two present day members, performed circuits using a flare path and the headlights of several vehicles. The kerosene-powered flares also doubled as useful hand warmers on cold winter nights. Only after these flights was

it fully appreciated that thermals did not exist at night. As well as the more usual day time flying, these nocturnal operations were to continue for over a year.

Eventually, in 1960, the North Coast Gliding and Soaring Club moved its operations permanently to Kingaroy and was finally renamed the 'Kingaroy Soaring Club', as it is known today.

THE PRESENT

The Kingaroy Soaring Club, KSC, operates from the Joh Bjelke-Petersen airfield just south of Kingaroy, in the heart of peanut country. We have two very long tarmac runways with associated grass strips, which are difficult to miss even without airbrakes. Powered aircraft and gliding traffic are kept separate by allowing them to use opposite sides of the airfield for their circuits.

We have over 130 members at present and are expanding. Every month welcomes in new members.

We are in the enviable position of having a hangar bulging at the seams with fiberglass. The club fleet consists of the very latest Duo Discus X bought in 2007. Then we have a brace of Discuses of 2003 and 2005 vintage, an Astir and a K21. The whole fleet is in excellent condition and is constantly being updated. Instrumentation is mostly courtesy of Borgelt Instruments plus the latest Colobri logger/varios and, of course, all aircraft are equipped with Flarm.

The tugs consist of the ever-reliable Cessna 150 KML, affectionately known as 'Camel', running a 180hp Lycoming engine. This was first introduced to the club in the early 1990s when it was hired to the club by a member. After an engine rebuild in 1998 it has proven to be a reliable and economical workhorse.

The second tug, a Pawnee, has been with the club since about 1971 but ran out of hours and was moth balled until 1988, when a V6 auto tug project was started. Many years of research, development, installation and testing were put into the project and after considerable frustration, a de-rated 5.7 litre Chev V8 auto engine, running at 75 per cent maximum power, was finally installed and so far been reliable, very quiet, fuel efficient and powerful.

Because aircooled engines require no close monitoring of engine temperature on descent, pilot fatigue is reduced

DATA SHEET

- Over 130 members in our very active club.
- The latest Duo Discus X
- Two Discus CS
- Astir
- K21 training two seater.
- 2 tugs – a V8 powered Pawnee and a Cessna 150
- Operations every weekend, but also Thurs-Sun on 1st weekend of month and Fri-Sun on 3rd weekend of month.
- Outskirts of Kingaroy
- 2.5 hrs from Brisbane
- Very active socially
- Wave to 18,000 ft
- Year round flying

www.kingaroysoaring.com.au

Tel : 07 4162 2191

Location S 26 34.8 E 151 50.5



LEFT: Gen A and Gen Y

BELOW: The flightline at Kingaroy



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and it is cost effective. It is estimated that the operating costs are in the region of \$4 per hour, compared with \$30 for a Lycoming rebuild. It flies under the experimental banner for the moment.

Accommodation is in the form of a large clubhouse, with bar and newly replaced kitchens, a comfortable bunkhouse available at very modest prices with 10 separate rooms and an adjacent caravan area.

FLYING CONDITIONS

The flying from Kingaroy is outstanding, mostly done in thermals. Last year, the first 1000km flight wholly within Queensland was performed by David Jansen. However, with the wind in the south west, wave often sets up on the Kingaroy side of the Bunya mountains, rocketing pilots up to the ceiling of 18,000ft. The fourth or fifth wave is often just upwind of the airfield, which allows a convenient wave hopping pathway to the primary wave a few kilometres downwind of the mountain ridge.

Going north, flatlands give way to winding rivers and valleys, still with plenty of landout opportunities, as the route takes you via Wondai, Winderera and Ban Ban springs, over the Coalstoun lakes to wind between beautiful rock formations and drop down into the Biggenden valley. Going south takes you towards the Blackbutt range, where the paddocks are smaller but plentiful, and west leads over the dividing range onto the flatlands of the Darling Downs with numerous huge paddocks. A friend once joked 'you don't have to worry about looking for paddocks when landing out on the downs – you just get low and round out!' The route east is a little more challenging, but by following the river valleys, we can regularly make flights to Gympie.

COACHING AND COMPETITIONS

KSC conducts regular, well attended coaching sessions for pilots from cross country beginners to future champions. These are conducted either by suitably qualified members or, in some cases, international pilots are invited to run courses. A recent week long course for experienced XC pilots was run by G Dale to huge acclaim.

Competitions are regularly held at Kingaroy. Our next big one is the Club Class Nationals 8 - 19 October 2012.

A TYPICAL DAY

Though no formal briefing is held in the mornings, someone will have looked at the weather to interpret the soundings, radar, synoptics, RASP, NOTAMS and so on and posted a task on the notice board before we grid up while waiting for those first cu's to pop.

In the meantime, in the distance the duty instructor is heard already launching with the first of the students allocated for the day.

On the field 10-20 gliders are often gridded up and ready to go out on task before the the usual standing around and comments on the reliability or qualifications of the task setter. The sky is examined in detail and flight

computers adjusted accordingly. Finally, a sniffer is sent up and the game is on. Within a very short time, the whole fleet is aloft.

Tasks are often Area Assigned, or AATs, to allow for the wide variety of performances of aircraft, although recently we have been using grand prix-style starts and 'first home wins' tasks. The lower performance gliders are given shorter tasks by drawing circles around each turnpoint of variable radii depending on their handicap. While slightly more difficult to arrange, it has proved to be a very rewarding form of competitive task. There is little more exciting than barreling across the start line abreast with 10 other gliders.

While all this activity is going on, normal club operations continue quietly and efficiently, mostly in the K21 as the duty instructor takes students and air experience people up. Other private owners will already be exploring the local countryside at their leisure.

At the end of the day as the last glider is squeezed into the hangar and the huge metal doors slide shut, members look forward to one or two convivial beers in the bar and stories of ever more marginal saves from far flung paddocks, followed by a sumptuous dinner or BBQ produced by club members at very reasonable prices. As the evening draws to a close, members drift towards the bunk house under starlit skies with the anticipation of yet another cracking Kingaroy day tomorrow.

THE FUTURE

In common with many clubs in Australia and internationally, challenges need to be addressed if we are to continue to enjoy our sport. Many of these challenges relate to external factors, such as air space restrictions, other non-gliding users of the airfield, council restrictions and the increasing loss of membership to more immediately gratifying aviation pursuits such as hang gliding and paragliding. Other, more internal challenges include budget concerns, tug costs, glider maintenance and upgrades, hangar space, buildings repair/upgrades and so on.

KSC has taken each of these issues and addressed them head on. A very effective committee, the involvement of all club members and, not to be underestimated, a very active social side, has found us in a position of financial strength from which we can build.

We have several hangars, the largest of which is leased by the club. Victims of our own success, we now need more space and the committee is in active negotiation with the council to build at least one more hangar on existing slabs of concrete. At the moment, things are looking hopeful, particularly with more space opening up as a result of the imminent demise of the Kingaroy non-directional beacon.

Aging membership, as in most clubs, will soon reduce the numbers, for obvious reasons. We are addressing this by actively encouraging youngsters to get involved with all aspects of the club, including organizations such as



ABOVE: Tug on approach

BELOW: The Mucha and Aspro at the 1964 nationals.



'Joeyglide' in which pilots must be less than 25 yrs old. The recent competition, the 9th Internode Australian National Junior Gliding Championships, or JoeyGlide 2012, was held at Kingaroy and was a great success, with the juniors organizing a very well run competition under somewhat difficult weather conditions.

Aside from Joeyglide itself, yet another group of youngsters are becoming more and more active at Kingaroy – the Griffith University Soaring Society, GUSS, have recently swelled the young membership of the club. They are mostly Bachelor of Aviation students from Griffith University, often funded by an array of university grants for clubs. Because of the pressure this new injection of enthusiastic members has put on instructors, it has been suggested that we use those with CPL, MECIR and ATPL qualifications as tug pilots to alleviate the strain. This will also be popular as a way to build up hours.

The philosophy of the club for a long time has been to 'get good equipment, upgrade it regularly, and the rest will follow'. This seems to have stood us in good stead for many years now and the process is set to continue. In the near future, it is likely that the Astir will be replaced by a 15/18m capable hot ship and the ASK21 is likely to give

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The Camel
landing at
Kingaroy

way to another Duo Discus. It is only by keeping up with the latest equipment and technology that we will continue to attract members, particularly the younger ones.

THIS IS WHAT ONE GEN Y MEMBER HAD TO SAY

"Many of today's youth expect their entertainment and leisure activities to be thoroughly modern and interesting.

"A potential new member can go for a flight in a ASK21 or Duo Discus that looks modern with all the bells and whistles being towed by a V8 supercar powered tug into the blue, experiencing the magic that we all know is gliding.

The fact that the potential new member can then post a Dittolog-derived Google map flightpath photo to Facebook or Twitter 10 minutes after landing while enjoying a comfortable beverage in the clubhouse speaks volumes for attracting new members particularly those of the youthful generation.

New pilots can see the more experienced club members heading out on cross countries attached to everything

from Libelles to the latest wondership. Members of the modern generation can see value in their efforts to better qualify themselves, as the potential rewards for their efforts are on display. KSC are trying their best to speak Gen Y and firmly believe that the path to club success and longevity is to actively encourage pilots to fly beyond the circuit."

The Dittolog mentioned above www.dittolog.com is a little black box in the aircraft that communicates with another box, the 'dittobase', at the home airfield. The flight sheet, logging and invoicing then occurs automatically. It can even be used in competitions in such a way that the scores are published and positions known, even before the pilot gets back to the clubhouse.

It is only by providing top of the range, up to date equipment, both in terms of gliders and associated electronics, that we will be able to attract the next generation. KSC have embraced that concept and look forward to the future with some confidence.

A final thought - gliding and aviation generally appears to be, for reasons which are not clear, a very male-dominated sport. By the time most pilots are hooked by gliding they have partners who will have definite views on their husbands' or boyfriends' weekend activities. It is essential that this large cohort of non-flying women be welcomed into the broader social activities of any gliding club, and this does NOT just mean being given the job of cooking the evening meals. At KSC, a group of female partners have been welcomed and encouraged to engage both in gliding and non-gliding activities including wine tasting, massages, shopping trips and expeditions to local points of interest. To be successful, a gliding club must do more than just glide. We have to make the weekends interesting and attractive to our partners and children as well. Now, what did I do with those plans for a swimming pool.

GA

CASA AV SAFETY SEMINARS

CASA is continuing with the Safety Seminar program, targeting pilots in regional Australia and run in partnership with the local aviation industry.

All members of the wider aviation community are welcome to attend. The full current list of

seminars is held on the CASA website at www.casa.gov.au. From the home page click [Education > Seminars & Workshops](#). Please check the website to look for any changes and to register your attendance.

Seminar Town	State	Date	Day	Venue
Camden	NSW	4-Jul	Wednesday	Camden Valley Inn
Lilydale	VIC/TAS	5-Jul	Thursday	York on Lilydale Resort
Tyabb	VIC/TAS	17-Jul	Tuesday	Peninsula Aero Club
Forbes	NSW	17-Jul	Tuesday	Forbes
Temora	NSW	18-Jul	Wednesday	Temora Aero Club
Murray Bridge	SA	19-Jul	Thursday	Wings Lounge
Exmouth	WA	24-Jul	Tuesday	TBA
Alice Springs	NT	25-Jul	Wednesday	RFDS
Horn Island	QLD 1830	26-Jul	Thursday	Wongai Resort
Ayers Rock	NT	26-Jul	Thursday	GA Lounge Ayers Rock
Aviation – Access all areas	QLD	28-Jul	Saturday	Griffith University
Lethbridge	VIC/TAS	1-Aug	Wednesday	Golden Plains Flying School,
Bunbury	WA	1-Aug	Wednesday	Comfort Inn Admiral
Cairns	QLD	1-Aug	Wednesday	Cairns
Atherton	QLD	2-Aug	Thursday	TBA
Gympie	QLD	8-Aug	Wednesday	Gympie Aero Club
Maroochydore	QLD	9-Aug	Thursday	Sunshine Coast Aero Club
Karratha	WA	15-Aug	Wednesday	TBA
Port Hedland	WA	16-Aug	Thursday	TBA
Sydney	NSW	22-Aug	Wednesday	University of New South Wales
Gove	QLD	22-Aug	Wednesday	CASA office
Darwin	NT	27-Aug	Monday	Rydges Darwin Airport Resort
Victoria River Downs	NT	29-Aug	Wednesday	Victoria River Downs
Redcliffe	QLD	29-Aug	Wednesday	Redcliffe Aero Club
Canberra	ACT	4-Sep	Tuesday	Airport International Motel
Mackay	QLD	5-Sep	Wednesday	Mackay Aero Club
Warnervale	NSW	12-Sep	Wednesday	Central Coast Aero Club
Melbourne	VIC/TAS	17-Sep	Monday	Swinburne University
Albany	WA	25-Sep	Tuesday	Albany Aero Club
Bacchus Marsh	VIC/TAS	26-Sep	Wednesday	TBA
Jindabyne	NSW	26-Sep	Wednesday	TBA
Adelaide	SA	28-Sep	Friday	University of South Australia
Gunnedah	QLD	2-Oct	Tuesday	Gunnedah Aero Club
Narrabri	QLD	3-Oct	Wednesday	Namoi Aero Club
Perth	WA	3-Oct	Wednesday	Edith Cowan University
Hamilton	VIC/TAS	9-Oct	Tuesday	Comfort Inn Grange Burn
Dubbo	NSW	9-Oct	Tuesday	Dubbo Aero Club
Bathurst	NSW	10-Oct	Wednesday	Bathurst Aero Club
Warracknabeal	VIC/TAS	10-Oct	Wednesday	Yarriambiack Rooms
Geraldton	WA	10-Oct	Wednesday	Ocean Centre Hotel
Armidale	QLD	16-Oct	Tuesday	Armidale Aero club
Tamworth	QLD	17-Oct	Wednesday	Tamworth Aero Club
Broken Hill	SA	17-Oct	Wednesday	Broken Hill Aero Club
Townsville	QLD	23-Oct	Tuesday	Townsville Aviation
Shepparton	VIC/TAS	23-Oct	Tuesday	Best Western "The Carrington"
Yarrawonga	VIC/TAS	24-Oct	Wednesday	Club Mulwala
Innisfail	QLD	24-Oct	Wednesday	Innisfail Aero Club
Wynyard	VIC/TAS	30-Oct	Tuesday	TBA
Gladstone	QLD	31-Oct	Wednesday	TBA
Warwick	QLD	6-Nov	Tuesday	The Coachman Inn
Cooma	NSW	6-Nov	Tuesday	EX- Services Club - Cooma
Tumut	NSW	7-Nov	Wednesday	TBA
Esperance	WA	7-Nov	Wednesday	Esperance Aero Club
Mt Isa	QLD	7-Nov	Wednesday	TBA
Tooradin	VIC/TAS	8-Nov	Thursday	AUS AIR Services office
Echuca	VIC/TAS	13-Nov	Tuesday	Echuca Aero Club
Bendigo	VIC/TAS	14-Nov	Wednesday	Bendigo Aero Club



JoeyGlide's coaching program gave me the opportunity as pilot with limited experience to gain confidence in cross country soaring and learn the basics of competitive soaring.

Joeyglide 2011 was kindly hosted by Kingaroy Soaring Club from 10 to 17 December. I was lucky enough to be given the chance to attend this year as a coachee, flying with experienced coaches to learn more about cross country and competitive soaring.

When I arrived at Kingaroy on the Friday with Adam Henderson, we spent most of the morning replacing the water ballast bags in his glider before rigging. I then spent the afternoon helping polish the Junior Gliding clubs Astir and playing football. It was a very relaxed and enjoyable atmosphere.

Saturday morning we awoke to a grey, miserable looking sky. Although the day was cancelled, the coaches took the opportunity to let us introduce ourselves to each other and give us the general plan of how the week would be run. Jim Crowhurst was the head coach this year and did an excellent job of organizing the week for us. The coachees had access to four gliders - a Twin Astir, ASK21

and two Duos. The plan was to allow all eight coachees to fly every day, so each aircraft was allocated a coach and two coachees for the day. The flights would be a maximum of two hours each. Each morning after the briefing we all gathered and discussed a task we would like to do. Due to time restraints we would not fly the same task as the competitors. Then we would plan it all out on a map and discuss any questions.

UNDER PRESSURE

My first flight of the week was on Monday with Greg Schmidt in the Twin Astir. We had planned a short task up to Wondai AF and return, which is about 70km trip in total. Straight off the tow we released into a thermal, which I managed to centre, and took it to cloud base surprisingly fast. I was then introduced to picking tracks and energy lines. It took a few pointers from Greg before I was able to start making those decisions myself. As we neared Wondai AF we decided to push on further north. Looking out towards the north west, we could see a line of showers and thunderstorms approaching, so we decided to make for home. This proved more difficult than the trip up to Wondai. We were now out of final glide, and a blue hole was right over Kingaroy. I felt the pressure of trying to get the height needed to make it back home. There had already been two out landings at Wondai AF on this day. Under pressure, I thermalled too slowly, and my performance suffered as a result. Looking down at the Flarm Nav and seeing how much further we had to run we would do a quick mental calculation of our final glide. As we came closer, our final glide just got better and better. We ended up arriving with enough for a full circuit and normal landing. It will be a flight I won't forget

anytime soon, just that feeling of being away from home and out exploring for the first time was magnificent.

FIRST DUO FLIGHT

My third flight of the week was going to be a flight of firsts for me. It would be my first flight in a Duo Discus, first time crossing the Bunyas and also the furthest distance I have been away from the airfield. My coach for this flight was Lisa Turner, and I would be flying Kingaroy's Duo KDX. This flight took us just past the Bunya Mountains to Bell and then back home. The sky did not look quite as nice as the two previous days, but it definitely did not disappoint. Straight off of tow again I was thermalling for the first time in the Duo, I immediately noticed how light the controls are and how much easier it is to feel what the air is doing around you than any other glider I have flown before. The thermal was not exceptionally strong, only 4 to 5 knots, but we took it to cloud base and began the task. As we tracked for the Bunyas, we took very few deviations, and followed the cloud streets, only stopping once before reaching the Bunyas. Earlier on in the week we were given a lecture on crossing the mountains, and how much of a difference the Bunyas can make to the weather.

This was very apparent on today's flight, as we approached the range you could see a definitive step up in cloud base looking out towards the Darling Downs. The first low point of the flight came as we started to near the foothills. The cloud street we were following came to what I would call a 'Y' intersection, branching off to the northwest and southwest, leaving a blue hole in the middle. This left me with the decision on which one to take, I decided to take the option to the northwest to stay more on track.

CLOUDS THAT DON'T WORK

Having not taken a climb in some time, we were getting to the point where it would be really handy to have one. Arriving under a cloud we were greeted with, not much. I was then introduced to searching under clouds for the lift, this was definitely new to me and something I was interested in learning how to do it well. This cloud just didn't seem to be giving us anything, until we eventually stumbled upon core. This would definitely have been the strongest climb I have ever been in, around 11knots on the averager for the majority of the climb. After taking this climb to cloud base now at around 8500ft we crossed the Bunya's. We made it to Bell quite early in the flight, so decided to go on towards Dalby. We once again were getting low approaching the Bunyas, and we spent quite a lot of time searching under clouds before heading back to Kingaroy on a 100 knot final glide. This was one of the best flights I have ever had, and I learned an incredible amount, from how to centre a thermal quicker, track selection to searching for lift.

I ended up getting six flights in during the week, most being around two hours in duration. It was an opportunity that I won't get again for quite some time. To have nearly a week's worth of flying with very experienced coaches in the back, gave you the opportunity to experience such a variety of gliding conditions, from booming days in 10 knot thermals up to 8000ft, to flying in rain and a sky that shuts down on you in only a matter of minutes. It just wasn't the flying, it was the lectures and debriefs in the afternoon, meeting the other juniors in gliding, going on



epic two day retrieves, go-karting and just enjoying the atmosphere that made it such a great event.

On the final night the AJGC treasurer Liam Donald was rounding us up one by one and there we would find out how much we owed for the week. Leading up to JoeyGlide I was trying to work out roughly how much it was going to cost for the week. When I found out how much I owed on the final night, I was staggered with how little it had cost me for the week's accommodation, tows and aircraft hire. This would not have been possible without the help of many organizations and individuals. One such person from SA was up all week helping out, and paid \$5 toward every tow made during the week. Then there was the GFA who gave \$3,000 worth of funding to go towards the aircraft hire for the coachees. Gliding Queensland also provided funding to help the event get rolling. I was very fortunate to be given access to funds from GQ to attend the event. Then last but not least there was the AJGC, aiming to keep costs as low as possible for all of us throughout the event. After the funding I received, the only costs left for the coachees individually was the tows, meals and any other equipment needed for the week.

On behalf of all the coachees I wish to thank all those who made this event possible and keeping the costs for the week under control. I'm positive that we all gained a lot from this experience, which none of us will forget in the near future. Bring on JoeyGlide 2012!

GA



WA STATE GLIDING CHAMPIONSHIPS

WORDS: BRYAN BLACKBURN
PHOTOGRAPHS: JALAL LEE AND DAYLE FOUND



Narrogin Gliding Club hosted the 52nd Western Australian Gliding Association State Gliding Championship from 3 to 13 January 2012 including the two practice days and nine days of scheduled competition.

ABOVE: Dick Sasse, 92 years old, finished in 9th place overall.

In WA, the State Championship is rotated each year around the three major clubs - Narrogin NGC, Beverley BSS and the Gliding Club of Western Australia GCWA, which is based at Cunderdin. The competition is now a single Club Class handicap contest scored in accordance with the Nationals club class rules except that, due to the wide performance range in the gliders competing, the handicaps are an amalgam of the Nationals club class and Nationals sports class handicaps, provided by Tobi Geiger through the Handicap subcommittee of the GFA Sports Department.

Tasks were all Assigned Area Tasks, AATs, for the same reason. This is never a universally popular choice for those who, like greyhounds, like to see the rabbit up ahead by racing around fixed turnpoints. However, the nature of the competition fleet makes the AAT the only practical task that gives everyone a reasonable chance to show what they can do.

BELOW: Daryl Mackay checks the number in his



DARLING SCARP

Tasking out of Narrogin is limited by the Darling Scarp to the west, which is mostly forested and unlandable. The remaining areas are in the middle of the Great Southern, which is Wheatbelt and grazing country, generally flat

with large paddocks and good outlanding opportunities readily available. Tasks were set in all directions to the north, east, south and a little to the west, within the limits available.

Strong sponsorship was provided, particularly by Air BP who donated 2,000 litres of fuel and some clothing and vouchers for prizes. Air BP continues to be a great sponsor for gliding in WA and deserves special mention for their consistent support.

After the usual last minute rush to Beryl Hartley to renew Competitor's Licences, 18 pilots flying 17 gliders competed, which is a bit down on previous years. The selection of the first two weeks of January for the event may have been a mistake, because it clashed with a number of regular entrants who attended one or more of the national competitions in the same period. Others just found it too hard this year. However, despite the lower numbers the fleet was challenged enough for a highly successful competition.

Competing pilots had a wide range of ages, from 30s to 90s, experience levels and occupations but, unfortunately, no variation in gender. Dick Sasse from Morawa continued to be the stand-out. At 92, he again achieved excellent results. The camaraderie was great fun.

The weather was characterised by gusty winds, often chopped up thermals, lower-than-average temperatures and more cloud than is usual at this time of year, so task setting and flying was not always easy. We had no flying on the two scheduled practice days because of strong winds and then thunderstorms that developed early in the morning of the

second practice day due to mid-level instability. By mid-morning, a storm cell hovered over the airfield. Lightning was plentiful with crashing thunder and water flowed freely over the ground.

However, the first contest day, Thursday 5 January, looked good. Gusty north-westerly winds but reasonable thermal strengths were predicted to go to 8,000ft as the day warmed up and extend to after 1700, so off we all went on a 3-hour AAT.

RASP PREDICTIONS

The weather turned out to be slightly more challenging than we anticipated. RASP predictions had heavy stippling, and the first leg showed everyone exactly what this meant – broken, rough and gusty thermals with vertical cliffs of despair just waiting to swallow the glider as you rolled over after the 8 knot pull-up that suckered you in. There were a couple of outlandings and several pilots aborted on this leg. Then came the reward of the second leg. The sky finally pulled itself together with centre-able climbs to 8,000ft as promised, under wonderful cu's. No worries, we all thought as we pushed deep into the second sector. Alas, it was not to be. A change of airmass - not a sea breeze but a local, unpredictable anomaly of the micro-climate, as the weatherman was quick to insist during the recriminations later - put everyone into a paddock 40 to 60km from home. The exception was Kevin Saunders in his Standard Jantar, whose pact with the devil saw him the only finisher.

This day also gave us our first official contact with the SAR organisation in Canberra. We had great difficulty trying to communicate with and locate one pilot and his glider, whose last contact was just before he outlanded. His radio battery was getting low on power, and his mobile phone service provider wasn't Telstra, so he found himself with zero coverage in the area where he landed near Tincurrin. Unaware that he had outlanded and with night approaching, the decision was made to contact the SAR authorities in Canberra, who impressed us all with their professionalism and helpfulness. Fortunately, while the Competition Director was talking to them, we received a phone call from the pilot,



ABOVE: Greg Beecroft on a roll.



LEFT: Dick Sasse 92 receives his pig-bucket trophy for the top Astir.

BELOW: Pilots line up on the launch grid.



continued over page



ABOVE: WAGA Comps pilots check the wind direction.

RIGHT: Third Placed Paul Oakley pauses on the airfield with wife Zahida.

BELOW: Greg Beecroft (L) Norm Bloch and Daryl Mackay made up the winning club team.



total of eight contest days over the nine day competition period. Conditions progressed from challenging through good, to excellent, back to good, then challenging again for the last day. Maximum temperatures stayed in the low to mid-20s for a few days, with south-west to south-east winds. Temperatures then gradually climbed to the low 30s as the week progressed and the easterlies returned. Thermals were generally forecast to shut down fairly early each day, usually after 1630 with conditions by 1700 forecast as difficult. With this and the lessons of Day 1 in mind, task lengths were usually kept to 2.5 hours.

Day 3, 4 and 5 were good, challenging competition days. Day 6 was magic, when pretty much everyone had a wonderful run to the north for 100km or so under big, high predictable cumulus, then fast runs south-east and west again to finish the day.

LOCAL ANOMALIES

Day 7 threw up a frustrating 20-25km wide band of 8/8 middle-level cloud with absolutely nothing under it. The weatherman described it as "a local anomaly". It lay across the outbound track on the first leg, about one thermal's worth of distance out from the start circles, which gave everyone some pause for thought. The only answer was to throw caution to the winds and hope that you would pick up a climb on the other side, which most people did. Then, there was the marvellous sight of an unexpected mini-trough line about 80km away, another local anomaly apparently, which gave everyone a wonderful time for the rest of the task.

Day 8 was another good, mostly cumulus day that saw Norm Bloch in his ASW 24E take out the trophy for the fastest 300km of the competition with 132kph for 341km.

Day 9, the last contest day and also Friday the 13th, proved to be difficult but better than forecast, despite fears of early 8/8 overdevelopment approaching from the north-west due to moisture feeding in from an ex-tropical cyclone that had crossed the coast in the Pilbara a few days earlier. This looked particularly spectacular on RASP as a creeping band of solid black with embedded thunderstorms that would blot out Narrogin by early afternoon.

Spooked by this development and the thought of the presentation dinner that night with the whole fleet in a paddock, the task setters got everyone on the grid early and set a task to the south-west. This had two effects. Many contestants had difficulty staying up, leading to a number of relights, and those who could were treated to the sight of a magnificent looking band of cumulus slowly approaching from the north, where they weren't going, with nothing much to the south, where they were going. Another small distraction was Norm Bloch's partner, Lesley Daniels, who arrived in her immaculate little RV6 half way through the launching and taxied around at the front of the grid for a while deciding what to do, oblivious to the roiling cloud of red dust rolling out behind her and over the last half of the fleet. Later, at the dinner, Lesley was presented with a bag of her very own dust as a memento of her visit.

In the end though, it all worked out pretty well. Some pilots waited around at the start for a couple of hours for things to improve, but the line of cumulus proved frustratingly slow to arrive, so they finally left on task. However, everyone got around, and the eventual day winner, Paul Oakley, pushed far enough to the south to pick up yet another convergence line, that local anomaly, to notch up his first day win in a state competition.

After nine days of closely fought competition, Greg Beecroft of Beverley Soaring Society emerged as the well-deserved Champion, flying his LS 8, HCB. Greg won four of the eight contest days and placed second in three others. Close behind was Norm Bloch, also of BSS, flying his ASW 24E, XJG, and in third place, Paul Oakley of NGC flying his LS 8, GPO.

Last but by no means least, this 2012 Championship was one of the safest WA comps ever, with no injuries or damage to any aircraft or equipment over the competition period. It is a sobering statistic that, to the best of the Safety Officer's knowledge and research, this was the first incident-free comp in at least the last 14 years of WAGA State Championships. Narrogin GC put a lot of effort into managing this outcome, which is a tribute to the organisers and the competing pilots. GA



TOP: Greg Beecroft emerged as WA Champion 2012.



LEFT: Second Place winner was Norm Bloch

BELOW: Kevin Saunders was the only finisher on



CREATING A DEVELOPMENT FOCUS

How is your club structured and managed? What can you do to increase the focus on development and marketing?

Clubs in Australia are generally managed by a committee of volunteers. Some are very experienced, some have specific governance skills, yet the majority of committee positions are filled by glider pilots just wanting to do what they can to support and lead their club.

Club Constitutions generally outline the rules that committees must comply with to meet statutory requirements such as number of meetings, running an AGM and election processes. These documents rarely tell the committee how to run the club, how to set plans, how to optimise communication or how to set a vision for the future and work towards it. Clubs have developed their own approach based on their own history and the focus of the state and national bodies.

The organisational structure of gliding certainly reflects the history of our sport. There is a major emphasis on Operations, mainly training and safety, and Airworthiness, making sure we have gliders to fly.

In recent years the Sporting arm has grown in strength, ensuring that badges, records, competition and coaching aspects are promoted and looked after at regional level and, increasingly, at club level. The introduction of the Glider Pilot Certificate, GPC, ensures that the training of glider pilots focuses on soaring skills, thus moving the spotlight to fun and sport.

OPPORTUNITIES

Marketing & Development is an area that is critical for the future of many of our clubs, and yet we see little evidence that club committees are actively embracing this concept.

The focus of most committees is on key operational matters. One famous quote that applies here in a development context is "If you keep doing what you have always done, you will keep getting what you have always got". If your membership is decreasing or stagnant, then that will probably be your future unless you do something different to develop and market your club.

Club committees need to accept full responsibility for development of current members and ensure that the club Training Panel functions effectively and full support is provided for promoting post solo training, badges/certificates and goal achievement.

Club committees must grasp the opportunity to manage their clubs and

SEVEN STEP PLAN

How well does your club focus on development?

You can judge how your committee rates by considering this 7S evaluation:

- **Structure** – Do you have appropriate structures, such as marketing and development and sports groups, to manage your club? Can members easily communicate to the committee? Do you ensure new people regularly join your committee? Do various interest groups have committee representation?
- **Strategies** – What specific strategies do you have, including camps, use of technology, youth promotion, coaching, advertising, open days, new member support, etc?
- **Systems** – What systems do you use,

ensure that development gets a greater emphasis than operations and airworthiness. Where ops and airworthiness are already well established with excellent systems and structure, continued good results are ensured while you focus on the other areas. Club and membership development, however, is a process that many just aren't good at yet.

At a regional association AGM, the club presidents suggested that, in most cases, ops and airworthiness probably take up 60-80% of activity and discussion at club committee meetings.

NEXT STEPS

Club committees should try and record how much time and focus is placed on membership development compared to other areas of our organisation. If you find that your discussion of operational aspects is lengthier than the amount of time that you spend planning how you will encourage members to fly more and how you will increase your membership, then chances are that your club will continue to operate at its current level with diminishing hours and membership numbers over the next few years.

If your committee or AGM were to discuss these 7S ideas, above, it may be possible to identify a range of activities that can improve your overall performance. Actions that committees can take to improve focus on development include

- Monitor statistics – hours flown, active members, etc, and report on this.
- Improve image – modernise

for example, online contests, cross country records, badge claims, member communication, etc?

- **Shared Values** – a focus on youth, ensuring that everyone has fun, involvement of members, open communication, etc? Do you talk about this?
- **Staff** – How do you get people to help with club activities? How do you support them?
- **Skills** – Do you know what skills various members have? How do you train people to improve their skills?
- **Style** – What are the management styles of your various committees? Are these styles attracting members or pushing them away? How do you utilise your state association?

equipment.

- Improve facilities.
- Better promotions, website.
- Promotion to raise profile.
- Social activities between different clubs.
- Involve members in setting benchmarks and goals.
- Define the development strategies.
- Raise awareness of the effect of not developing.
- Package products and services.
- Increase local community awareness.
- Provide a wider range of flying opportunities.
- Fundraising – remove the excuse that we cannot afford to improve.
- Encourage members to join in with development.

Without a major focus on developing and growing your club, your future may be a little bleak. Responsibility for this can often be pointed at the committees' lack of focus on membership development, finding it just 'too hard' to worry about.

For information on forming a club and on club constitutions etc., refer to MOSP 1 on club administration - see GFA web page www.gfa.org.au.

DEVELOPMENT

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

TERRY CUBLEY
CHAIR, DEVELOPMENT PANEL
cubley@sec.gfa.org.au

PROXIMITY EVENT MONITOR THE CTAF

FACTUAL INFORMATION

On 25 September 2011, a Cessna Aircraft Company 182P, registered VH-MST (MST), departed Roma airport, Queensland, on a private flight. On board the aircraft were the pilot and three passengers. The pilot planned a direct track from Roma to Toowoomba at 9,500 ft

On the same day, a Schempp-Hirth Ventus 2c glider departed Warwick aerodrome, competing in the Queensland State Soaring Championships. The course for that day's race took in the turning points of Warwick, Maryvale, Jimbour and Cecil Plains before returning to Warwick. At the time of the incident, the pilot of the Ventus was on the Maryvale to Jimbour leg of the course. The pilot stated that tracking via thermals on the day took him "very close to Toowoomba".

At approximately 1400 EST, at a position 5 NM west of Toowoomba and a height of 4,000ft above mean sea level, AMSL, the pilot of the 182 noticed the Ventus, between 300 and 500m directly in front of MST at the same level and heading towards him. The 182 pilot commenced an evasive descending turn to the left to avoid the glider.

It was estimated the distance between the two aircraft came close to 100 m horizontally at the same level.

PILOT RADIO COMMUNICATIONS

The Australian Transport Safety Bureau examined recordings of the transmissions broadcast on the joint Oakey / Toowoomba CTAF at the time. That examination revealed that the pilot of the 182 broadcast an inbound call on the Toowoomba CTAF, 20 NM to the southwest of Oakey on decent through 8,700ft.

The pilot of the 182 made a further broadcast 10 NM southwest of Oakey passing through 6,600ft inbound for Toowoomba, where another glider replied that he was overhead Oakey at 3,600ft.

The pilot of the 182 made a further broadcast directed to 'Toowoomba traffic' 8 NM west of Toowoomba on descent through 4,100 ft.

The next broadcast from the 182 was to 'the glider to the southwest of Toowoomba'. There was no response.

ATSB COMMENT

It is likely that had the pilot of the glider been constantly monitoring the CTAF, he would not have missed the position reports made by the 182. Conversely, had the pilot of the glider transmitted his position and intentions on the CTAF, the 182 would have been alerted to the presence of the Ventus as he was alerted to the presence of the other glider.

While the inclusion of the glider 'gaggle' frequency in future NOTAMS regarding intensive glider activity would provide other airspace users with access to those broadcasts, it was considered that such action may result in greater confusion over which frequency to monitor and lead to more opportunities for calls to be missed. Furthermore, the Gliding Federation of Australia standard procedures unequivocally require glider pilots to use the designated CTAF frequency in the vicinity of a CTAF and not a discrete gliding frequency.

SAFETY MESSAGE

By itself, the concept of 'see-and-avoid' is far from reliable. It is important that pilots apply the principles of 'see-and-avoid' in conjunction with an active listening watch. Research has shown the effectiveness of a search for other traffic is eight times greater under alerted circumstances than when un-alerted.

Pilots should be mindful that transmission of information by radio does not guarantee receipt and complete understanding of the information. Without understanding and confirmation of the transmitted information, the potential for alerted see-and-avoid is reduced to the less safe situation of un-alerted see-and-avoid.

A 2004 ATSB review of all 37 mid-air collisions in Australia between 1961 and 2003 (ATSB, 2004) identified that radio problems, use of the wrong frequency, or failure to make the standard positional broadcasts led to many of these collisions.

- In at least six of the aeroplane/aeroplane collisions, one or both pilots did not hear a required radio broadcast made by the other pilot.
- In three of the aeroplane/glider



collisions, neither pilot was using the radio.

- In two of the aeroplane/glider collisions, one of the pilots did not make the standard positional broadcasts.
- In one of the aeroplane/glider collisions, one of the pilots used the wrong frequency to make the standard broadcasts.

In one of the aeroplane/aeroplane collisions at a non-towered aerodrome, the pilot did not make a required broadcast due to radio frequency congestion.

It is imperative that pilots make a broadcast with position and intentions in the vicinity of a CTAF particularly when changing frequencies or if there is any doubt as to the position of other aircraft. These occurrences show clearly that simply having a radio is no guarantee of safety.

The following publications provide some useful information on the see-and-avoid principles:

- Limitations of the see-and-avoid principle (1991), available from the ATSB's website at www.atsb.gov.au
- Safety in the vicinity of non-towered aerodromes (2010) AR-2008-044(2), also available from the ATSB website, www.atsb.gov.au
- Pilots responsibility for collision avoidance in the vicinity of non-towered (non-controlled) aerodromes using the 'see-and-avoid' (Civil Aviation Advisory Publication CAAP 166-2(0), available from the Civil Aviation website at www.casa.gov.au

OPERATIONS

If you have any questions or feedback please contact me at the email address below. I will be very happy to hear from you.

CHRISTOPHER THORPE
CHAIR, OPERATIONS PANEL
cop@sec.gfa.org.au



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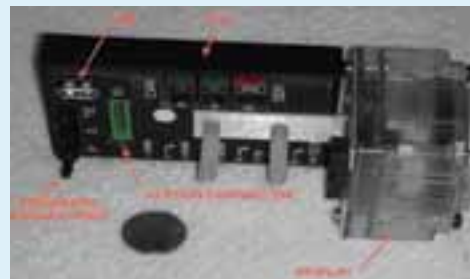
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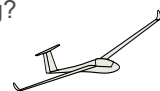
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JUNE 2012

PHOTOGRAPH: DAVID GOLDSMITH, SCHEIBE SF-27M SELF LAUNCHING GLIDER FLOWN BY PETER RUNDLE OF THE CENTRAL COAST GLIDING CLUB, FLYING AT WARKWORTH.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
27	28	29	30	1	2 HUNTER VALLEY GC - VINTAGE AND 13.5M EASTER	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18 GFA BOARD MEETING	19	20	21	22	23	24
25	26	27	28	29	30	1 JULY

JULY 2012						
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2 JULY	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1 AUGUST	2	3	4	5
2012 GO BASIC AIRWORTHINESS COURSE 218 JULY - \$ AUGUST WARWICK GLIDING CLUB, QUEENSLAND WORLD GLIDING CHAMPIONSHIP - UVALDE TEXAS 28 JULY - 19 AUGUST						

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WELCOME TO NARROGIN

WORDS: BRYAN BLACKBURN
PHOTOS: NGC ARCHIVES

Do you want a weekend break with a warm welcome and some of the best flat lands gliding in the country? That's what Narrogin Gliding Club does best. Located in the heart of the Wheatbelt in Western Australia, Narrogin Gliding Club is a club with a long history, a great location, well developed infrastructure and a good fleet.

ABOVE: Narrogin Airfield.

IN THE BEGINNING

Narrogin is a major regional town in the Wheatbelt region of WA, which is a major wheat and sheep agricultural region that more or less surrounds Perth to the east, north and south. Narrogin is in the southern section of the Wheatbelt, about 200km to the south-east of Perth. It was a major rail centre until the 1970s when cost pressure from road transport finally prevailed.

However, unlike many other country towns in Australia, Narrogin has managed to stay about the same size over the years, despite a loss in population in the surrounding areas. Current population is about 5,000. It is the principal town in the area, which means that it is well serviced with supermarkets, schools, general shopping, public services and light industry. Curiously, Narrogin has two local government areas, the Town of Narrogin, which services Narrogin town, and the Shire of Narrogin, which services the region around Narrogin town and has offices in the town but has no jurisdiction in the town itself. Both these LGAs have mayors, which makes dealing with local government a bit of a juggling act for the gliding club, because there are definitely local rivalries.

Narrogin Gliding Club is located at the Narrogin airfield (YNRG), which is about 10km to the west of the town. This airfield is one of many country airfields established by the RAAF up and down the WA hinterland during WW2. Narrogin Gliding Club was established by a group

of local farmers in 1964, when the airfield was more or less unused and perceptually a lot further out of town than it is now. The founding members put in the major, basic infrastructure like the clubhouse and main hangar, which were both relocated from previous lives on local farms. Gliding was an auto-tow operation. They established the club and bought their first glider through a combination of hard graft and good old country can-do, using money from donated crop programs, cutting fence posts and similar activities. The club owes a lot to these early pioneers, some of whom we welcomed back at our very well attended 40th anniversary in 2004 and we are looking forward to welcoming back at our 50th in 2014.

LOCATION

Narrogin airfield has two runways orientated 18/36 and 10/28, which intersect at the NE corner. It has an adequate but limited electrical power supply but no mains water supply, so all the gliding club's water comes from rain water collected on site.

The airfield is home to a flying club as well as the gliding club and ultralights are a growing operation. Because Narrogin has the major regional hospital for the area, the flying doctor is also a regular visitor, at least once a weekend and often more.

Runway 10/28 was sealed with bitumen by the Local Government Authority a few years ago in the faint hope

of attracting a flying school to the site, which remains their long term but unlikely goal. The other runway is gravel. Thanks to the original RAAF engineers and LGA maintenance, each runway is well drained, which allows year round operations.

Narrogin is a superb area for gliding all year round. The countryside is essentially flat farmland to the east, north and south, with plenty of out landing options, friendly farmers and good road access. Tasking to the west is restricted by the Darling Scarp and timbered areas associated with this. Narrogin is about 150km inland, so it is generally unaffected by sea breezes during the gliding day. On the other hand, it is also usually beautifully cool at night no matter how hot it has been during the day, and its distance from town makes the night sky a magnificent sight. After a plus 40 degree day there is really nothing like standing out on runway 28 on a black, moonless night with the glow of Narrogin town on the eastern horizon, looking up at the cold beauty of the Milky Way stretching out above you in a way that can never be seen from the backyards of Perth.

During summer, the band of subtropical highs move south and the weather consists of a progression of these across the area, each separated by a trough line that forms down the west coast and then moves through with the systems. The cycle generally takes a bit over a week during which the wind backs around the compass, which makes it predictable at the macro level but quite variable at micro level. Conditions are generally quiet with the wind from the south gradually improving as the wind moves east then north, booming when the wind is in the northern quarter, then quieter again as the trough moves through and the wind goes around to the west.

During winter, the southern westerlies move to the north and the same progression happens but with embedded cold fronts and post frontal conditions replacing the trough lines.

CLUB INFRASTRUCTURE

The gliding club infrastructure is quite extensive and provides for a very comfortable environment. One of the pros as well as cons of Narrogin is that it is a bit too far from Perth to make it an easy day trip so the club has



ABOVE: Rick and Lyn having fun

put a lot of time and money into making it a pleasant weekend escape. The club house is large and comfortable, air conditioned, with a well equipped kitchen, barbecues, indoor and outdoor, under-cover, insect-proof eating areas for cold and hot weather, a large briefing room, office, storerooms, a licensed bar and canteen, and short-stay accommodation. Accommodation options are a motel style room or dormitory rooms attached to the main club house with easy access to toilets and showers, or a site caravan park with power reticulated to all sites and a well-appointed ablution block.

Narrogin is an aerotow club. Aerotows are done by the club's Piper PA-25-235 Pawnee. This aircraft has the appropriate registration VH-TUG, which many have tried to purchase or appropriate but, trust me, it won't happen. It is the legacy of a previous tugmaster, Roger Vaile, who took a great deal of trouble to search it out and who would strike us down from his present position at the right hand of God if we were ever to let it go.

The club glider fleet is three two-seaters and three single seaters. The two-seaters are two Puchacz, mainly used for ab initio training and air experience flights, and a DG 505, which everyone agrees was probably the best purchase we have ever made. This is used mainly for local and cross country mutuals and for cross country coaching. The singles are two Astir CS77s and a Jantar Standard 2, all of which are currently under fleet review.

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TOP: Excellent open country soaring country around Narrogin.

There are currently fifteen gliders in the private fleet, all of them the pride and joy of their owners. Types are the usual eclectic mix common to most gliding clubs, ranging from an Astir CS, Jantars and a couple of Nimbus to an LS8 and a Ventus. There is a Blanik stoically awaiting its fate in a T hangar that is now worth more than the glider and one member has assured he is always spoilt for choice by owning two Grob 109 motor gliders as well as a Jantar. In addition, we have a couple of ultralights that are owned by club members and hangared in a suitably quarantined corner of the T hangar area.

DATA SHEET

Based at Narrogin airfield, 10km to the west of the town of Narrogin in the southern part of the Wheatbelt area of Western Australia, about 200km SE of Perth. Two hours from Perth. Easy drive to the regional cities of Bunbury, Busselton and Albany.

Around 80 members. Operates every weekend and public holidays. Midweek by arrangement and for special events. Regular scheduled ab initio courses and fun flying events.

Excellent visitor-friendly facilities. Club house and caravan park with full amenities. RV friendly.

Aerotow operation with Pawnee PA25-235. Club fleet comprises two Puchacz, DG 505, two Astir CS77, Jantar Standard 2.

We average 1500 flights and 1100 hours a year, and 25,000 cross country kilometres.

Excellent flat land soaring. No airspace issues. Large paddocks and friendly farmers. Our tug pilots love retrieves.

www.narroglinglidingclub.org.au
Enquiries – bookings 0407 088 314
Airfield, NGC 08 9881 1795

CLUB OPERATIONS

Narrogin has always been a training club and this is still a primary focus of our operations. Like most gliding clubs, training and air experience flights are the support base for our revenue as well as the basis for currency of our tug pilots and instructors.

The club operates every weekend and on public holidays. An instructor, tug pilot and ground crew are rostered on every flying day and training continues year round. We plan to run two ab initio courses every year, one at Easter and one in October. With a bit of promotional effort these are usually well attended.

Air experience flights are actively promoted. We enjoy flying our visitors and we try our best to show them as good a time as we can. These flights have lots of benefits but, as for other clubs, the conversion rate from AEF to ab initio course participant is low and to active club member is even lower.

Cross country is a focus during the soaring season from October to April and tasks are set every weekend. Narrogin is a bit further south than the other WA clubs so the day tends to get going a bit later. Club flights are usually

around 250-300km but 500km is easily available several times in the soaring season with a bit of weather investigation and forward planning.

As well as weekend activities we schedule a Fun Flying Fortnight in the November/December period, which concentrates on cross country tasking and coaching. This time of year in WA is usually very good for this sort of flying, not too hot but with longer days, well developed, smooth thermals and cumulus. This season the FFF turned into three weeks and we hosted Miles Gore Brown as guest coach. The weather wasn't as good as the previous year but we all had a lot of fun and learned a lot.

Just as an aside, the pilots in WA lap up these visits from guest coaches and we would like to see many more of them. WA can feel a bit isolated from the rest of the gliding community with the only action being a few seagulls from the GFA dropping in from time to time. Costs and distance make it difficult but a regular visiting coach program supported by the Sports Committee would be a great thing.

By contrast to the pre-Christmas weather, January and February is usually much hotter with stronger, rougher thermals, stronger winds, lots of shear and blue, no clouds. The WA state championships are held each January and the venue is rotated around the three major clubs.

During the off season, the main flying activity apart from normal weekends is the annual wave camp to the Stirling Ranges. The Stirling Ranges are a one kilometre high, isolated ridge of sedimentary deposits that push up from the flatlands of the Great Southern about 200km south of Narrogin. The Stirling Ranges are the reason many WA glider pilots have their Diamond Height. Unfortunately, the Stirlings are just that little bit too far south to be part of regular tasking but several triangles have been flown on good days when the conditions were right.

The wave is best in July and August. However, the downside is that you often have to endure days of cold, wet and miserable conditions until the wind swings to the north and the magic happens. Alternatively, September is wonderful with wild flowers blooming, cumulus over the paddocks and ridge/thermal lift over the ranges, but much less chance of good wave. WA's answer to this is to hold a July camp, which the other two major gliding clubs in the state organise, and a September camp, which Narrogin organises, with everyone welcome at either event. The Narrogin camp usually turns into a bit of a family holiday with visits to Albany on the south coast and an opportunity to do some AEFs with the bushwalkers and campers who turn up to the Stirlings at this time of year.

SOCIAL ACTIVITIES

These are what Narrogin does best! Every flying activity is a social activity and vice versa. A key index that is keenly watched at each AGM is the canteen to avgas ratio, which is basically the dollars put over the bar versus the dollars put into the tow plane. Usually this is about 1.0.

CLUB MANAGEMENT

Gliding club managements are probably the most democratic institutions that anyone has to deal with in their everyday life, which has its pros and cons. However, good leadership usually wins out and Narrogin has been well served by its management committees over the years.

A differentiator for Narrogin is that the club has run a self-insurance scheme since 1985 that has been very successful. Essentially, the club carries its own flight risk for all aircraft except the tow plane. Ground risk for the gliders and full risk for the tow plane are still covered commercially. The basis of this is to self-insure for any risk that is considered to be controllable and affordable. Ground risk is excluded because fire or vandalism are seen as holding the greatest risk of a total loss. The tug is excluded because loss of this aircraft would close down operations.

The commercial premiums that would otherwise be paid are banked and cash reserves accumulated until adequate to cover a potential loss, after which excess funds are available for investment in improved club facilities and equipment. An allowance for losses is budgeted each year. The objective of the scheme is to save, as a minimum, the overheads and profits component of the insurance premium that would normally be paid to a commercial insurer.

The results are tracked annually and have significantly exceeded expectations.

Management issues are largely the same things that concern most gliding clubs. Activity needs constant work to sustain, where many costs are fixed but are supported by hourly operations, so maintenance of budgeted flying hours is critical to financial viability. Membership turnover must be monitored and reduced to a minimum. Volunteers must be nurtured.

Narrogin is not the closest club to Perth and it is not on the tourist route so passing trade is hard to attract. Imposts like the GFA TIF Tax, while perhaps understandable from GFA's point of view, don't add any



LEFT: The Pie Cart and Hangers.

direct value but just make it harder to exist in an environment where potential aviators are spoilt for choice and gliding is no longer the cheapest and certainly not the most easily accessed option.

FUTURE

Narrogin Gliding Club has the same concerns as many Australian clubs. Membership is stable but the demographic has aged. New members are generally older. There are no families any more. Go to a competition or a regatta and all you have are pilots, a few crew, no supporters. In this scenario it's easy for a gliding club to turn into the gliding version of a Men's Shed.

On the other hand, with the older demographic there is no reason Narrogin can't operate a four-day weekend every week. We have a great location, visitor-friendly infrastructure, good systems, a good fleet that is planned to get better, virtually no debt and a welcoming culture.

Also, we are right on the cusp of the baby boomer retirement wave. This is a group that is the healthiest and most cashed up of its kind that has ever been, all looking for something different to do, in a state in Australia that is currently doing pretty well. Many of us see this as a real opportunity, perhaps not for lots of new members but certainly for air experience flights, group visit packages, ab initio course packages and similar packaged experiences.

So, if you are in our area, drop in for a few days, have a good time and sample what we have to offer. You won't be sorry. You can help us work on our canteen to avgas ratio.

IGC AGM AT POTCHEFSTROOM

The International Gliding Commission is the body responsible for the sporting aspects of gliding, including competitions, badges and records, with an increasing interest in improving safety and membership. The annual two-day meeting typically sees over 35 country representatives, usually in Lausanne, Switzerland. This year, the meeting was held at Potchefstroom, South Africa, about two hours west of Johannesburg. It also is the site of the JS1 factory, and as South Africa was just moving into autumn, I took the opportunity to spend one day before the meeting to take a tour of the factory and a flight in the JS1.

I work in the automotive manufacturing industry and I was impressed to see the level of lean manufacturing techniques being applied in the JS1 factory, which certainly gives confidence about the quality control procedures. You can be confident about the glider you purchase. I had a great flight for 2.5 hours in some lovely, although a little stormy, conditions. My wife Vicki bought a Tattsлото ticket that night but unfortunately the numbers didn't come up so I couldn't place my order. The JS1 is a really nice glider to fly, and I just love that 18m performance.

The focus of the meeting was on sporting coaching, and the university where it was held was a great facility with extensive sporting grounds, motel style accommodation and full catering.

The meeting lasts for two days, but it has an extensive agenda without a lot of spare time. The main focus for us was our bid to host the Junior World Gliding Championships in 2015. We were the only application, but we still needed the European countries to agree, which was not a foregone conclusion.

The full minutes of the meeting can be found on the IGC web page <http://www.fai.org/igc-about-us/igc-meetings>

The issues discussed and resolutions of primary interest are shown below.

OSTIV REPORT

The OSTIV President, Mr Loek Boermans, presented his report.

The OSTIV Board has updated the OSTIV-Dr J.P. Kuettner Prize and Trophy for a 2500km straight line distance flight. Details are available at www.ostiv.org. The Training and Sailplane Panel (TSP) has published a paper on safety initiatives.

Sporting Code Section 3, Annex A

Mr Strachan, (GFAC) expressed concern that the Earth model had been changed in the Sporting Code, to a sphere and that this was inappropriate. He urged that it revert to the ellipsoid model. Representatives from the Annex A, GFAC and ANDS committees had been requested to review that situation and provide a recommendation to the Bureau.



CHAMPIONSHIP MANAGEMENT REPORT

The bid for the 2015 FAI 13.5M World Championships had been withdrawn and bids for this competition will be re-opened.

GRAND PRIX DEVELOPMENT

The Sailplane Grand Prix Final at the Wasserkuppe had been well organised and successful despite not having a sponsor. There were lots of spectators even though the weather was not the best. Five short races were completed in conditions where a conventional gliding contest would probably not have been able to achieve any tasks. The tracking had worked well.

For the 2012-2013 series seven bids had been accepted for qualifying SGPs, including Lake Keepit in November 2012.

No bid had been received for the SGP Final in 2013. The Bureau had decided that the IGC would provide the sporting organisation for the Final and would seek an organiser who would be responsible for the supporting the event.

SAFETY PAYS

The working group had analysed the OSTIV SDP report to consider how to proceed and that, as the idea of using championship points to encourage conformance was controversial, the group had decided to not make any formal proposal this year. Instead, they wanted to gather the ideas discussed during the coming Northern hemisphere season and then aim to provide a formal proposal in 2013. He commented on the challenges the Safety Pays initiative faced, including rumours that the concept was going to create a barrier to entry to competitions by increasing the costs for pilots by requiring them to modify their aircraft. He stated that this was not true and the intention was to reduce injuries using options currently available. There was a need to educate the pilots to create buy-in.

FAI WORLD GLIDING CHAMPIONSHIPS 2012, USA

Mr Rick Sheppe from the US reported on the practice competition held in 2011. It had been a valuable proving ground and the USA was looking forward to hosting the WGC. There were

currently 112 preliminary entries.

Mr Frank Øyvind, Denmark Alternate, questioned the intended start procedure and referred to the unsatisfactory experience of a maximum altitude combined with a 2-minute time period at Leusse.

Mr Spreckley noted that the height limit was an option included in Annex A, but an explanation was needed from the organisers about how they intended to use the altitude limit.

The Chief Steward had been asked to coordinate with the Organisers and the Chairman of the Annex A committee to ensure that the start procedures were appropriate for the site.

Mr Terry Cubley, Australia, stated that he felt the proposed finish ring height was too high and believed that it would cause gliders to be descending into the circuit in a variety of configurations and speeds created potential problems.

Mr Bradley, Chief Steward at Uvalde, commented that the site at Uvalde limited the alternatives available to the organisers and that the procedures proposed had been used successfully in other Uvalde competitions.

Mr Mozer asked for concerned parties to communicate their questions to the Chief Steward, Mr Bradley, and to Mr Sheppe. Mr Bradley acknowledged that there had been some communication issues with the organisers but that this had been recognised and procedures updated in the previous two weeks.

FAI WORLD GLIDING CHAMPIONSHIPS 2012, ARGENTINA

Mr Eduardo Toselli of Argentina noted that the airfield was now capable of accepting a total of 140 gliders for the event, Standard 50, Club 50, World Class 40. He advised the Delegates that a request to allow three pilots per NAC in the World Class would be raised in the meeting. This was later approved. Mr Toselli reported on the plans for the importation of gliders, noting that pilots could arrange this privately or through the contracted FAVAV agent WAIVER Logistics Argentina, SA. The details would be available within a week. In addition, the organisers were coordinating glider hire and working to ensure that the aircraft offered were suitable. The camping facilities and restaurant on the airfield were being upgraded.

Mr Cubley asked for an estimate of the cost of transporting the gliders to the competition site. Mr Toselli replied that it would cost approximately 7,500EUR to transport the glider to and from the site,

including taxes but this could rise up to 10,000EUR depending on options. In addition there was the cost of the shipping. He stated that pilots needed to contact WAIVER Logistics as soon as possible. The organisers were also looking at providing trailers for rent so that only the gliders needed to be shipped.

Mr Toselli confirmed that information would be on the competition website next week. Finally, Mr Toselli stated that FLARM was recommended and also, because there were some areas that had limited mobile coverage, it was recommended that pilots carry a rescue device such as SPOT.

JUNIORS WGC 2013 POLAND

Mr Rutkowski provided a verbal overview of the 2013 Junior WGC, 2013 European GC and 2014 WGC. Pre-events were being organised for 2012 and it was intended that the key staff for 2013 and 2014 would run the 2012 event. There were on-going investments in infrastructure. Airspace applications had been lodged with the authorities. No difficulties were expected regarding airspace access. Glider rentals would be available for the Juniors and the web pages were already on line for 2013. The start date for the 2103 JWGC should be the 5 July 2013.

2012-2013 QUALIFYING SAILPLANE GRAND PRIX

The President introduced this topic stating that the Bureau had lodged a business case with the FAI Executive Board regarding the management of the SGP and also a request for capital expenditure to create a web portal to host the SGP events. In addition, he reported that the Bureau had decided, at the meeting prior to the Plenum, that the SGP Final in 2013 should be operationally managed by the IGC and that a host would only be required to provide the necessary logistical and peripheral support for the event. He asked Mr Spreckley to provide a report to the meeting:

- A business case had been written for the establishment of an IGC Company owned by the FAI
- It would be a non-profit, limited liability company
- The purpose would be to manage the SGP in the future
- The board members would be appointed by the IGC Bureau and would include people with skills and experience appropriate to the various challenges of delivering an SGP event.

Mr Sheppe asked what the start-up cost were expected to be and Mr Spreckley replied that the budget was 5,000EUR including legal costs, which were expected to be the bulk of the expenses.

The proposal from the Bureau was to seek a commitment from the Plenum for the formation of a corporate organisation managed by IGC and committed to further development of the Sailplane Grand Prix series. The proposal was adopted unanimously.

WORLD GLIDING CHAMPIONSHIPS STRUCTURE

The Multi-Class World Gliding Championship's current configuration of Standard, Club and World classes will be changed. The World Class will be deleted and the 20 Meter Two-Seater Class will be added.

The Multi-Class World Gliding Championship comprised of Standard, Club and 20 Meter Two-Seater Class classes will be competed in EVEN years. The entry configuration for this WGC will be as follows:

Standard Class – 2 entries per NAC
Club Class – 2 entries per NAC
20 Meter Two-Seater Class – 1 entry per NAC

- The 13.5 Meter Class will have its own World Gliding Championships to be held for the initial time in 2015 and be competed bi-annually in ODD years
 - 13.5 Meter Class – 4 entries per NAC
- Wing loading in 13.5Meter Class is limited to 35kg/m².

20M MULTI-SEAT CLASS - CLASS DEFINITION

It is proposed that the 20 Meter Multi-Seat Class be redefined in the Sporting Code Section 3, Gliding (Main Body) as follows:

- 6.5.7 20 metre Multi-seat Class
 - a. ENTRY - The 20m Multi-seat Class consists of multi-seat gliders having a crew of two persons.
 - b. CREW - The crew shall consist of two pilots who must represent the same NAC and have a Sporting License issued by that NAC. The winning crew shall jointly hold the title of Champion.
 - c. WINGS - The span must not exceed 20,000 mm.
 - d. Championship scoring may include handicaps for the 20 metre multi-seat class except for World Gliding Championships.

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CLUB CLASS REFERENCE MASS

It is proposed that the Handicap List for the Club Class Gliders attached to Annex A be replaced by the attached list including a new List of Reference Masses based on the Maximum Take Off Mass, MTOM, of the gliders without water.

Additionally the footnote below this list shall be modified as follows, with changes shown in bold: "The pilot is responsible for providing documentation to prove that his glider will be operated within the legal weight limits. The handicap is based on the performance at a stated glider reference weight mass based on a typical empty weight plus 110 kg as **the MTOM of the glider without water. If a glider is flown at a mass not exceeding this reference mass it can be considered as operated within legal mass limits.** Where a glider is flown at a higher weight mass by necessity, the pilot will have to provide documentation to prove that his glider is still operated within legal mass limits and the handicap will be increased by 0.005 for each 10 kg or part thereof that the glider exceeds the base handicap **weight.reference mass. However the wing loading may in no case exceed 38 kg/m²**"

Mr Cubley asked why the limit of 38kg/m² had been proposed as this would make it difficult for some gliders to participate. Mr Stuck replied that there were already some very heavy gliders coming into the Club Class however it might be possible to delete this limit because the penalty was probably sufficient. The Bureau deleted the wing loading limit of 38kg/m² from the proposal.

Mr Cubley asked what the handicap change was and Mr Stuck replied that it was 0.005 per 10kg. Mr Cubley then proposed to amend the motion to include the statement: Reduce the handicap by 0.005/ 10kg for mass below the reference mass Mr Stuck noted that modelling had already been done to test this value and that an adjustment of 0.005 per 10kg had proven to be too high. Mr Cubley withdrew his proposed amendment.

The President confirmed that the change would be valid from 1 October 2012. The amended proposal was adopted unanimously.

MANDATORY USE OF FLIGHT RECORDERS

FOR ALTITUDE RECORDS ABOVE 50.000 FEET.

a. Up to 15,000 metres except for position recorders, see para A-7 of the Appendix to Chapter 4. Pressure data recorded by an FR or barograph shall be used. See 5.2.3 on alternate release altitude evidence for duration flights.

b. Above 15,000 metres, GPS altitude from an FR approved for high altitude use (HAFR) shall be used. See Annex B and the Technical Specifications for IGC FRs for HAFR use.

c. For all record altitude flights, both GPS and pressure altitudes shall be recorded. During after-flight analysis, the profiles of the GPS and pressure altitudes must correspond to ensure that no anomaly is present in the data.

d. Claims using altitude data from an HAFR must include evidence that there was no sunspot solar flux radiation in the preceding 24 hours that exceeded the high of the preceding 96 hours.

e. For gain of height record claims having a high point above 15,000 metres, the evidence for the low point shall also come from GPS data.

f. The altitudes at which a glider crosses a start or finish line or the boundary of a start or finish OZ are determined by linear interpolation between the altitudes at the last fix before crossing and the first fix after crossing.

REMOVE REQUIREMENT FOR IDENTITY OF PILOT AND GLIDER IN THE FLIGHT LOG, SC3, 4.2.

To remove from the Sporting Code the requirement that the identity of the pilot and glider be included in the Flight Log for all Silver and Gold Badge and Record claims involving electronic declarations

ALLOW FOR USE OF GPS HEIGHT FOR SILVER OR GOLD BADGE CLAIMS.

GPS altitude evidence alone is sufficient for a flight provided that a 100 metre error margin is applied to all pressure height requirements of the Code. For example, the gain of height is at least 1100 metres for Silver altitude.

Mr Macintyre noted that a lot of flights had been analysed and that the average error seen on the height was in the order of 80 meters.

COMPETITION RULES AND SAFETY: IMPLEMENTATION OF GUIDING PRINCIPLES

FOR SAFETY

Establishment of Task Force to initially review the existing Annex A for compliance with the new Guiding Principles including all current safety initiatives.

AWARDING OF FREE DISTANCE RECORDS

If a free distance record is to be claimed in conjunction with a declared distance record, it must exceed the declared distance by at least 10 per cent. This was adopted with 15 votes for and 14 votes against and no abstentions.

RANKING LIST PROPOSAL

The Pilot Ranking Score for two seaters entries and entries shared by more than one pilot will be assigned proportionally to the ranking score of each pilot at the start of the competition. If neither pilot has a current ranking it is the pilot nominated as first pilot or P1.

VOTES ON BIDS

10.1 7th FAI Woman's World Gliding Championships 2015

The 7th FAI Women's WGC was awarded to Arnborg, Denmark. The competition dates are 1 to 14 August 2015.

10.2 8th FAI Juniors World Gliding Championships 2015

The 8th FAI Juniors WGC was awarded to Narromine, Australia. The competition dates are the 1 to 12 December 2015.

10.3 18th FAI European Gliding Championships 2015

The 18th FAI European GC in Open, 18m and 20m Multi-seat classes was awarded to Osceny, Hungary. The competition dates are 13 to 24 July 2015.

The 18th FAI European GC in 15m, Standard, and Club classes was awarded to Rieti, Italy. The competition dates are 3 to 14 August 2015.

11. IGC AWARDS

11.1 Lilienthal Medal

The Lilienthal Medal was awarded to Mr Giorgio Galetto, Italy.

11.2 Pirat Gehriger Diploma

The Pirat Gehriger Diploma was awarded to Mr Andrea Tomasi, Italy.

11.3 Pelagia Majewska Medal

The Pelagia Majewska Medal was awarded to Mrs Gill Van den Broeck, Belgium.

TERRY CUBLEY

CHAIR, DEVELOPMENT PANEL

cubley@sec.gfa.org.au

GA

ORANGE WEEK

WORDS: JOHN RIDGE

After several years of absence Orange Week returned to the Waikerie skies in January 2012 resulting in the addition of Craig Vinall to the proud list of trophy winners.

Orange Week is structured for serious pilots, that is, pilots seeking serious fun both in the air and in the clubhouse. The competition offers three grades - grand prix grade, juicing grade and fresh grade. Grand prix flying is not handicapped, juicing grade offers conventional handicapped AAT/AST/RUN tasking, and fresh grade, also handicapped, gives pilots who are willing to take on some demanding extra challenges the opportunity to hate the task-setters.

Dinners, all of which feature oranges somewhere in the meal, play an important part in the competition as pilots are required to declare the night before which grade they wish to compete in the following day, whether they will fly wet or dry, and hence the handicap they will compete with, or if they wish to declare a lay-day or own-task day, and all this before the weather report and without any knowledge of the task. This competition has the ultimate in task and pilot flexibility, and probably the ultimate in fun. Entrants who don't have fun will have their entry fee refunded.

The people to blame for this Orange Week were contest director John Hudson, weather guru Craig Vinall, and task-setter/scorers John Ridge and Craig Vinall.

COMPETITION DAY ONE

As the competition rules declared, all pilots were required to fly juicing grade on the first day as a warm-up for the challenges to come. The weather looked very interesting and pilots were tasked to maximise their OLC-Plus score for the day with a cut-off time of 2000h. Finishing order for the day was Craig Vinall in an ASG29E, Grant Hudson in the LS4a and Peter Robinson, Nimbus 2, with Craig flying 791km. The average distance flown by all competing aircraft was 543km.

Craig recalls the weather forecast was for a strong day over the western ranges. It looked like a classic trough day and sure enough the cu's stated popping around noon.

"My plan was to fly to the clouds just north of the airspace step at Eudunda, 12,500ft, and then fly north along the trough line as far as possible before turning south, again along the trough line," he said. "The clouds were extending out towards Waikerie with cloud base at approximately 10,000ft. As it was difficult to get a strong climb all the way to cloud base I approached my first turn at Eudunda at about 7,000ft. It wasn't until just short of Burra that I eventually got a strong consistent climb that took me all the way to cloud base which was now at 12,000ft.

"I had picked a track that was on the eastern edge of the line of cloud in the trough which was heading in a north-westerly direction. It was great flying north and then again south; very little turning and maintaining a height band of between 10,000ft and 13,000ft. I made my northern turn at Wilmington, the furthest north I had ever been. I had to turn there anyway as I was about to fly off the edge of my map! The wind had been north-westerly, so I was now flying down wind. It was quick and I averaged 169kph for this leg even

though the thermal strengths were in the range of 5-6kt average.

"I tracked again over Burra and deviated slightly to avoid the airspace step then tracked for Lamerou. 30km short of Lamerou the clouds were not providing any lift. A large area of ground was in shadow so I turned towards Peebinga and into some sunshine. The conditions were weakening so I decided to dump my water. I got to the edge of the cloud where the sun was still hitting the ground, but the air was very rough with broken thermals. I was 4,000ft below final glide and 120km from Waikerie so I decided to take a weak thermal to final glide height and then head off. But the conditions back to Waikerie were very buoyant. I suspect that it was the expected southerly change and that was responsible for the turbulent conditions I had experienced. I was able to fly back to Waikerie at speed and landed only 25 mins prior to the competition cut-off time of 8pm. I landed into the east with light winds, but as I was towing the glider back to the hangar, the southerly wind change hit the airfield. It was very gusty so I suspect my flight back was on a sea breeze front.

"Flight distance was 791km at a speed of 131kph, the longest undeclared flight I had done to date."

COMPETITION DAY TWO

With strong southerlies and cooler conditions the day was forecast to be soarable but with a maximum height of perhaps 5,000ft. A 2.5 hour AAT Waikerie - Pata, 20km - Morgan, 45deg sector - Maggea, 15km - Waikerie, point-to-point distance 252.7km, was set to be challenging but fun. Finishing order for the day was Craig Vinall in the ASG29E, Greg Jackson with the LS4a and Peter Paine, LS7wl, with speeds reflecting a hard day's flying.

Craig explained, "We started launches at 12.30 and were achieving 4,000ft so an early start was in order. Conditions to Wunkar were very promising with good pull-ups and easy centring of good thermals. But towards Pata the conditions started to weaken and after turning to Morgan did not improve until past Wunkar again. Conditions remained reasonable to Morgan but with thermals that seemed to be broken.

"Turning into wind from Morgan I only needed to touch the Maggea circle and towards the last turn point I struggled to get final glide. I dumped my water in an attempt to get a better climb rate for what I hoped would be my last thermal but struggled to find a decent climb. Every time I turned I was being blown away from the turn point. Very frustrating!

"Finally I got a climb and headed back to Waikerie, glad to be assured of reaching the airfield for a speed of 98kph (handicap speed 86kph) and a distance of 264km."



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COMPETITION DAY THREE

Both juicing and fresh grades were tasked on day three as some pilots just couldn't resist the added challenge and fun associated with fresh grade. Some pilots are just slow learners. The day promised slightly better conditions than for day two with climbs again expected to about 5,000ft.

Juicing Grade were set a 3 hour AAT Waikerie – Meribah (20km) – Maggea (20km) –

Taldra (30km) – Waikerie (point-to-point distance 320.2 km) with the finishing order being Andrew Horton (Mosquito), Greg Jackson (LS4a) and Peter Paine (LS7wl).

Andrew said that the arrangement Colin and he came up with when they bought the Mozzie was that each one would crew for the other, whatever competition they went to. "I hadn't been to an Orange Week competition before and was told it was a fun event, with everyone competing for something other than sheep stations, just oranges, as it turned out.

"Yesterday had been memorable after I got the Mozzie out and then towed it to the launch point, or rather, tried to. A total undercarriage failure on tow-out - hub collapsed, ploughing a deep furrow in the airfield - put me out of the day and would require all of the day to repair. As it turned out my

pathetic 'woman's throw' as I tried to hurl the tow-out bar across the airfield in frustration lost me any chance of winning the Maurie Bradney trophy! And then I attempted to better it by throwing the parachute minutes later!

"Today was THE day. For some reason, as it subsequently transpired, I came first! So, how did I go from a predictable last one day to an unlikely first the next day? Couldn't have been the weather. We all flew through the same weather. Couldn't have been the terrain either. We all flew over the same kind of ground. I know – it must've been the successful repairs to the wheel hub the previous day! So, if you want to win a day, just fix the undercarriage. Simple!

"OK, for those who don't believe that ridiculous excuse, I'll have to try a different tack. All I did, really, was to stick as far as possible to a track over red paddocks, which everyone tells me are better than other parts of the countryside for generating lift, or scrub - just as good - or edges of scrub, or even edges of scrub which are adjacent to red paddocks. Most of these worked. Perhaps not worrying about getting low helped too. After all I had a crew and the trailer was ready for retrievals. All I needed to do was to phone my GPS co-ordinates to the crew and they'd do the rest. Google Maps and an iPhone GPS-based navigation app would help greatly. So, no worries there, leaving me free to fly the glider."

There was an inversion to start with at 5,000ft, and by the end of the day this had gone up to 7,000ft. This meant that there'd be lots of thermals, so the chances of running in to another thermal before getting low were good. So, no worries there either.

"The rest is history, and I managed to get back nicely, subsequently registering a good speed around the task. But I've noticed that the Mozzie also seems to like weaker conditions too. Oh, and going dry helped a lot," said Andrew. "Actually, I'd like to stick with the broken-hub theory – it sounds nicely absurd."

Fresh Grade had basically the same task but with Taldra being a 500m cylinder instead of 30km and an exclusion zone for an imaginary fruit-fly outbreak of 20km around Cobdobra, in the middle of the final leg. This gave a point-to-point distance of 320.2km plus the diversion around the exclusion zone. The finishing order saw Craig Vinall ASG29E again victorious, followed by Grant Hudson LS4a and Allen Hudson, ASW20 Jet. Allen had threatened to stay 20km clear of Cobdobra by flying OVER it so his trace needed careful scrutiny.

Craig said, "Today Grant, Allen and I entered fresh grade, which gives the task-setters the right to add some twists to the daily task. In our case we flew the AAT set for juicing grade, but the last turn point was a 500m radius circle instead of the 30km that the others had, and there was an exclusion zone of 20 km radius around Cobdogla, which is between Kingston and Barmera and NOT on the turn-point list.

"The day was a little better than the previous day with climbs to around 5,000ft and the subtlety of the exclusion zone soon became apparent in that it had to be avoided on each of the legs. Given the strong southerly this made it more difficult as I had planned to fly just to the south of it on each occasion. Most inconvenient when needing a climb on the southern edge of the zone. I was at constant risk of being blown into it!

"There were good climbs towards Meribah, but like yesterday they weakened the further east I went. The run



Orange Week contestants at morning briefing.

back to Maggea was good, but then the task took me over the river north of Loxton. It was totally quiet over the river and irrigation area, and I didn't get a good climb until well east of the river. The only problem was that was also my return track and the same thing happened again.

"As I reached my target to avoid the exclusion zone 10km north of Wunkar I needed a climb but was hindered by the possibility of drifting into the zone. I pushed on and then took a climb when I was sure that I was clear of the exclusion zone and then head back to Waikerie.

COMPETITION DAY FOUR

As it transpired this became the last day of the competition. There were perhaps many relieved pilots who had been trembling at the thought that the competition rules declare that ALL pilots must fly fresh grade on the last day and the weather the following day would deny the task-setters their ultimate task challenge!

Today's task was an AST Waikerie – Peebinga (500m cylinder) – Lindsay River (500m cylinder) – Waikerie, a distance of 298.9km. Grant Hudson, LS4a, triumphed with Andrew Horton, Mosquito, and Craig Vinall ASG29E in his wake.

"After the trials of flying dry in fresh grade the day before, Craig and I went straight back to juicing grade for day 4 and I elected to fly wet, adding 50 litres of water," said Grant. "Heating was a little slower than expected due to cirrus moving across the task area so we were all surprised when dad, while taking a passenger in the Duo Discus, reported 4kt at 3,000ft. I was at the front of the grid so saddled up and launched into what proved to be a rather soft sky. By the time the start gate was open thermals were going to 4,000ft. I made a start with Peter Paine and David Jones just in front and lined up a row of red ploughed paddocks that roughly stretch SE from Waikerie all the way to Pata with small deviations required to stay over them. Cores were small but strong and difficult to fit into. About 15km short of Peebinga I'd had enough and dumped all my water. It had been a hard slog down to Peebinga with no feeling of certainty of getting a climb but the track seemed to be working as I'd pulled clear of Pete and Jonesy.

"After turning Peebinga the day seemed to click for me ... dry was definitely easier today and I simply ran from red paddock to red paddock along the border working a 2,000ft to 5,000ft height band. Every time I needed a climb it seemed to be there and I felt happy with the rhythm I was now in. Abeam Taldra I diverted west to stay in the sunshine as the

cirrus had moved in further and thickened up a bit. A look at Paine's trace later showed he did the same thing. I had the best climb of the day with 2km to run into Lindsay River with an average of 4kt to nearly 6,000ft.

"In and out of Lindsay River and I diverted to two tractors working paddocks just north of track with no worthwhile result and then a slow glide straight to Renmark aerodrome arriving there at 1,800ft giving enough height to conduct a search for a thermal that I found right above runway 07. I then headed out over the scrub for a while before collecting a climb to final glide at the paddocks on the northern edge of Lake Bonney. With the light winds I thought the river valley would be working so jumped on board just near Banrock Station and weaved my way up the valley towards Waikerie, hitting extended patches of lift of 6kt to 8kt. This enabled me to get faster and faster on the glide for the first time in a week with no nail biting going on at all. I had a great run to the finish line at 140 knots and finished with a straight-in on the 26 grass pad in front of the pie-cart.

"Considering the conditions I was pretty happy with 82kph off the stick but sat in the glider for a minute or so with my legs dangling as it had been a hard day. I was even happier later when Ridgely told me I had won the day as it was my first day-win in any competition I've flown!"

After all pilots had demonstrated their considerable flying skills the winner of the prestigious ORANGE WEEK TROPHY was Craig Vinall with 6.0 points. Since Craig was the weather guru as well as one of the task-setter/scorers there was some frivolous concern about the veracity of the result. Bribing the scorers, which is strongly encouraged at Orange Week, did not play a part in the result, nor was the other scorer on Craig's payroll. It was just great flying and truly well deserved. Second place with 8.67 points was Grant Hudson followed by Greg Jackson and Andrew Horton each with 15 points. Disappointingly, bribery didn't play a part there either.

The MAURIE BRADNEY TROPHY for the most meritorious competitor was collected by Grant Hudson and was again very well deserved. During the competition the on-going honour board for the trophy began to look more like a dishonour board but all in good spirits - and Waikerie Gliding Club is well known for good spirits).

FOR SERIOUS FUN the next Orange Week is Saturday 24 November to Saturday 1 December, closely following our two Cross-country Invitational weekends.

waikeriegliding.com/xcinvitational and waikeriegliding.com/orangeweek/ for further information then contact John Ridge at johnridge16@gmail.com to enter..

GA





EARLY TWO SEATER GLIDER

WORDS: RAY ASH

PICTURE : REPRODUCED FROM "SAILPLANES 1920-1945" BY MARTIN SIMONS.



You may know that the Gliding Club of Victoria imported a Grunau Baby into Australia in 1939 from Germany, but this was not the first importation of a glider into the country - a two seater was imported from Alexander Schleicher in 1931.

Many years ago I was given a large photo album, plus a folder of newspaper clippings and assorted other items relating to what was probably one of the first organized gliding clubs in Australia and certainly in the Sydney area.

It was known as the NSW Gliding Club, and the main force behind it was Jack Lyons. Jack was a Sydney business man with many interests. His firm the Lyons Trading Company dealt mostly in paints and oils, but he held directorships in several other companies. He obtained his pilot's license in 1929, No. 354.

He and his two brothers Edgar and Charles built a primary glider apparently on the company's premises, to the design of and under the supervision of Alf Pelton which was given the name Bronzewing because of its colour. The cost of construction was £250. Alf Pelton, whose real name was Alfred Polshinger, was an Austrian immigrant who had some gliding experience in Europe

before coming to Australia. He set about building primary gliders similar to the Zogling and began a gliding school on the Cronulla sand dunes south of Sydney.

Bronzewing made its first flight at Box Hill, an outer Sydney suburb on 13 February 1930 under Pelton's supervision with Jack Lyons as the test pilot. The first flight covered a distance of between 600 and 700 yards.

Immediately after this Lyons formed a gliding club naming it the NSW Gliding Club and registering it as a Limited Company. At the same time, he registered another company called Aircraft and Gliders Limited. According to the articles of association, the second company was to be the owner of the aircraft, and the gliding club was to be the hirer.

The club progressed well under Jack's direction. By March 1931 they had two primaries in operation. The original Bronzewing had made over 2,400 flights by then, and by January 1932 it had made over 4,000 flights. Launching was mostly by car towing although they frequently used bungee cord as well.

Membership was 10 shillings per annum, tuition fees were 6 shillings and 3 pence per three hour session and glider hire was 1 shilling per hour for certificated members. There were a number of women trainees.

In a letter dated 21 April 1931 addressed to the British Gliding Association, Jack said, "... it was eventually decided, although entailing considerable outlay due to exchange, to import a sailplane from Germany. From the limited information obtainable, and desiring a sturdy type of glider, a Luftkurort Poppenhausen double seater manufactured by Alexander Schleicher of Kassel Germany was ordered."

A small brochure advertising the club states, "The generosity of Taubmans Ltd has made possible the purchase of the latest dual control sailplane. As a mark of appreciation, the club intends naming the aircraft Silvafros, after that company's well known product. In conditioning this machine, products manufactured by Taubmans Ltd will be used exclusively."

It is believed the aircraft arrived in Australia sometime during 1931 and was kept in a workshop in the Sydney suburbs. In a newspaper article dated 21 January 1932 Jack said, "We are building a motor trailer for our German sailplane which we will tow to some high point yet to be chosen, and attempt prolonged flights."

The Poppenhausen two-seater was for all intents and purposes a tandem two-seat version of the Hols der Teufel which Schleichers was producing at that time, and still basically a primary glider. It had a parallel wing of just under 15 metres.

Nothing more is known of the aircraft or if it ever flew in Australia but around this time the club workshop was destroyed by fire, and I suspect the Poppenhausen with it as there is no further mention of it.

Not long after this, Jack Lyons appears to have given up instructing with the club as in another letter setting out his resume, he said, "Resigned instructorship, appointed President, and without wishing to display any egotism, upon my withdrawing from active interest in this club, the



BRONZEWING PICTURES : FROM RAY ASH

activities have dwindled to practically nil."

Lyons later went on to form the WASP (Western and Southern Provinces) Airline which serviced areas of country NSW. Due to one of its aircraft crashing, difficulties with insurance, and lack of financial stability the company went into liquidation.

GLIDING AND THE LONDON OLYMPICS

FROM VINTAGE TIMES

14-21 July, 2012 at the Midland Gliding Club UK

In the 1930s, gliding was planned to become an Olympic sport. However, the events of 1939 were soon to stand in the way of gliding's Olympic aspirations.

The Olympics have inspired competitors, supporters, even entire populations in the world community, while at the same time stimulating and sometimes rejuvenating the future of some sports. There has recently been a lot of publicity regarding a commemorative gliding event that is to be staged during the 2012 London Olympic Games.

The event is intended to be based as closely as possible, modern day conditions permitting, on the original 1940 Olympic rules and guidelines. But it would not be a purely competition-based event, to include those that may not wish to enter on a purely competitive level.

The event is to be staged at Long Mynd, one of the UK's oldest gliding sites situated amid some of the country's most spectacular scenery. A hill location situated on none other than the aptly named Wenlock Edge, the site enjoys good access to all forms of lift, including wave. They even bungee launch from this site!

An official invitation to join the Wenlock Olympian Games for 2012 provided an opportunity to symbolically mark gliding's Olympic history. The Wenlock Olympian Society has also confirmed that they will award Gold, Silver and Bronze medals to winners of the gliding events, so there will be some lucky pilots who will be receiving official Olympian medals!

For those who are not aware of the Olympian Society's history, the roots of the Wenlock Olympian Games go back to 1850. These Games are the father of today's IOC.

Baron de Coubertin visited the Wenlock Olympian Games in 1890 and got the idea to form what is today's IOC. Wenlock today is recognised as the historic home of the modern Olympic Games, and they have been staging what rapidly became known as the 'Olympian Games' since 1850. Early on in their history, they also had close links with the move to recommence the Ancient Games at Olympia in Greece. Today the Wenlock Olympian Games is one of the oldest Olympian inspired Games in the world, so old in fact that they predate the IOC by some 44 years!

Entries are open only for Olympias and Ka6's. There is a decreasing number of Olympias out there, and as the Ka6 was the very first FAI standard class design winner in 1958, the FAI 15m class was, of course, heavily influenced by the old Olympic Mono Class specifications. This, no doubt, would have also formed the basis of the Olympic mono-type glider, had gliding made it back into the Olympic programme after the war so, symbolically, the Ka6 has a small place in the evolution of Olympic gliding. What's more, even today they are a popular glider among pilots, testimony to the type's pleasant handling and design.

Once the word got out, entries flooded in, and the entry list is now full with 19 Olympias and 22 Ka6 from eight different countries. The furthest entrant is from Turkey.

More information can be found at the website www.wenlockolympiangliding.co.uk





WORDS: JENNE GOLDSMITH
PICTURES: DAVID GOLDSMITH, MORGAN SANDERCOCK, IAN GOLDSMITH

The cu looked very inviting as we were arriving mid afternoon on Thursday 5 April, Ka6E in tow, at the home of the Hunter Valley Gliding Club. Though the meet was not scheduled to officially begin till the following day, we saw that a good day was not being wasted. The Moffat/McCorquodale/van Spronssen Ka7 GPG and Peter Rundle Scheibe SF27M from the Central Coast were already in the air.

It was a good portent for the rest of the meet, with fine, sometimes testing, soaring a feature every day, as was good fellowship and great food. Distance flights of up to 150km were made in the wooden birds. Flights logged on the OLC by evening were considered for Easter-themed daily prizes of Easter eggs at the following morning's briefing.

Good Friday's goog for the best flight in a vintage glider went to David Goldsmith for a flight of 121km in the Ka6E. The day was well used by the locals in their plastic fantastic with Dave Pickles traveling 223 km to Widden Valley and back, though he commented that it got soft rather early. Arie van Spronssen discovered this, landing out at Jerry's Plains in his DG. Others, who had not flown at the Hunter Valley field before, or who needed a refresher on aerotow, busied themselves with check flights in the Puchacz and rigging their gliders.

Saturday was an interesting day with the forecast at morning briefing of a short window of opportunity as a trough passed through proving very accurate. Launching commenced into the west as convection began and cu developed under the cirrus. Lift was found up to 6,300ft but overdevelopment brought rain over the ranges which came towards the field as the wind turned suddenly into a gusty south south easterly. Along the edge of the change quite long distances could be flown over the valley with

little loss of height, allowing some exhilarating flying. Longest OLC flight in a wooden glider was 83km in the Ka6E, this time with Jenne Goldsmith flying.

Grit and determination was required to keep the birds in the air on Easter Sunday, and those flying showed plenty, with conditions starting weak and getting even softer early. Mid-afternoon there were five gliders in one thermal over the launch point, all below 2,400ft AGL. They made a wonderfully polychromatic sight with the brilliant burnt orange of Kevin Rodda's all metal Schweizer 1-35 standing out vividly with the other colourfully painted wooden aircraft, a much more interesting scene than if they were all refrigerator white. However, even the most dogged persistence was not enough in the weak conditions and eventually three of the aircraft fell out the bottom and joined almost line astern onto downwind leg. Peter Raphael in his little Woodstock and David Goldsmith in the Ka6E battled it out for a little longer before having to call it a day. Peter logged 23km to earn the Easter egg for the best flight in a vintage aircraft for the day.

The presentation dinner was held on Sunday evening as some had to depart the following day. The gliders were tucked away early into the main hangar, all of the visiting wooden gliders finding a dry home in its cavernous interior. This eased their custodian's minds greatly as rain was not far away. And rain it did. Mark Rowe did a sterling



ABOVE: Ian Goldsmith and John McCorquodale flew the ever-popular K7.

job of barbequeing his special marinated chicken for more than 40 people under the shelter of an umbrella! As the rain eased we enjoyed a wonderful outdoor dinner on a warm evening under the awnings.

Presentations were made of Easter bunnies that threatened chocolate overdoses to the recipients. First up was the Concours categorie – Peter Raphael's immaculate Woodstock VH-HNW was judged the Best Vintage Glider with Kevin Rodda's Schweizer 1-35 a close runner-up, very sophisticated and unique in Australia. The 13.5m Sparrowhawk owned by Morgan Sandercock earned the Plastic Fantastic prize. Flying category bunnies went to David Pickles for the highest scoring OLC flight, David Goldsmith for Best flight in a Vintage Glider and Peter Raphael for the Best Flight in a 13.5m glider. Peter & Helen Raphael had no shortage of chocolate to keep energy levels up on their long trip home as they added another bunny to their collection by collecting the prize for the longest distance traveled to the rally, narrowly pipping Kevin Rodda's great effort in coming from Queensland.

Ah-Li Webster earned a Best Chef bunny and the great appreciation of us all for the delicious food she cooked night after night to feed the multitude, not to mention her yummy bacon and egg rolls for breakfast!

Further prizes went to Ian Bogaard for best chef's hat and Ryan Lawler with the least difference in age between glider and pilot – 2 years. The judges protested that no award could be made for the best bribe to adjudicators.

Flying continued on Monday with Rob Moffat and John McCorquodale earning the Vintage goog with an 89km exploration of the upper Hunter in 2hrs 30mins in the Ka7 VH-GPG. It was a great flight with which for Rob to make his first ever entry on the OLC.

On Tuesday the 10th of April, a day that had tug pilot Mick Webster eating his heart out for want of another tuggie to allow him a launch in his own glider, Rob Moffat and Arie van Spronssen flew 121km in their syndicate Ka7 GPG. They gave the flight away early, landing at about 2.30pm in order to derig and return to the Central Coast. Nevertheless, the flight moved Rob up about 160 places in the International Vintage OLC, and placed him 6th in the Australian Vintage OLC. As positions are based on the cumulative points of your best six flights entered, Rob's position will improve greatly as he adds more flights to the two he has entered so far.



On the same day 275km was flown in two consecutive flights in the Ka6E GEA, demonstrating that a 300 would certainly have been possible. David Goldsmith just HAD to come back after a pretty quick 125km run up and down the ranges to the south of the field - I'm sure that all that Easter chocolate was completely innocent! This allowed Jenne G. the pleasure of cruising streets of beautiful black bottomed cu for another 150km till the sun was almost down. The many grazing kangaroos that invade the strip in the evening were a hazard that had to be hunted off to allow a safe landing. So ended a fantastic rally.

The Club will host the event again next year and by then their new clubhouse with separate new ablutions block will be finished. We had a sneak preview of the unfinished structure which is up to the plastering and kitchen fitting stage – positively palatial!

See you there for the 2013 Hunter Valley GC Vintage and 13.5m rally!

FROM TOP TO BOTTOM: The Club Libelle returns.

The 13.5m or less entrants were a Woodstock, Sparrowhawk and PW-5.

Kevin Rodda prepares to fly his Schweizer 1-35.

BELOW LEFT: Morgan Sandercock tries the Woodstock

RIGHT: Warkworth Airfield, home of the Hunter Valley Gliding Club





OLD MATES WEEK 2012

WORDS & PICTURES: DAVID GOLDSMITH



PHOTO: peter.brookman@bigpond.com

The Gliding Club of Victoria hosted their annual get-together, Old Mates Week, at Benalla from Monday 12th to Friday 16th March. This event welcomes all comers, and caters for those unable to visit a gliding site on a regular basis, so they can enjoy some glider flights and good fellowship.

An open invitation ensures that pilots, ex-pilots, and gliding friends, young and old, from all clubs are welcome in a relaxed atmosphere, with launching available for private gliders. Dual flights are available in the club's aircraft, and once again this year the Vintage Gliders Australia Schleicher K4 and the local syndicate Kookaburra were available for those bent on a little nostalgia. John King's Slingsby Dart and the Goldsmith family Ka6E added to the vintage line-up.

A good roll-up continues to show the popularity of the concept. Soaring with heights approaching 7,000 feet was on for the first three days, with local pilots exceeding 400 km on Monday. Cumulus clouds provided good lift indicators, and the two-seaters were kept busy.

For anyone wanting a little practice on the ground, the fabulous Benalla gliding simulator, now sporting three projectors for 180 degrees of visuals, filled the bill. With good feedback through the controls and such good dynamic scenery responding to every movement, the realism allows a pilot useful learning, practice and consolidation of all the sequences of pilot training. Benalla has now been added to the data base of airfields selectable. Full marks to Graham Garlick and his many helpers.

The Annual Dinner was well supported, and the food delicious. We celebrated Max Carpenter's achievement of 30,000 flying hours, a rare feat among modern professional pilots. Max was a Trans Australian Airlines

Check Captain and flew many airliners up to the Airbus A300-B4 before retiring and becoming a club instructor and tow pilot. Gliding Club of Victoria President Rob Dorning made the presentation.

Thursday's weather was forecast as not so good for soaring - luckily this year a larger bus was laid on for the "magical mystery tour". The route was via Millawa for morning tea and then to Mt Beauty Gliding Club. Ian Cohn gave us a guided tour of the club's facilities and Mark Bland showed us his excellent hangar under construction, including an upstairs caretaker's residence. Very well named, Mt Beauty is a great place to enjoy mountain soaring and the recently announced runway lengthening will make it even better. After a pleasant lunch in town we watched gliding videos on the way home. All round quite a satisfying day.

Friday the rain came, so the gliders were de-rigged inside the hangars and the band of glider pilots remaining made their soggy way home. Thanks are due to the Gliding Club of Victoria team led by Jim Barton for hosting the event, the catering team, the tow-pilots and instructors, Graham Garlick and Alby James for running the simulator and all those who assisted in the many tasks necessary to make the event so enjoyable.

BELOW LEFT:
Grunau Baby II
VH-GDN with
Leigh Bunting.
RIGHT: ES-60
Boomerang
VH-GQY with Bob
Hickman



Clubhouse, Bar, canteen, Bunkhouse, campsites, Caravan Park, Workshop, hangar space. 5 club aircraft including 2 x two seaters. 8 private aircraft.

HUNTER VALLEY GLIDING CLUB

Warkworth - (10km W of Singleton. S along Putty Rd to Mt Thorley intersection, then W towards Denman. 1st turn right after crossing the river at Warkworth). Located at: -32° 33' 00" S, 151° 01' 30" E, Tel# 02 6574 4556. Aerotow operations weekends, Public Holidays and one Friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. www.hvgc.com.au 54 members.

MOUNT BEAUTY GLIDING CLUB

Mount Beauty Airfield operations weekends and public holidays and by arrangement. Winch

NARROMINE GLIDING CLUB

Formally know as the Orana Soaring Club has been in operation since 1952. First based in Dubbo and moved to Narromine in 1974 the club owns and operates Twin Astir, Duo Discus, LS4, Libelle, Discus B. Tugs: club owned Pawnee 260 and private owned C-180.14 private owned gliders.

Facilities include club house with licenced bar and kitchen. Private owned tourist park on site with En-suite rooms, airconditioning, kitchen, recreation room, laundry. Walking distance from town.

The club operates full time November to April and Fri, Sat, Sun, Mon for the rest of the year. 46 Members - The club welcomes all visitors.

www.narromineglidingclub.com.au

WAIKERIE GLIDING CLUB

Waikerie Gliding Club is a premier cross-country club operating from Waikerie aerodrome in the South Australian Riverland. Well known for excellent soaring, beautiful scenery and outstanding hospitality, the Club offers great facilities and accommodation, be it for weekend flying or large competitions.

At various times our Pawnee tow aircraft can be seen launching the Club's ASK21, LS4a, Discus b and LS7wl, or some of the eighteen private gliders at the Club.

Significant events in the current calendar include

- OUR 75TH ANNIVERSARY dinner is on Saturday 2 June 2012. Contact President John Hudson, hudson@senet.com.au, to be a part of the celebration.
- EVERYTHING AERONAUTICAL weekend is on again, Saturday and Sunday 20/21st

launching with a two seater and single seat fleet. 30 members with a range of private gliders and motorgliders. Located at: -36 44, 147 10 Tel# 0417 565 514. www.mtbeauty.com/gliding

MOURA GLIDING CLUB

Location: On Moura-Theodore Rd, 5 mins from Moura, Located at: -24° 37' 00" S, 149° 58' 42" E, Tel# 07 4997 1430. 3 members, operations Sunday by winch. Facilities include Club House, hangar, 1 x two seater.

MURRAY BRIDGE GLIDING CLUB

Pallamana (7km from Murray Bridge on Palmer Rd). Located at: -35° 05' S, 139° 14' E. Tel# 0403 318 277 www.murraybridgegc.com Operations are self launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage. www.murraybridgegc.com 15 members.

MURRAY VALLEY SOARING CLUB

Redlands Road Corowa 3km's west of town. Tel# 02 6033 5036. Seasonal professional operation, aerotow or self launch. Located at: -35° 59' 37" S, 146° 21' 12" E. www.australian-soaring-corowa.com Large hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

SYDNEY GLIDING INC.

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



October 2012

- Cross country pilots from near and far are invited to the SPRING CROSS-COUNTRY INVITATIONAL; two consecutive weekends, 3/4th and 10/11th November 2012.

waikeriegliding.com/xcinvitational/

- ORANGE WEEK, the competition to beat all others for fun, is being staged from Saturday 24th November to Saturday 1st December 2012. Tasks will include grand prix, AAT/AST/RUN as well as seriously challenging tasks. Early registrations will avoid the entry limit.

waikeriegliding.com/orangeweek

- Full-time operations from Monday 26th December 2012

- The next SOUTH AUSTRALIAN STATE CHAMPIONSHIPS will be held at Waikerie from January 2013.

waikeriegliding.com/2013statechamp/



- Cross country pilots from near and far are also invited to the AUTUMN CROSS-COUNTRY INVITATIONAL; two consecutive weekends, 6/7th and 13/14th April 2013. waikeriegliding.com/xcinvitational/

SPORTS PSYCHOLOGY AND TEAM SESSIONS

BY HELEN WOOD

The most important part of a player's body is above his or her shoulders - **Ty Cobb**

RIGHT: The Australian Gliding Squad.

OPPOSITE PAGE:
Practising team
dynamics.



The Australian Gliding Team participated in their annual Squad Week at Lake Keepit this month (March 2012). The week was attended by Pilots and Crew from teams preparing for upcoming competitions in Uvalde and Argentina. The week consisted of daily weather and task setting and briefing, gliding and team practice, scoring and team debriefing.

In addition to the technical and physical practice that was undertaken during Squad Week, additional sessions on sports psychology and team sessions were undertaken in order to mentally prepare the teams for the psychological aspects of competing. These sessions were facilitated by Helen Wood, Managing Director of TMS Consulting.

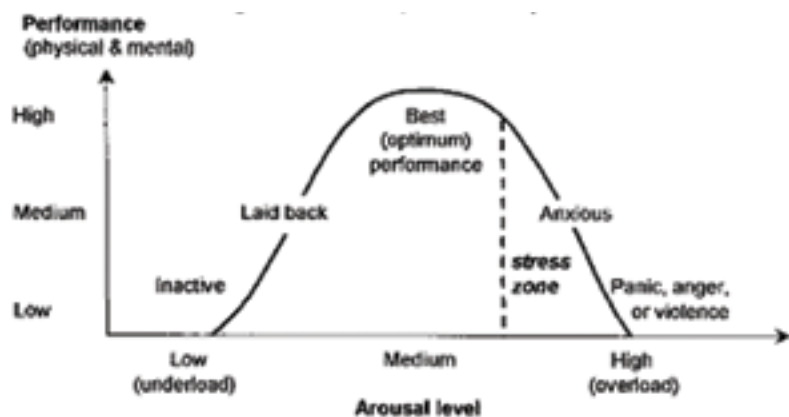
The week began with Pilots and Crew setting both individual and team goals for both Squad Week and their respective upcoming competitions. The group looked at the foundations of Psychological Skills Training, including the importance of self-regulation (i.e. the ability to work towards one's short and long term goals by effectively monitoring and managing one's thoughts, feelings and behaviours). The group also undertook a self-awareness exercise in which they completed a Performance Profile to identify areas of strength and potential areas of improvement.

DURING THE WEEK, A NUMBER OF DIFFERENT TOPICS WERE EXPLORED

- Identifying and management arousal and anxiety levels
- Maintaining attention and concentration
- Confidence, choking and performance management
- Imagery and visualisation
- Team dynamics and communication
- Fatigue management

Mental Toughness was discussed and a variety of coping strategies used in sport were described. These strategies include:

- Thought control (thought stopping, use of coping thoughts - "I can do it")
- Being task focused and blocking distractions
- Rational thinking and using self-talk
- Positive focus and orientation (focusing on the belief in one's ability)
- Social support and encouragement from friends, family and team members
- Precompetitive mental preparation and anxiety management (mental practice, pre-competition routines, relaxation strategies)



Optimal Level of Arousal

Maintaining optimal levels of arousal for enhanced performance was also discussed. As can be seen above, low or high levels of arousal are associated with low levels of performance. It is important for Pilots and Crew to be aware of their own level of arousal and be able to self-regulate to achieve their individual optimal level of arousal. This can be achieved through arousal-inducing techniques (to increase arousal) or relaxation strategies (to decrease arousal).

(Source: Queen's Health, Counselling and Disabilities Services, Queen's University healthed@queensu.ca)

- Personal and team time management
- Training harder but smarter

Strategies used to cope with emotions in sport

- Self-statement modification (changing from negative to positive statements)
- Imagery (coping with negative emotions or using positive emotions)
- Vicarious learning (modelling appropriate behaviours, which makes it more likely that those behaviours will be re-produced)
- Self-analysis (monitoring emotions in sport and increasing self-awareness)
- Reframing (taking a perspective such as viewing an important competition as just another event)

As part of the team sessions, the Uvalde team competed against the Argentina team in a team building activity. The activity involved each team completing a challenge with two members blindfolded. The activity was designed to allow for process observation and team dynamics and to see what the teams could learn about each other and the way the team operates. Some observations included the different styles and approaches that emerged in the two teams and how these provided some tips for planning and working together at the competition. The activity was designed to demonstrate and foster teamwork, communication, and leadership within both teams.

Feedback from the group indicated that the sessions were both valuable and worthwhile. Suggestions for more in-depth and advanced sessions will be incorporated in future programs.

GA

PILOT FEEDBACK

"Helen and her team have provided great input to our team's preparation for the world's competition. I appreciated the effort in tailoring the material to the specifics of our sport." **Mike Codling**

"The TMS course really transformed us from a group of individuals, to part of a well-functioning team. We can all fly well, but Helen and Holly really opened our eyes to ways of optimising the mental side of our performance." **Allan Barnes**



PATTERNS IN THE SKY

ANITA TAYLOR

As a member of the Uvalde Team - crewing for my husband, Bruce Taylor - I was lucky enough to be present during a presentation by Brad Edwards. In the last issue, Brad spoke about reading the Patterns in the Sky. This prompted quite a lot of discussion, and Brad agreed to elaborate on his take on Patterns in the Sky. Brad was speaking from notes he took in the 1980s, whilst attending a coaching course run by Ingo Renner. During the course, Ingo had the participants conducting many flights, often experimenting in groups with thermal structure, thermal sources and their relationship to the prevailing winds. From these flights, many key concepts have stuck with Brad. Following are my notes on what he had to say.

● When you get up in the morning, look at the sky, start predicting what type of day it is going to be. Often there are many cues from the weather forecast: where the wind is coming from, the strengths, whether the wind strength will be increasing with altitude, or decreasing, changes in stability with height, whether there will be cumulus clouds, the expectation of sea breezes, or fronts... with this information you can start to sketch in a mental picture of where the thermals will be and how they will be behaving.

● Will the thermals be streaming or bubbling? A streaming thermal is one that continues to draw in air from below for a long time, such that the warm air rises in a continuous stream or column. These thermals are smooth, with a defined core and are easier to centre and work. They tend to be 'attached' to the cu above and the ground below, and are more predictable. Bubbling days are, in Brad's words, "horrid". The warm air breaks away from the surface in one bubble at a

time, rising in a more turbulent and changeable fashion. The bubbles usually drift around, and may not be 'attached' to the cu above. Bubbles often take one glider with them, and leave another stranded way below. You can pull up through a bubble, and if you are not patient (thus pushing on ahead), you can miss catching the thermal with a rapidly rising glider below you. Bubbles have their own rotation of air within, and are often rough and difficult to centre. Interestingly, Brad believes that you don't often fall out the bottom of a bubble (once you are centred in its lift) because of the doughnut-like circulation of air within the bubble.

If you have a good mental picture of the day, and how the bubbles are behaving, you have more chance of knowing when to be patient, when you have missed it, which way to correct in order to get back into the bubble (See diagram1). Usually the windy days are the bubbling days. Also really stable days can create bubbles, as the warm air takes great energy to release.

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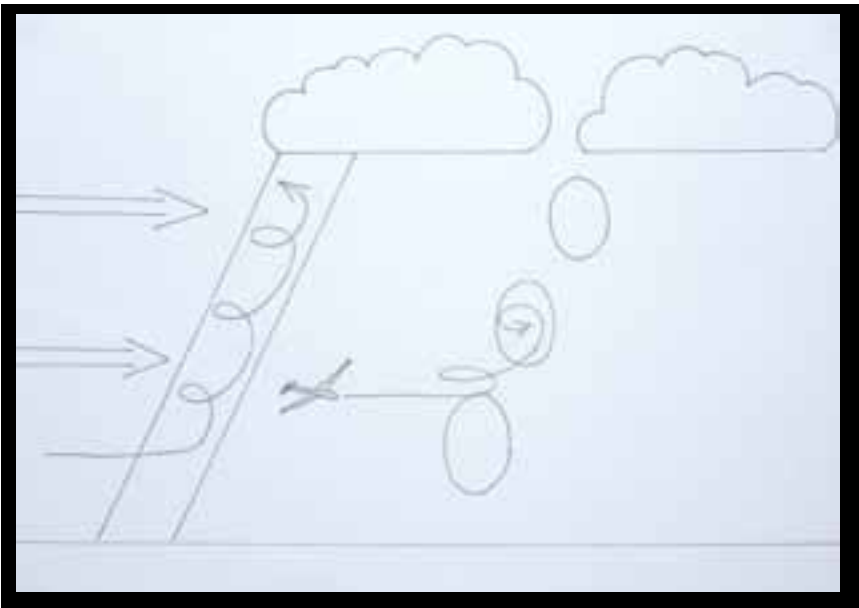
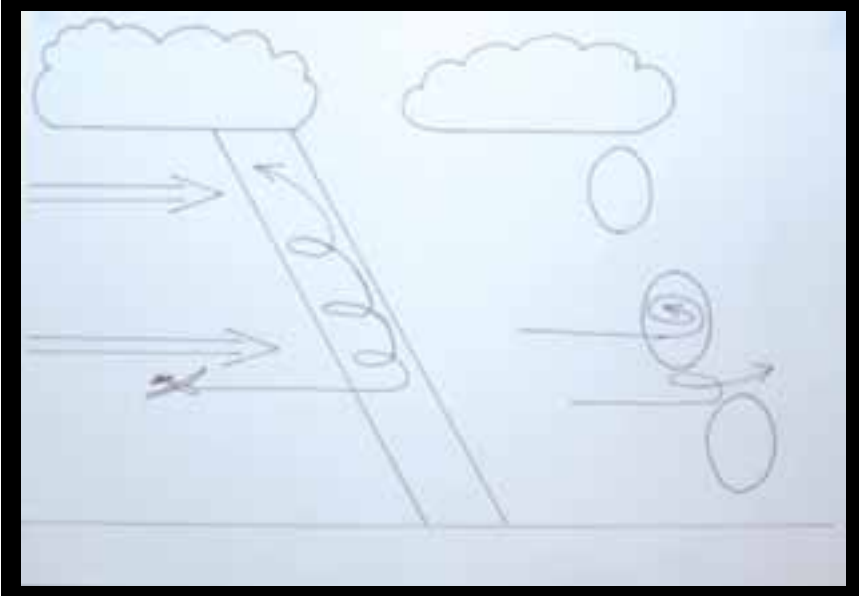


DIAGRAM 1 ABOVE

● Think about how the wind will affect the slope of a thermal. Firstly, often the thermal is stationary over the ground, and is less affected by the wind. Brad told us a story of how Ingo had three gliders circling: one in the thermal (brakes out, to match the altitude of the others), and one placed either side of the thermal, crosswind. It was obvious that the thermalling glider was not drifting as fast as the nearby gliders. In this way, they were able to prove that the thermal did not travel at the same speed as the wind over the ground. If you think about it, intuitively, the thermal has a structure and mass, and it is pushed along, but not at the same speed as the wind blows. The wind also accelerates around the thermal (more on that later). So, what if the wind is increasing with altitude? The thermal will lean downwind, and the thermal will feed into the upwind edge of the cloud. If the wind decreases with altitude, then the thermal will seem to lean into wind and will feed into the downwind edge of the cloud. When looking at the weather forecast, these ‘patterns’ can be predicted on the ground. You can imagine the area of best lift under a long street, using the same theory. And, if the street is lined up with the wind, then the lift will be in the middle of the cloud street. Thermals coming off a mountain will usually stay attached to the source, and stream off downwind.

DIAGRAM 2 BELOW



- What kind of terrain are you flying over? If it's flat and uniform, then lift will be evenly spread out and predictable. If there are hills, or broken terrain, then you will need to consider trigger points and thermal sources as well as wind drift.
 - You can then use these ‘patterns’ to help navigate into the best lift and to centre the thermal quickly. [See diagram 2] Remember that the airflow accelerates around thermals (which acts as an obstacle to the wind), so if you are falling out of the side of a thermal, you might need to make bigger (or less) adjustment than you think, because of the increased (decreased) relative windspeed around the thermal. Remember also the difference between the laminar flow in the thermal, and the disturbed air around the outside of the thermal to map a picture of what it looks like.
 - Another useful tip: If low, always turn downwind, as thermals don't drift as much as the wind, and so you will fly over more thermal sources, and hopefully get lucky.
 - Sometimes it is easier to find the sink!! Use the before start period of a flight to map out how the sink patterns are forming: is the sink lined up in streets (like the cu), in which case, if you find a run of sink, turn 90deg to find the lift street!
 - Consider the effect of wave over a task area. Brad believes that wave happens a lot more than you think, and if the wave is assisting the lift in some areas, and suppressing it in others, you need to be aware of this influence. When the sea breeze comes from the same direction as the wind, it causes pulses, and can have a similar effect of assisting the lift, like ripples in a pond, and creating sinky areas behind. If the sea breeze is opposing the prevailing wind, often once it comes in, the lift is wiped out behind.
 - Once you start to think about it, there are many details to consider: Is there an inversion? A front or trough forecast? Thunderstorms? All of these things will change the pattern of the day.
- “Now”, Brad tells us, “we all know this stuff, it's basic and we should know it, but we don't think about it often enough”. If we consciously sit down, before launch, and form a mental image of the day, then when we are airborne, we can reality check our assumptions, fine tune our map, and develop our perception of the patterns of the day. Once we have that, then we can modify our flying style to match: if we think it's going to be bad down low, then stay high, where the better lift is. The form of the thermals will determine how to manoeuvre into the core quickly.
- Remember, spend a lot of time thinking about what type of day it will be, and predict the conditions. Is the wind changing with altitude? What are the likely thermal sources? Is your track into, across or downwind? Will the day be bubbling or streaming?
1. The thing that wins the day is having a superior average rate of climb. We get that by finding the lift efficiently, and minimising the time to centre a thermal.
 2. To do that, it's important to have a good mental map of the day, and to focus on meteorological navigation.
 3. Keep an open mind, take a wide view and be flexible, update your mental map if things change.

GA

COMPUTERISED FLIGHT LOG



In 2009, I started developing a computerised flight log keeping system, SmartLogs that has been running at The Gliding Club of Western Australia successfully ever since. Having been Log Keeper, Treasurer and President for the club and also a QuickBooks trainer, I understand the more complex accounting issues that need to be considered. There were some critical features that I felt needed to be included in the design of the system.

It needed to be able to be run by anybody at the club, to prompt when date needed to be filled or was incorrect, the data needed to be imported into the clubs accounting system seamlessly.

The first point, ease of use, is obvious that anybody should be able to run the system, so name drop downs are used and clear indications how to run additional functions like adding new members. Cells go purple if there is an issue with the data or data needs to be input, this can be seen on the screen shot. In addition, the flight is marked if the tug or glider has not landed.

The second point of prompting the log keeper, appears at first obvious, but there are other issues at the launch point. I was concerned that there are times that the log keeper did not always fill out the GFA AEF form. There were times that money was not taken from AEF's and Visitors, and when joining new members again the GFA form may not be completed. So the system recognises when an AEF is input or a name that is not a member. The system prompts for the GFA form to be filled out, and money to be taken. Similarly, you can not complete the membership application without entering the GFA forms number. SmartLogs indicates if a glider or a tug has not returned from its flight. SmartLogs looks after both self launch and Retrieves. There is also a nice feature that when a glider is entered the name of glider owner is automatically filled in.

The third point is particularly important. We are all volunteers, and I found that it took me two hours to fill QuickBooks with the accounting data for one day. Now after a quick overview of the day's flights, payments, new members details and fees, fuel sold, and any new gliders are imported into QuickBooks in about two minutes. In addition, the invoice that is created in QuickBooks is very comprehensive. It details what glider and tug were flown, duration of the flight, launch height, instructor and the flight number.

These are basic functions, but often clubs have quite complex systems for charging flights. SmartLogs was developed to have the flexibility to switch these preferences on or off.

At GCWA, we have different price levels for different gliders and members. For example, we have a bulk payment scheme, so the glider flight is charged at zero, we also have different rates for pre and post solo pilots. We have a lower price for instruction flights before 11:00. All of this is done within the system.

SmartLogs also asks if the first launch is late so that the committee can see why organisation is slow. SmartLogs also looks after Mutual flights by crediting one member with 50% of the flight and charging the other member the difference.

At the launch point, SmartLogs gives the team additional information that may be required such as members details including address, phone number, next of Kin's, GFA membership expiry and annual flight check due dates. Outstanding fees are also flagged.

A calculation can be run during the day, and the system will give totals for each member, glider and tug, showing total time, flights and dollars to pay. This helps with filling out the Maintenance release.

The log system shows who the days team were so the treasurer can contact them if there are questions. Once the end of day procedure is run by the Treasurer SmartLogs will generate some other reports. It produces a sheet that can be posted on the web page. It also creates an import file for QuickBooks. And finally it produces a Cumulative sheet. The cumulative sheet has all the data of every day since the system was put into operation. This can then be put on the club's web page or emailed to any member wanting details of their flights, or the form 2 inspector wanting details of the flights of the glider for the year. This sheet is backed up every flying day.

At GCWA, we run the log keeping system at the club on a separate PC. The days file is emailed to the Log Keeper or Treasurer to check prior to automatically importing into QuickBooks accounting system.

AEF flights are charged at a flat rate. SmartLogs looks charges the launch at the launch rate, the glider flight at the glider rate and the difference between the two goes to profit on AEF. This allows the committee to see the profitability of each glider and tug without being distorted by AEF's.

Whereas GCWA have QuickBooks on our own server other clubs are using QuickBooks online. This is where QuickBooks is located on a remotely located server and can be run by any member with access.

If you are interested in SmartLogs for your club, please contact James Cooper. 042 999 2468 james@jamescooper.com.au

In this screen shot you can see that the first flight of James Cooper has not returned so it is highlighted in red. It is noted also that he owes the club \$1500.

Flight 3 AEF flight has highlighted to fill out the GFA form and enter the payment for the flight.

Similarly flight 5 being a visitor has highlighted for payment.

Flight number 7 is highlighted in yellow to indicate that the tug is not down yet

GA

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