

GLIDING

AUSTRALIA

Issue 58 December 2021 - February 2022

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MORNING GLORY
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CLUB CLASS WORLD AND FIRST GRAND PRIX



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GLIDING AUSTRALIA

MAGAZINE

No. 58 DECEMBER 2021 - FEBRUARY 2022

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Bernard Eckey gives tips on how to control and adjust your levels of concentration during flight, making you a safer, better pilot.

Sean Young
Editor
sean@glidingaustralia.org

A driene Hurst
Deputy Editor
adriene@glidingaustralia.org

EDITORIAL SUBMISSIONS

We invite editorial contributions and letters.
email sean@glidingaustralia.org
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Catch up on life at gliding clubs around the country, including the latest batch of first solo flights.

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WELCOME TO GA 58

After a very wet spring on the east coast that, together with COVID severely restricted gliding operations and contests, we finally have had some great gliding weather.

There have been numerous long flights and good soaring days. We look forward to a good soaring summer.

This is the seventh issue of GA in the new formats. As long as you have an internet connection on your device of choice, you can read GA wherever and whenever you like. Go to magazine.glidingaustralia.org.

You can also download a PDF version of GA from magazine.glidingaustralia.org/past-issues.

You can order a very special DIGITAL PRINT copy of the magazine as well. Each magazine will be ordered and printed just for you, so it will be a limited edition – rare and collectable. Order your very own copy here bit.ly/2TUKFs5

I would love to hear what you think about the new formats and the magazine in general, so please contact me any time. Or you can leave me a message on the website at bit.ly/2McMqYu

I hope you enjoy this edition of Gliding Australia Magazine.

Sean Young

GLIDING AUSTRALIA

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Tanya Loriot tanya@glidingaustralia.org

AIRWORTHINESS & GFA TRAVEL
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If you are sending documents they must be emailed to returns@glidingaustralia.org

SHOP The GFA Online shop has a range of useful products including a Form 2 kit, www.store.glidingaustralia.org

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

9am-5pm Monday - Thursday, 9am-3pm Friday
Tel: 03 9359 1613 Fax: 03 9359 9865
C4/ 1-13 The Gateway
Broadmeadows VIC 3047

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FROM THE PRESIDENT



As I put pen to paper, it is just two weeks to Christmas – phew, where has the year gone?

It seems that almost everything we have done over the past year has been over-shadowed by the Covid-19 cloud with ever-changing and confusing guidance and rules from governments. No clear path can be identified to allow effective planning for the future with on-again, off-again rules and restrictions. As we open our borders and move to ‘living with Covid’ (whatever that means) we will all need to make some decisions about how we might do that.

Clubs will need to devise and implement policies on how to best exercise their duty of care to members and the broader gliding community. Some clubs have simply said that unless you are fully vaccinated, you are not to enter the airfield precinct, while others, such as my own club, have decided that to use any part of the club facility a person must be fully vaccinated. It's a pity we can't convert the Covid stratus cloud to scattered cumulus at 10,000ft. Having said that, it is clearly evident that much of Australia is feeling the effects of La Niña with floods in the eastern states and much lower than normal temperatures in other areas.

I don't mean to sound pessimistic, but we do need to recognise and deal with any challenge that we encounter. Humans are generally a resilient lot and glider pilots are particularly

good at dealing with challenging conditions. The weather will improve, and we will get on top of Covid.

PART 149 AND CONSTITUTIONAL REVIEW

Apart from business-as-usual, Board members have invested a lot of additional time in preparation for our move to becoming a Part 149 accredited ASAO. It is fortunate that CASA has extended the fee-free period for submission of our Exposition as it means we will be able to fine tune our documentation, but that doesn't mean we can now take it easy – we still have a lot of work to do, and we need to keep focussed on this important initiative.

We plan to consult directly with members to outline the scope of work being done and the associated changes that are being proposed to the Articles of Association towards the end of March or during April next year. The good news is that, once accepted, these changes will have little direct impact on our members who just want to go gliding.

GLIDING AUSTRALIA'S STRATEGIC PLAN

I expect most members are now aware that we have a new look Strategic Plan. Many of the concepts are not new and will be very familiar to most, but the presentation is quite different, and many of the initiatives developed during the S2F program are now incorporated as part of our normal activities.

As with any plan, the committed involvement and support of stakeholders is paramount if we expect to see measurable, positive results. Each section of the plan identifies the various stakeholder groups that should drive that section. These are members, clubs, regions and of course the Gliding Australia Board. It is not a difficult document to read and I would encourage all members to spare a few minutes to have a look at the plan and question how they might personally support the initiatives along with their respective clubs and regions. The Strategic Plan is

easily accessed, as you will find it on the front page of the Gliding Australia website – here is the link: <https://glidingaustralia.org/strategic-plan/>.

WWGC AUSTRALIAN TEAM APPEAL

The issues associated with the Lake Keepit WWGC are once again uppermost in many people's minds. The fine women who flew so well and who were denied recognition, have been most affected by adverse findings. After an extremely long-winded process the FAI has ruled against the Australian team's appeal and in fact has upgraded the original penalty to disqualify the team. I think it is important that members are updated on the Board's current position.

Following the competition in early 2020 the Gliding Australia Board appointed an investigator to examine the circumstances around the penalty applied against the team and to make recommendations to the Board for further action. Everyone has access to those findings and the Board's general acceptance of the report. The team decided to lodge an appeal, but as the Board had decided not to support such an appeal, it was lodged directly through the Air Sports Australia Confederation (ASAC), which is the GFA's and its members' link to the FAI.

Throughout the appeal process, there have been serious concerns from both the team and ASAC regarding the way in which the appeal has been handled, with the appeal processes being questioned. In August this year the team approached the Board and requested financial support, should the team lose its appeal, to mount a final appeal to the International Court of Arbitration for Sport (ICAS). The Board considered the matter and decided that it would not provide financial support to the team for defence of an applied penalty.

However, the Board was satisfied that there were inadequacies in the appeal process. The Board is strongly of the view that any GFA

member has a right to be treated in a manner that ensures procedural fairness and should be supported in that quest, and hence made the following determination: The GFA Board believes there is prima facie evidence that the FAI's handling of the Australian WWGC team appeal is flawed. Should the team fail to win their current appeal to the FAI, the GFA will provide \$5,000 to the team to assist with legal costs in mounting an appeal to the International Court of Arbitration for Sport to ensure the team has been treated according to the principles of procedural fairness.

The issues associated with the WWGC have created vastly polarised opinions and I understand the Board's decision may be considered controversial and will further aggravate some people. Comments in various magazines, social media, emails and forums have contained differing accounts, opinions, conjecture and blame.

Members should understand that the Board has acted not to defend the charges against the team per se, but rather to defend the team's right to have their appeal conducted in a manner that will ensure it has been considered in a just and fair manner. Whether you support the penalty that has been applied against the team or not, I would like to think that we would all defend a person's right to have their day in court. Giving our members and pilot representatives a fair go is important, for something that affects their reputation and well-being.

It is my understanding that once the team has lodged its appeal with ICAS, a final decision will be handed down within 6 months.

SEASON'S GREETINGS

On closing I would like to take this opportunity of wishing you all a very Merry Christmas and a prosperous New Year with lots of fantastic gliding adventures.

Fly safe and be kind to each other.

STEVE PEGLER PRESIDENT

President@glidingaustralia.org

FROM THE EO

MEMBERSHIP

GFA membership growth has been positive in the past few months as people take the opportunity provided by increased freedoms.

We have had some issue with members forgetting to renew their membership as they sit out lockdowns, and the risk then is that they turn up to their Club to go flying but are no longer financial members. There are 135 members who have not renewed in the past 2 months, so if you are going flying, make sure that you check your status by logging into Go Membership.

GO MEMBERSHIP BECOMES JUSTGO

Go Membership has changed its brand to JustGo and when you next login you will see a different view. The same information and details are there but the appearance is a little different. Your same login and password will work, but if you have any problems you can request a password change, which will be sent to the email address that you registered with Go Membership. As a reminder, your login is your membership number (no letters) unless you changed it to something different.

As this change takes place you will be asked to agree to the terms and conditions of JustGo and at the same time you will be asked to agree to the GFA terms and Conditions. These now include our updated Integrity policies, which cover the following -

Member Protection ✓
Child Protection ✓
Integrity Codes of Conduct ✓
Complaints and Discipline ✓
Drug and Alcohol Abuse ✓
Sports-Fixing Policy ✓

Sharon Brunton has taken over responsibility for managing JustGo and is working through a number of improvements, which include changes to the badge claim process, and changes to the Shop. Let us know what you think, and any other suggestions you have.

GFA OFFICE

Tanya, Fiona and Carol are back

working from the GFA office as of Monday 15 November. All were coping with working from home, but are pleased to be back together again. The office is open Monday to Thursday, 9am-3pm so please try and fit any requests into that time frame. You can send an email to returns@glidingaustralia.org and the staff member best-equipped to address your question/request will respond.

INSTALMENT OPTIONS CANCELLED

An option of instalment payments for GFA membership has been available that allowed members to pay an upfront fee and then automatically charged a monthly fee coming from a credit card. Only 70 members took this option, but it created a lot of work for the office staff. Card payments fail for all sorts of reasons and staff then have to chase up the individual to have the payment honoured. This then causes problems with the membership that could impact negatively on your legal status to fly or your insurance.

The GFA Board agreed that the small uptake and the increased workload were not warranted and have now withdrawn that option. Members paying by instalment can continue until their next renewal date, and after that, members will be required to pay the full 12 month payment.

MARKETING AND DEVELOPMENT

The Board has appointed Amanda Vanderwal to provide direct support to clubs to improve their activities, management and finances.

She is providing assistance with Governance issues and also information about the availability of grants. A number of clubs have been successful in gaining significant grants to assist with their club development projects. She also has extensive expertise in strategic planning, which a few clubs have found to be of great benefit.

GFA is paying for Amanda's work with this club development project, so if your club is interested in

improving its processes, learning from others, help with identifying available grants or developing a strategic plan, you should contact Sarah Thompson (Chair of Marketing and Development) at cmd@glidingaustralia.org or Mandy at clubdevelopment2021@gmail.com.

NEW TRAINING RESOURCES TO DRIVE GPC ACHIEVEMENT

The new training program and resources for glider pilot training will shortly be rolled out to all clubs, following great success with trial program in recent months.

The Integrated Training Program project team has finalised the writing of new training resources for trainers (instructors and coaches) and for pilots, which will significantly support higher standards of training and more targeted resources for use by trainers and student pilots.

Clubs will receive a copy of the new GPC Pilot Logbook and all new students who have purchased a training pack since August will receive a free copy of the new logbook to assist with their training. The logbook provides details of the units and has a tracking system to record progress through to the GPC. Clubs will also receive a couple of

large posters that display the progression flowchart, listing the 44 units and supporting theory courses. This will provide your trainers and student pilots with a much clearer picture of what the students still need to achieve.

Instructors and Coaches will be given access to the new Training Guides and can participate in upskilling/gap training so that they can easily update their knowledge of the new training program. Student pilots still working towards their Glider Pilot Certificate will be given access to Pilot Guides, which provide the theory elements of the 44 training units. The Pilot Guide replaces the Glider Pilot Training Record and Australian Gliding Knowledge reference book.

GFA FINANCES

Overall, the Treasurer is satisfied with our financial progress. The only negative is that membership is behind budget, but as expenses are also behind budget, our operating profit is positive. Airworthiness income is good, and our investment portfolio is working well.

CONSTITUTIONAL CHANGE

As President Steve Pegler pointed out in his AGM report, the Board is reviewing our organisation structure in an attempt to more clearly differentiate between the role of



TERRY CUBLEY AM
EXECUTIVE OFFICER
eo@glidingaustralia.org

the Board and the role of the Executive. This was first proposed in 2002 but has not yet been achieved. The Board is working on the structure to ensure compliance with these objectives, while also responding to the changes required under Part 149. These changes will be finalised through to the end of the year, and we will then share these proposals with members prior to calling an Extraordinary General Meeting in the first half of 2022 to propose changes to our Constitution/Articles of Association.

NEW TRAINING PROGRAM GETS FLYING



The new Integrated Training Program was rolled out at Bathurst Soaring Club in mid December with five keen students taking a one week intensive training course at the club.

CFI Serge Lauriou and several BSC instructors conducted flight

training and ground lectures and study.

After a very wet spring with COVID restrictions in place, there has been little opportunity to fly at all

until the week of the course. The weather finally came good and provided excellent conditions for this batch of new pilots.

Flying several flights each day, all five ab intios progressed quickly.

Instructors and students found the new syllabus comprehensive and easy to follow.

During this same week, Canberra Gliding Club also held a course following the new program.



FAI GLIDING BADGES

1 MARCH - 31 MAY 2021



BERYL HARTLEY
FAI CERTIFICATES
OFFICER
faicertificates@glidingaustralia.org

A CERTIFICATE

GORDON HENDERSON
COLIN WILSON WARWICK
SEBASTIAN ABJOESEN
ROGER PLUMPTON
MATTHEW DUNSTAN
CHRIS HAYES
JAMES HARRIES
ANDREW LAVERICK
GRANT GARTHWAITE
PHILIP ARTHUR
ADAM OSTEN

SUNSHINE COAST GC
FLIGHT (WCK FLT)
MELBOURNE GC/VMFG
SOUTHERN CROSS GC
CABOOLTURE GC
NARROGIN GC
NARROGIN GC
GEELONG GC
DARLING DOWNS SC .
DARLING DOWNS SC .
GRAMPIANS SC

MATTHEW DUNSTAN

MARK KEECHTHE
DAVID SCUTCHINGS
CHRIS HAYES
ANDREW LAVERICK
KIRREN THOMPSON

CABOOLTURE GC
GC OF WESTERN AUSTRALIA
ADELAIDE SC
NARROGIN GC
GEELONG GC
ALICE SPRINGS GC

B CERTIFICATE

GORDON HENDERSON
ROBERT MELDRUM
SEBASTIAN ABJOESEN
GRAHAM EDWARDS

SUNSHINE COAST GC
GC OF VICTORIA
MELBOURNE GC/VMFG
BUNDABERG GLIDING

C CERTIFICATE

DARYL NEILL
GORDON HENDERSON
MICHAEL ANDREW MOORE
STEPHEN JOHNSTON
ROBERT MELDRUM
SEBASTIAN ABJOESEN
IAN DUMMETT
PAVEL KALENOV
MATTHEW DUNSTAN

BATHURST SC
SUNSHINE COAST GC
BALAKLAVA GC
BEVERLEY SOARING SOCIETY
GC OF VICTORIA
MELBOURNE GC/VMFG
SC OF TASMANIA
BOONAH GC
CABOOLTURE GC

GFA CALENDAR

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

NSW STATE CHAMPIONSHIPS
15 - 21 January 2022
Narromine
Contact Mick Webster
mick260649@gmail.com
info.hvgc.com.au/comp-det

SKYRACE GP
3 - 10 Jan 2022
Leeton, NSW
Contest Days 4 - 10 January 2022
skyrace.com.au
info@skyrace.com.au

JOEYGLIDE 2022: JUNIOR NATIONALS & COACHING PROGRAM BENALLA
15 - 22 January 2022
joeyglide.juniorsoaring.org
WA STATE CHAMPIONSHIPS
8 - 15 January 2022
Cunderdin WA
Cameron McDonald 0400 581 132

WA STATE CHAMPIONSHIPS
8 - 15 January 2022
Cunderdin WA
Competition Organiser Cameron McDonald 0400 581 132

VINTAGE GLIDERS AUSTRALIA ANNUAL RALLY
8 - 15 January 2022

Bordertown Aerodrome Cannawigara SA
All Welcome Contact JR Marshall,
0407 417 747

NSW STATE CHAMPIONSHIPS
15 - 21 January 2022
Narromine
Contact Mick Webster
mick260649@gmail.com
info.hvgc.com.au/comp-det

SAGA STATE CHAMPIONSHIPS
22 - 29 January 2022
ASC Gawler Aerodrome
Grand prix format, ballasted and unballasted classes.
adelaidesoaring.org.au

2 SEATER NATIONALS
Lake Keepit
29 January - 5 February 2022
Further details and entry forms are here
keepitsoaring.com/competitions/2022-dual-seat-nationals/

HORSHAM WEEK
5 - 12 February 2022
Horsham Victoria

NATIONAL CHAMPIONSHIPS OPEN, 18M, SPORTS, 15M
19 - 26 February 2022 Benalla
In addition to Open Class and 18m Class championships, we offer a Ballasted Sports Class for 15m and Standard Class

gliders, and Unballasted Sports Class, which will also accommodate Club Class gliders.

glidingcomp.flights/2021nats/#
also see the GCV webpage
glidingclub.org.au

NATIONAL CHAMPIONSHIPS CLUB, STANDARD AND 15M
7 - 18 March 2022
Narromine
Contact Narromine Soaring Centre.
narromineglidingclub.com.au

VINTAGE GLIDERS AUSTRALIA RALLY AND AUSTRALIAN GLIDING MUSEUM OPEN DAY
12 - 14 March 2022
Bacchus Marsh Airport
VINTAGE GLIDERS AUSTRALIA RALLY AND AUSTRALIAN GLIDING MUSEUM OPEN DAY, 12 - 14 March 2022. Museum Open Day, AGM and BBQ lunch on Sunday 13th. All welcome! Bacchus Marsh Airfield, VIC. Contact Dave Goldsmith, 0428 450 475

SAILPLANE GRAND PRIX AUSTRALIA - GAWLER
2 - 8 January 2023
Entries to SGP Australia which will be held at Gawler 2 - 8 January 2023 are now invited. australia23.sgp.aero

BUSY TIMES AT BENDIGO

By Mark Kerr



A lot has been happening at the Bendigo Gliding Club in recent times, which is somewhat surprising in light of the various lockdowns and restrictions in Victoria over the past year or two.

None of this progress has been accidental or simple luck, however, as a lot of work by our members and the committee has seen the club on a drive not only to increase membership, but also to improve the general infrastructure and facilities.

Over the past year, membership has grown from 43 to 53, an impressive increase of 23% - all during Covid times. This welcome increase has mainly been due to people from outside the Bendigo area joining up to experience the excellent central Victorian cross country soaring conditions. Several have brought their gliders with them.

Work at the club has been continuous, although restricted, throughout Covid and setting up our new east-west runway has been proceeding very nicely. The airstrip is smooth, nicely grassed and has new fences, a new wind sock and is now fully operational.

Both ends of the runway feature nice, big outlanding paddocks, and in fact all of the runways at Raywood have plenty of alternatives regarding safe off-field landing in the event of a rope break or other launch failure, or even just falling short on a final glide and not quite making it.

This new strip has already seen a reasonable amount of use and has been helpful particularly for our Eurofox towplane operations.

Great work by our Treasurer Steve Baldini has resulted in the club

gaining a number of grants in the past year. One important grant of \$22,124 has gone to partially paying for a new solar power system, complete with batteries, consisting of 20 x 450W solar panels with 7.68 kWh battery capacity. This new system will now supplement our existing one, which has proven excellent in its 12 years of service, but has definitely been straining to keep up with growing electricity demands. We are looking forward to the installation of the new system.

Solar power is just one example of how Bendigo Gliding Club is self-sufficient. We provide our own power, and have huge water tanks that meet our own water needs. We also own our

launching facilities, maintain our own airfield and all the equipment on it, and run camping and hangar facilities, all owned by the club and its members.

Speaking of hangars, Hangar Four is complete and operational now that the tracks and drainage are finished. This new hangar, as well as better use of existing hangars, has enabled a new contingent of private gliders to reside at the club, including an Arcus M, a brace of Ventuses – or is that Venti? – and a humble Ka6cr.

The new members, gliders and hangars at the club have made the operation a hive of activity and have given the club much to consider in its Development Plan.

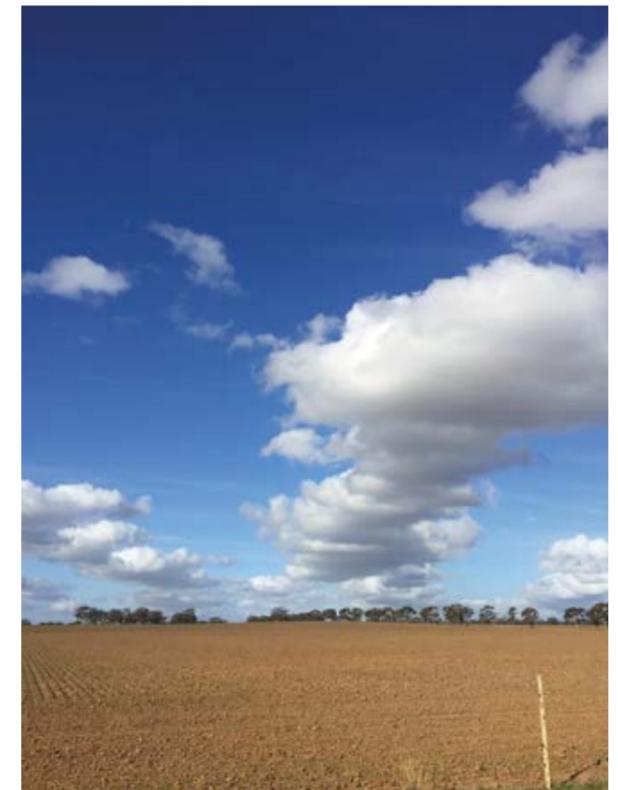
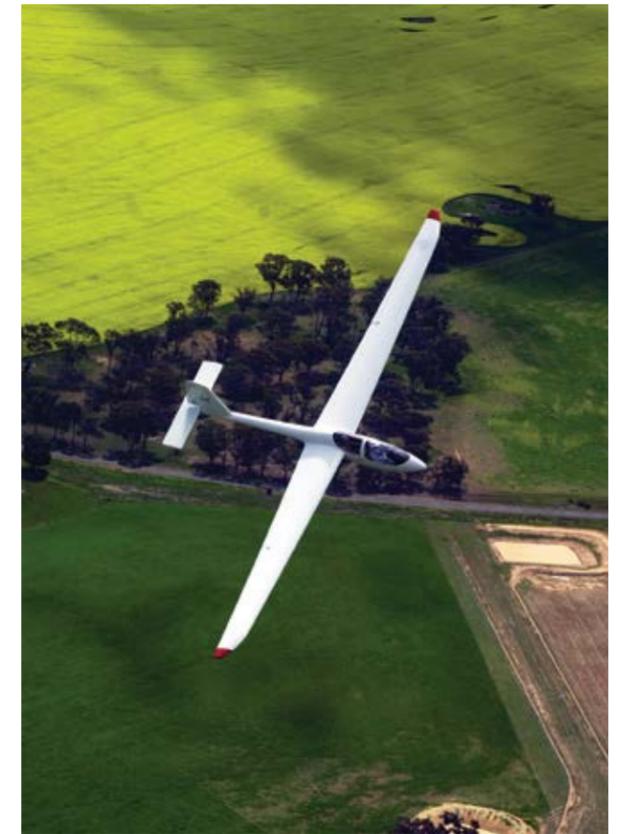
ATTENTION IS BEING GIVEN TO:

- Completion of new toilets closer to the launch areas.
- Completion of a glider workshop, which will support Form II inspections on site.
- Erection of another hangar, Hangar Five, to accommodate eight more gliders on site.
- Purchase of another tractor to augment the old one, which now has twice the area to mow with the addition of the new runway.
- Replacing the old pie-cart with something a bit more comfortable -- and reliable.
- Purchase of another towplane in order to launch the heavier gliders more easily and reduce waiting times.
- Replacement of or addition to the current club glider fleet, consisting of one two-seat and two single-seat gliders.

While Covid has impacted a number of our events such as dinners, barbecues, open days, bonfire night, working bees and so on, we are a friendly club and we'll have plenty of activities happening again soon.

Raywood is a great place to fly and the club hopes even more new members will have the opportunity to experience the central Victorian thermals and contribute to developing and enjoying our constantly improving facilities.

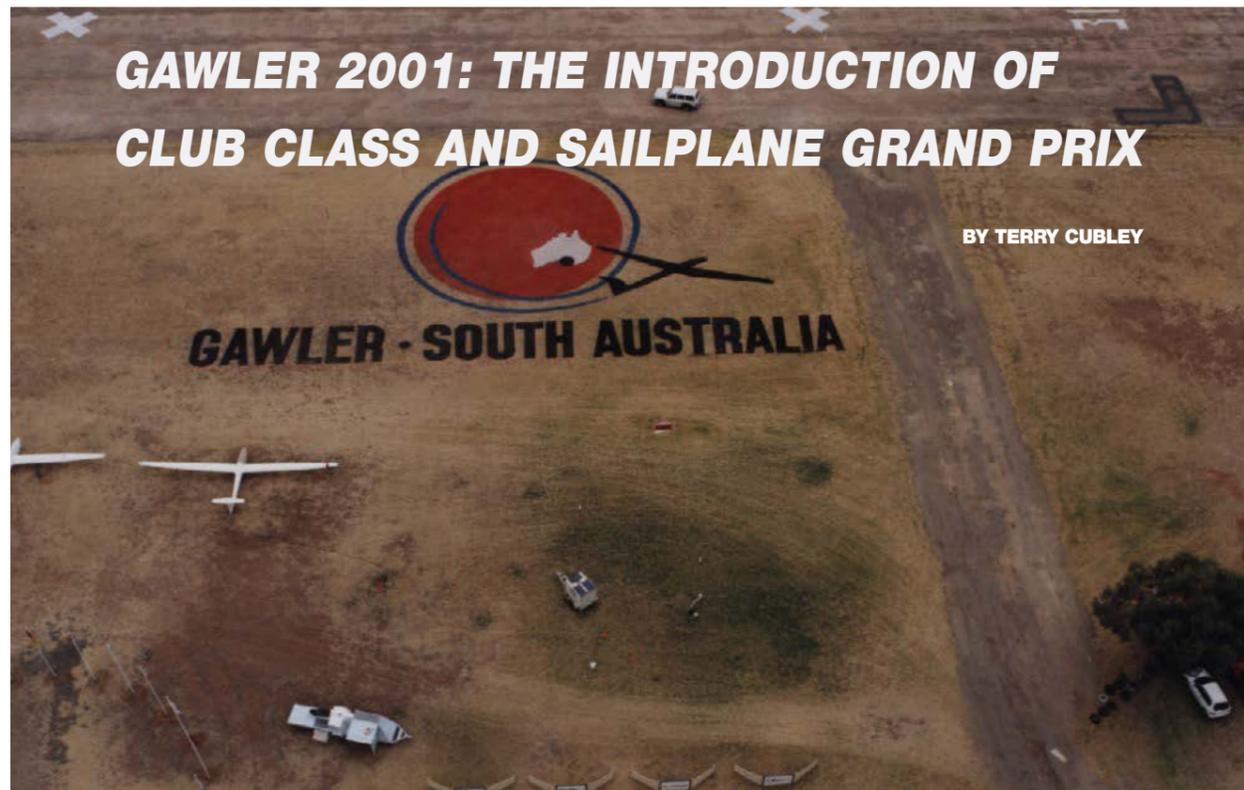
Anyone interested can look up our website www.bendigogliding.org.au Bendigo Gliding Club Inc on Facebook or contact secretary@bendigogliding.org.au



ABOVE: A cloud street over Raywood.

TOP LEFT: Eurofox towplane under a cumulus laden sky.

LEFT: Working on a glider in the new workshop.



BY TERRY CUBLEY

2001 brought significant changes to international gliding, with a major focus on Gawler and two new Championships.

In the late 1990s, Australia submitted a bid to host the 2001 World Gliding Championships at Gawler in South Australia. The standards format was Open Class, 15m Class and Standard Class. We had excellent support from South Australia Major Events, who provided \$250K towards the championships. I was chair of the sports committee at the time, and joined the competition organising committee.

Roger Woods was the IGC delegate, and he and I took our bid to the IGC meeting in March 1997. Unfortunately, we had competition from South Africa, which had attracted a lot of sympathy for their return to world gliding with the end of Apartheid and was an excellent site for gliding. South Africa won the ballot by one vote.

At that IGC meeting, interest had been expressed in introducing a World Championships for Club Class, which was very strong in Europe where regular championships were held. The USA and Australia had been running Sports Class nationals, which was similar but with a much broader mix of gliders permitted. This change would open up World Championships to many more pilots due to the availability of older design gliders.

SEIZING THE OPPORTUNITY

Roger and I saw an opportunity to rescue our bid and developed a plan to encourage support for a Club Class World Championships, and to nominate Gawler as the venue.

Roger reported that the process for obtaining the Club Class World Championships for Australia depended on the IGC first agreeing that there should be such a World Championships, then altering the Sporting Code to allow the event to become an FAI sanctioned competition and finally, winning the bid for the first such event for Australia. The rules for the contest would have to be agreed by an IGC approved rules subcommittee.

The whole process was unlikely to be resolved until the next IGC meeting in March 1998, although it was evident that there had been considerable interest and enthusiasm for the concept at the 1997 IGC meeting.

Roger developed a series of motions to put to the 1998 IGC meeting to propose a Club Class Worlds at Gawler. As the meeting approached, Roger developed a terminal illness and eventually was unable to attend



the meeting. He was, however, 'holding on' as the meeting approached to hear if his proposal had been accepted. I attended the meeting as the Australian delegate to put forward the Australian motions.

The motions to create the Club Class World Championships were successful and I immediately tabled a bid for the first championships to be held at Gawler in January 2001. This motion was also accepted and the Championships was awarded to Gawler. I immediately contacted the Woods family to pass on the great news to Roger.



A NEW TYPE OF EVENT

There was general discussion at both the 1997 and 1998 IGC meeting about trying to make gliding more interesting for the public but the conversation was not progressing.

The IGC accepted that our normal competition system was not attractive to the general public and was confusing in many ways. Our tasks took too long and it was unclear what was happening. Gliders took off and then disappeared. Some hours later, the gliders reappeared. The finish could be interesting but it was unclear who had won – was it the first one back, or someone who came in later? Some hours later, a list of the scores was put up and the winner announced, but by then, any spectators had gone home.

I reviewed a few other sports as a comparison to see why some were more popular, and the Motor Grand Prix offered some opportunity. The competitors shared a common start and competed over a set track to score for places, and the competitions were run as a series of heats. My initial proposal was quite basic, but good for a trial. A common start was important – that way you could watch the start and see the gliders leave. A set task did mean that you needed gliders of similar performance. We also needed to keep a finish line because that was exciting.

Scoring needed to be simple, so place scoring was a good call. It also meant that pilots couldn't simply follow the crowd, because every place was worth points. Going with the gaggle in our normal races results in pilots being happy to go around and not make mistakes. But if you were rewarded for getting home before the opposition, it meant that you were encouraged to take 'sporting' risks to get back first. That was true racing, and could change the culture of glider racing.

GRAND PRIX CONCEPT

In considering this, I developed a formal proposal based on the Motor Grand Prix concept, which was later to become the Sailplane Grand Prix. The concept was short tasks, a racehorse start with everyone starting at the same time, first to finish wins, and a place scoring system, with 2 points for every competitor you beat. This would be easier to understand than the traditional 1,000 point system used in gliding. I even proposed that it would be run as a series of events around the world, shipping gliders from one event to the other.



BOTTOM LEFT: Terry Cubley and Team Pakistan at the launchpoint.

TOP: Terry Cubley briefing the Grand Prix pilots.

MIDDLE: David Wilson ready to fly.

BOTTOM: The opening ceremony.

continued over page



ABOVE: The scorers Tim and Joy Shirley.

I developed some simple rules that included short fixed tasks, a start circle and a finish line at the edge of the airfield – first one home, wins. It had to be interesting to the competitors and test their skills. It offered opportunities for tactical risk taking in order to reap a significant benefit, without punishing you too much for an error.

I tabled this proposal at the GFA Executive meeting and then presented a short overview at the following IGC meeting. There was some interest but not really a sudden acceptance.

In looking at the economics of the Club Class Worlds, it looked as though we would be lucky to get 35 to 40 gliders. I tried to get support from IGC for two separate groups within Club Class, but this idea was not supported. At the 1999 IGC meeting, I put forward the option of running the Grand Prix as a trial event alongside the Club Class pre-Worlds in January 2000, and alongside the World Comps in



BELOW: Bringing in the Australian flag by parachute.

January 2001. This plan was accepted, and so the Sailplane Grand Prix was launched.

SGP2000 AT BAROSSAGLIDE

The International Grand Prix in 2000 was part of Barossaglide, an event that included the Australian National Championships. It was a great success. There were only five entries, but the pilots had a great time with a demanding competition and lots of fun. Pilots were Peter Trotter, Arnie Hartley, Paul Matthews, Dave Wilson, Peter Buskens.

Despite the low number of participants, it exposed the concept to a number of international and Australian pilots who were attending Barossaglide.

We ran the event with a mix of Standard and 15m gliders, but with a restricted wingloading to reduce the impact of a performance advantage. It is interesting to note that the modern Sailplane Grand Prix has included this as an option to enable a broader mix of

gliders to compete successfully. Standard Class gliders (Discus, LS8, ASW24) were allowed up to 45kg/m², with 15m Class (ASW20, LS6, Ventus) limited to 43kg/m².

There was a mix of one-on-one racing, independent racing and close finishes of a few seconds out to 20 minutes. All pilots enthusiastically endorsed the event, and the pilots in the Club Class competition watched eagerly.

EIGHT COMPETITION DAYS

The weather was rather difficult, with weak and low climbs. We still managed eight competition days, but speeds and distances were not as expected – all fairly typical for a major competition.

The Grand Prix tasks were typically 200-350km with speeds around 100kph, although Peter Trotter won day four at 128kph.

Club Class tasks were exclusively POST, or Pilot Option Speed Tasks. This was the precursor to the Assigned Area Task, and pilots were given a minimum task time, one or two compulsory turnpoints, and the pilot could then choose any other turnpoints to try and maximise the distance within that allocated time.

The Club Class was run in the Australian Sports Class format with a range of gliders from Ka6 Boomerang and Bergfalke, through to Cirrus, Hornet, Discus and even the Nimbus3DM. This variety creates a challenge for task setters in trying to make sure that all gliders have a chance of completing the task, and isn't always successful.

For details of the competition flying I refer you to the Skysailor report in March 2000. This was the time when Australian Gliding combined with the HGFA magazine Skysailor, to create Australian Gliding Skysailor, which later became Soaring Australia. This was a more cost effective approach but not accepted by all GFA members and eventually reverted to separate magazines in 2011.

https://www.safa.asn.au/images/skysailor_archive/pdfs/2000/2000-03AG_Skysailor.pdf

(Note that this edition also reports on a very young Adam and Chris Woolley).

WORLD CLUB CLASS CHAMPIONSHIPS AND INTERNATIONAL SGP2001

The Adelaide Soaring Club members had a huge job in preparing for the World Championships. Problems with Harness Racing in SA meant that our plan to use the racecourse facilities could not proceed, so the club members decided to do a major renovation on the old clubhouse.

In addition, they set up a huge Santos-sponsored marquee adjoining the large air-conditioned hangar. What a great innovation that was! With seven days in a row exceeding 40 degrees, and one day at 46 degrees, this marquee was a major saviour of the event.

In the Club Class Worlds, 44 pilots competed from 22 countries. This is well short of the 30 to 35 countries currently taking part in the World Championships, and I suspect that a number of countries had not yet seen the value of Club Class as a legitimate World Championships. No entries came from New Zealand or France, among others.

Of course, transporting a glider half-way around the world for this event, in the same year they were sending gliders to South Africa for the other World Championships, was a very expensive exercise that some countries just could not afford. Many who came hired gliders from Australian clubs and private owners. Arnie Hartley spent many hours fixing the radios in these hired gliders.

We only had six entries in the Grand Prix, but we were nonetheless able to fly the event, which provided an excellent demonstration to the world of what a great format the Grand Prix was.

Three international pilots competed – Jim Carpenter (Canada), Benno Beesten (Germany), Swantje Geyer (Germany) – alongside three Australians – David Wilson, Simon Brown and Mark 'Bart' Simpson.

INNOVATIVE OPTIONS

The event itself demonstrated the value of Club Class and the SGP, both of which have grown considerably in the past 20 years. Below are some innovative options the new competitions have introduced.

START CIRCLES

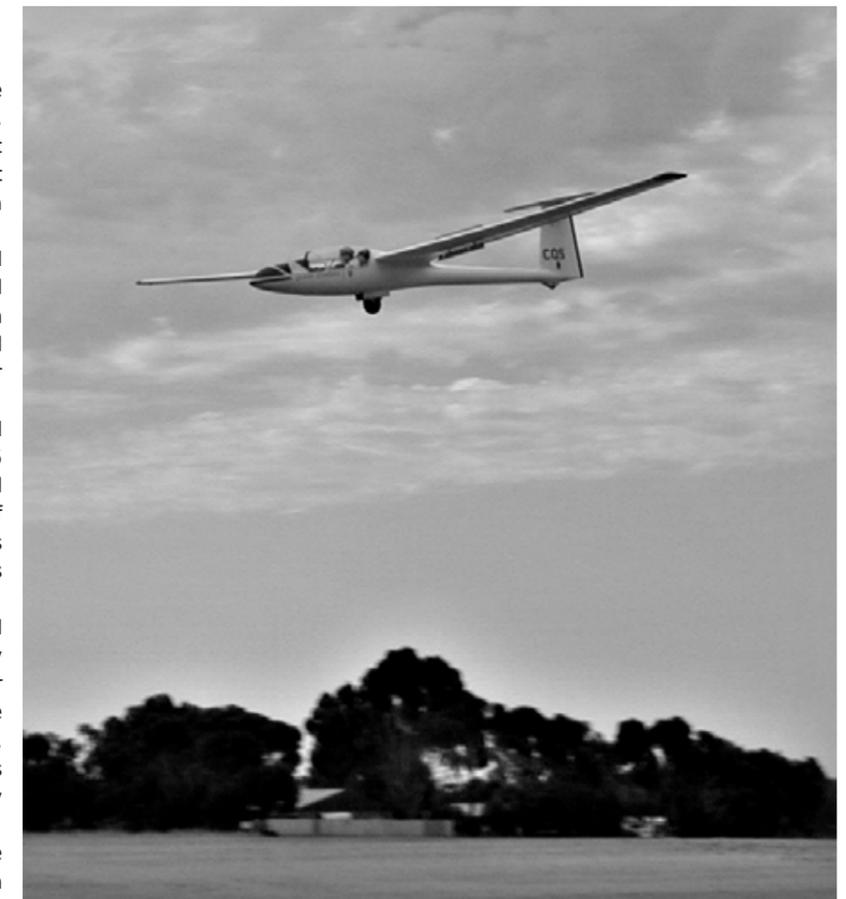
Australia had been using start circles instead of lines, to reduce conflict when starting and to reduce the amount of following. In Club Class, pilots were given a choice of three start points out of a total of nine. Somehow, all of the teams found that all of their pilots had a different set of start points on each day, aiming to reduce team flying.

It took two days for the teams to identify a convergence point where their pilots could meet up after the first glide out of the start.

SGP start was a circle. The pilots had to cross the boundary of the circle after the gate was opened. However, this idea has been surpassed by the use of a start line.

TASK TYPES

Club Class was flown with a mix of POST and the new Assigned Area Task, which had been developed in South Africa. That proved to be very popular and is certainly common now, in particular for Club Class.



ABOVE: Crossing the finish line.

SCORING

GPS was now common in gliding competitions, although the technology was not yet fully developed. The Cambridge, EW and the Borgelt Joey were relatively common devices in this championship.

Evaluating the GPS trace to score the event proved difficult for the computing power available at that time, but Tim Shirley developed a scoring script to enable this evaluation, basically a pre-cursor of See You. Tim sold quite a few scoring scripts after the comp to the International teams who were having similar problems back home.

BELOW: Last minute pep talk.



continued over page



LEFT: Gliders on the grid at the Club Class World Championships.

was a go and we ended up with eight competition days – not bad for a World Championships.

On the last competition day, one ‘well known Australian pilot’ finished the flight with a well planned and executed competition finish. A mini bus of Stewards drove down and then told the scorer, Joy Shirley, to make sure that the appropriate penalty was applied. Joy checked the rules and immediately applied the penalty of a warning for the first offence. This was certainly applauded by the congregation.

For an explanation of the details, see the March and April 2001 editions of SkySailor

<https://bit.ly/3IWNACZ> and

<https://bit.ly/3DRtMy4>

OUTCOMES

2000 and 2001 saw a very significant trial of new ways of racing and scoring gliding competitions.

Certainly Club Class had proven itself as an important and viable part of international glider racing. It is now typically the biggest class in World Championships, and is available to many more pilots from an access and affordability perspective.

GRAND PRIX FORMAT

The Grand Prix proved itself as an exciting, high quality event. Roland Stuch (France) and Bob Henderson (NZ) were certainly impressed from the ground at Gawler, and over the next few years Roland led some major improvements in the competitions’ format and rules. The rules we used at Gawler were very basic, but he clarified these rules and penalties to ensure a consistent standard. He experimented with time-based scoring, like the type used for the Tour de France, but after a short time returned to place scoring.

Roland arranged the launch of the modern FAI SGP with an event at St Auban in France in 2005.

https://www.youtube.com/watch?v=yAmybvge_Ec

Bob Henderson, John Roake and Peter Newport brought the SGP to the media through live tracking and video, which was run with the SGP at Omarama in New Zealand in 2006. <https://bit.ly/3DM4jGb>

Both of these sites have the benefit of being in mountain terrain, which is very attractive even to non-glider pilots.

The FAI International series is now in its 11th season and Australian pilots will have a chance to qualify by competing at Gawler in 2023. The concept has been extended by Nick Gilbert with the F1 GP now called SkyRace – and this is flown in Club Class gliders. Again, access is improved significantly, and it is good fun

SGP has come a long way in 20 years.

GA

These early GPS devices have some similar reliability problems to the old camera technology. One well known Australian pilot had a double logger failure during the comps, resulting in a score of zero for the day and making a comeback very difficult.

On a weak challenging day with a northerly wind, a gaggle of gliders climbing near to the field drifted into the airspace close by. GPS has no friends when it come to airspace, as it shows the scorer exactly where you were. Some 14 gliders earned zero for the day for this mistake.

REMOTE FINISH

Gawler had earned a reputation for sea breezes, which made it difficult to get home from the task, so we introduced the option of a remote finish. A suitable field was found 25km north of Gawler and a finish here was counted as a finish for speed points, but with a small penalty of 50 points in the 2000 competition, increasing to 100 points in 2001. The benefit was that you could get a speed advantage rather than an outlanding, and avoid coming home into an increasing headwind in a Club Class glider, when your speed could reduce very easily. It was used by pilots on most days, and some pilots who chose not to use it, and then landed short of the finish line, wished that they had taken this option.

THE COMPETITION

The weather was typically quite poor, with low heights and strong winds. Despite that, some pilots made some amazing flights. Many days in the first half were flown below 4,000ft, typically in blue thermals. There were some cu days of 6-7,000ft and a couple of days of 10-14,000ft, which is what the international pilots had come to experience. We even had one day where we set the task to the good conditions in the east, knowing that the pilots would have a great race but not be able to get home through the advancing front from the west. The front strengthened, wave formed and the pilots climbed to 15,000ft and flew home – a perfectly set task.

We lost the first three days to rain, flew the next seven days and then lost two days due to storms. The final day

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Please do not submit articles regarding events that are the subject of a current official investigation. Submissions may be edited for clarity, length and reader focus.

VICTORIAN STATE CHAMPIONSHIPS

BY TERRY CUBLEY

PHOTOS: GARY BRASHER AND VARIOUS



Barriers to the running of the Victorian State Championships have been numerous, with Covid restrictions and a La Niña Weather pattern predominant among them. Benalla offered both a State Championships and National Championships, back to back, though of course, the possibility of a National Championship continues to be a concern due to new Covid variants and the fact that some state governments are just not prepared to open their borders.

However, once Victoria's lockdowns were removed, there was no reason to limit the State Championships.

GCV formed a management group to run the event, with a brand new Championships Director Shaun Driscoll and a very experienced Safety Manager and weather/tasking and scoring group. The organisers decided to run the event as a Grand Prix style race, based on the Skyrace Formula 1 model. Nick Gilbert and his Skyrace team were happy to help and even managed to adjust the scoring details to accommodate the changes we needed.

The major changes were to ensure that all pilots had an opportunity to score points each day, with 1 point for starting, 1 point for finishing and 1 point for every competition that they won. The winner earned an extra bonus point. This meant that anyone who attended went home with points, and even those who outlanded were scored based on the distance flown. This approach worked quite well and the pilots quickly learned how to best manage their flights.

The Skyrace event has a series of trackers, one for each pilot, which provided details of their tasks and even calculated their score when they finished and automatically uploaded it to the scoring page – very simple.

We ended up with 27 aircraft flying for the week across three classes – Club, 15m/Std and Open/18m. This included five 2-seat gliders with two ASK21Mi, a Duo, a DG1000 and a Janus. Three pilots attended from NSW, including Joris Vainius from Lithuania.

RESULTS

The competition was close at the top with John Orton in Open/18m hanging on to win by 1 point over Joris Vainius, and Geoff Brown 3rd. Similarly Matt Gage won Std/15m from Mike Durrant by 1 point with Daniel Summers 3rd. Club Class was a little more open, having been impacted by a few outlandings among some front runners, but Dave Meredith won with consistently high results, followed by Jack Hart 2nd and Grant Heaney 3rd.

Feedback indicated that the handicaps applied appeared to treat the different gliders fairly, meaning an equal opportunity for all. In this format, the task distance is adjusted based on the glider handicap, with high performing gliders turning at the set turnpoints within 500m, while the lower performance gliders could turn at a larger distance, up to 5 to 8km. One pilot was heard commenting that he had to overtake the ASK21 on each leg.

BENALLA WEATHER

Benalla had a good opportunity for cu in December and, given the wet year in NSW, we had cu on every day.

We were impacted by a high pressure system to the east that forced strong southerly winds over the contest area. The standard expectation is that when we get southerly winds, hardly anyone goes flying. They had no choice in the comp and, despite the southerly on three of the set tasks, some good flights were had. Four tasks were set for each class, with distances of 140-300km for Club Class, 180km-370km for 15m Class, and 220-480km for Open/18m.



ABOVE: Terry Cubley flew in Open/18m Class in his Ventus 2CX 18m.



TOP: John Orton won Open/18m Class in his ASG29 18m. MIDDLE: Grant Heaney took 3rd position in Club Class in his Jantar 2. BOTTOM: Ryan Driscoll flew in 15m/Standard Class.



GETTING STARTED

Benalla has three Pawnee towplanes, and a Callair was also brought in from Tocumwal Soaring Centre. The E-Tug was certainly the best performer, but the long runways at Benalla handled all tug/glider combinations, and launching was completed easily within an hour.

The practice day on the Saturday looked rather poor, and the weather did not even achieve its mediocre promises. Many pilots had not experienced the Grand Prix format before, so a few practiced the start, but for most that was the end of their endeavour.

The Open/18m Class headed out on task with thermals up to 3,600ft (3,000ft AGL). They were able to practice gaggle flying in the 20kt southerly wind. The wind and the low altitude won the battle, with a few engines starting up, a couple of outlandings and a few limping home after one or two turnpoints. Kerrie Claffey won having covered 120km.

AT THE START GATE

Cumulus at 5,000 to 6,000ft started as overcast but progressively broke up to a nice afternoon on Day 1.

The challenge with the Grand Prix start is that the time for starting is set by the CD. So even though you think that the weather will improve later on, when the start gate opens you must head out on task. This helps develop skills at low level thermalling and pushing on from 3,000ft, but it does completely remove the start games found at normal comps, where no one will start until the gun pilots start.

As some over-development appeared in certain areas early on, pilots had to work their way through the streets. The early gaggles separated and it was left to individual decisions. Heading south to the finish, a few different options emerged, and those making the right decisions were rewarded by 6 to 7kt climbs.

It was a great final glide as pilots converged and pushed to beat others home with only 10-30 seconds between finishers – that is, other than Joris who arrived home 10 minutes earlier than the opposition. The majority were pleased that the place scoring system meant that he was only 1 point better off than the next pilot, whether the time difference was 1 second or 10 minutes.

Steve Jinks in Club Class had a problem with his canopy clear vision on the practice day and did not fly. On Day 1 he missed an early thermal and ended up on the ground 35km north, having to watch the gaggles struggle away and head home while he waited for the trailer.

Grant Heaney won his first competition day in his first competition – a good start. Matt Gage had not been flying much, but flew a borrowed Discus into 1st place in 15m/Std class, just ahead of Mike Durrant.

BEST WEATHER

Day 2 certainly brought the best weather for the comp, with 5-6kt climbs to 6,000ft. The irrigation country to the NW was a little softer but still worked quite well. 20kt SW winds made the trip home a little tricky, but we were helped by some nice cloud streets.

John Orton had the best flight in Open Class with 126kph.

Mike Durrant took 1st place at 105kph in 15m/Std. Bernie Sizer just beat Jack Hart with 98kph. The result was many happy smiling faces.

LIGHT WINDS

Though not quite as good, there was little wind to worry about on Day 3, and cu to 5,500ft. First leg was to the northeast, but the edge of the cumulus field kept pilots well west of track until they were north of the Murray. The irrigation heading south then decreased the thermal strength, but a nice cloud street gave many gliders some good support.

John Orton and Geoff Brown were leading the way home in Open Class, but Joris followed the cloud street well south until he had enough for final glide and quietly cruised past John and Geoff in the past few kilometres, winning by 10 seconds.

Club Class were the first to start, when the weather was a little tricky. Bernie Sizer had a low start and headed off on track, only to find a paddock 7km on track – very disappointing at any time. Dave Meredith won the day, which helped his overall position.

Mike Durrant won 15m Class at 110kph, but three others landed out. Scorer Neil Campbell placed 3rd in his ASW24, achieving his best result.

FALSE PROMISE

The final Day 4 came with a really positive weather prediction of strong climbs, but was in the blue for half of the course – over the irrigation, of course.

Thermals in the blue were rather broken and weak, although a few pilots managed to pick some nice climbs. Heights achieved were 5,000ft south of the Murray, but once in the cu they quickly rose to 7,000ft and 5 to 6kts.

FINAL RESULTS

Scores were tight going into the last day. In Open/18m Class, John Orton needed to win, which he did, receiving some help from Geoff Brown who came 2nd, moving Joris down to 3rd for the day. This broke the possible dead heat that would have resulted had Joris come home 2nd.

The situation was the same in 15m Class where Matt Gage won and Bruce Cowan sneaked into 2nd place due to a start penalty issued to Mike Durrant, meaning that Matt was 1st overall and Mike 2nd.

In Club Class, Dave Meredith also suffered a start height penalty of 61 seconds which lost him 1st place for the day, taken by Rolf Buelter and Hamid Nazari in the Janus, with Mark Goodley in 3rd. Jack Hart managed 5th for the day, leaving Dave Meredith in the lead overall.

A short pilots' meeting took place prior to the last day, which concluded that a majority of pilots viewed the format for the comp favourably, so we may well see this format again. The VSA President presented the main prizes for each placegetter, plus copious bottles of wine for the placegetters and many of the helpers. In addition, each champion received a prize of \$500 from VSA.

GA

TOP: Jack Hart took 2nd place in Club Class flying his Mosquito.

ABOVE RIGHT: David Meredith receiving the Champions Cup for winning Club Class.



VSA STATE CHAMPIONSHIPS - BENALLA

5 - 11 DECEMBER 2021

- CLUB CLASS**
1 DAVID MEREDITH
2 JACK HART
3 GRANT HEANEY

- JANTAR STANDARD**
MOSQUITO
JANTAR STANDARD

- STANDARD CLASS**
1 MATT GAGE
2 MIKE DURRANT
3 DANIEL SUMMERS

- DISCUS CS**
LS-8 15M
LS-3

- OPEN / 18M CLASS**
1 JOHN ORTON
2 JORIS VAINIUS
3 GEOFF BROWN

- ASG-29 18M**
ASG-29 18M
JS-1 18M

Full results and tracking replays at livegliding.com

BELOW: Father and son team Peter and Justin Gray flew a Duo Discus in 18m/Open Class.



970 KM IN BUNYAN WAVE

BY JUSTIN FITZGERALD



For a while, I've felt that the distance possibilities out of Bunyan airfield have been underrated. I now believe that Bunyan gives us an airfield in Australia where we can fly cross country at speeds similar to those achieved in New Zealand or the Rockies and, on the right day, we can fly 1,200km in the middle of winter.

We reached the point where club members were flying 300km and more on most wave days rather than just climbing to height. In the last few years, flights of around 600-700km had been flown at speeds between 130 and 200kph. But the question remained for me, how much more was possible?

Tuesday 20 July looked promising but was forecast to have a lot of moisture with an incoming front adding further moisture later in the day. On leaving Canberra in darkness, the moisture was certainly there and I drove south in heavy rain for 30 minutes before there was any sign of a break in the solid cloud. On arrival at 08:30, the day looked

very much like a UK wave day – dirty low clouds, lots of moisture and small gaps.

NO RUSH

A cloud edge to the West over the hills stayed reasonably stable and was the edge we went to on launch two hours later, but the more normal contact point near the round irrigation paddocks just to the North was unstable. The edge would form for a while, then drift downwind, then re-form. Canberra itself stayed rainy most of the day and the showers bleeding across the range could be seen to the north of the Monaro Valley prior to launch.

Indeed, rain was visible along the full length of the range but, true to the SkySight forecast, the wave was killing it and the valley stayed mainly dry. However, the day didn't look great and we weren't in a rush to get into the air.

Upon launch at 10:50 the nice Mr Wilson towed



me west to the hills. Cloud base was now around 6,000ft (airfield 2,500ft AMSL) and there was a good lump of 10kts around 5,000ft that I thought was wave and nearly came off tow into. But I'm glad I didn't, as it was more likely to be rotor – although smooth – and the climb dropped right off, only really picking up reliably after turning right to run along the soggy leading edge of the cloud at around 7,500ft. Off tow, you would want to be at 8,000ft to be safe.

COOL CALCULATIONS

The next bit heading north to the remote start point was standard conditions, although the wave stopped short of Michelago, which marks the Canberra airspace boundary. The start was at 12,500ft at 11:20.

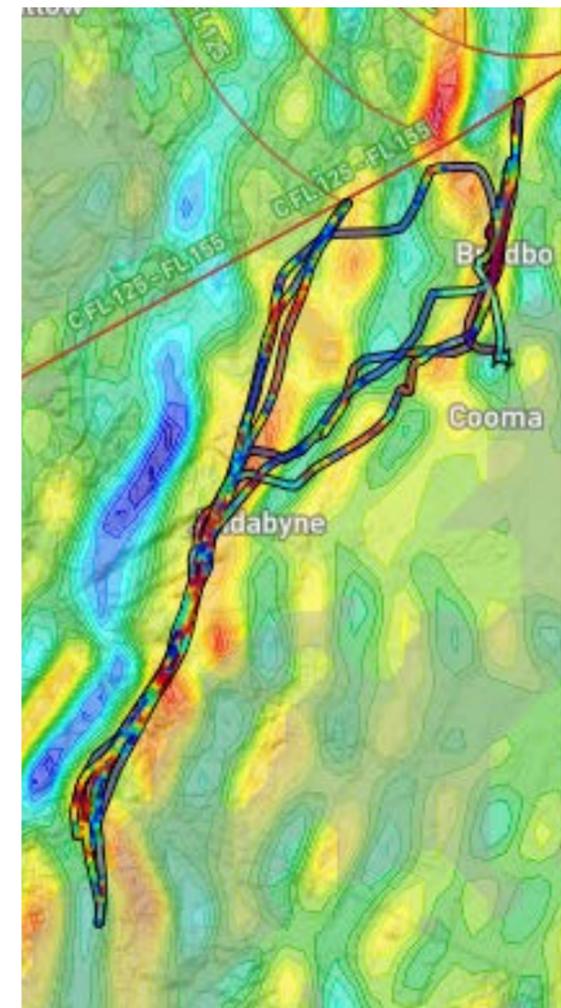
I encountered two jumps upwind to the Jindabyne bar, but the second one was tricky and not well marked so I used the 45 degree 'interference pattern' technique, which I think minimised the height loss. This involves leaving the end of the bar running at 45 degrees up to the end of the upwind bar.

Jindabyne was good, and Thredbo was very good. The climbs were better than SkySight suggested – the Adaminaby/Jindabyne/Victoria track, the primary bounce – generally gave 3-7kts netto.

TOP LEFT: Thredbo Valley

ABOVE: Wulgulmerang

RIGHT: 1,400 SS overlaid with track.





The good bits were 10-12kts and always had a smoothed lenticular next to them – see the photo. This configuration generated level flight at between 100 and 110kts indicated. A height of 13 to 15,000ft seemed to offer the best compromise of ground clearance/glide home/climb rate on the day.

I used a standard thermal speed technique – slowing to 70-80kts in the strong lift, 110kts if it was 'only' 3kts. It was at the end of the first leg that I saw I'd achieved 150kph. A quick maths calculation showed around 175kph was needed to do 1,000km before the early winter sunset, and from this point it was a battle against the clock.

ABOVE: Thredbo area

LEFT: Instrument display at Jindabyne.

RIGHT: Wave bar in Victoria.

THREE PAIRS OF SOCKS

Wind was light in the working height band at around 35kts. Thus, jumps upwind were relatively easy. The working range was generally 13-15,000ft and ground speeds were generally between 130 and 80kts, higher going North with the slight tailwind component.

Wind is generally a slight tailwind when calculating a glide back to Bunyan. Of note, 15,000ft at the southernmost point still gave a glide to Bunyan of over 4,000ft. That said, much cold cloud formed between the two points so the glide wasn't all that simple. The primary gap stayed wide open all day. Thus, Jindabyne was always a straightforward VMC recovery, albeit prone to notable turbulence as on any windy day. Obviously, it was very cold and there would be plenty of icing in the clouds. Three pairs of socks was not enough!

At around 15:30 the moisture from the incoming front started to fill the gap down to the South. The wave still worked but VMC requirements precluded a long last leg and the 1,000km. Without that, or with an earlier start – a 10:30 take-off was far too late – the 1,000km was quite doable even in mid-winter.

RECORDED SPEEDS

Speeds – Overall, 920km (970km with remote start/finish) flown at 175kph was enough to do 1,000km or further on the shortest day of the year. Best bit of the day was OLC speed of 201kph for 2.5hrs on the OLC speed comp and an all-time record Australian OLC speed score. The light winds helped, but that was in a 15m Ventus – much more is on offer in faster gliders as we get used to wave cross country.

On a suitable day without Covid-19 Victorian border restrictions, going south to the East Sale airspace border gives over 1,200km OLC. Nevertheless, the scenery is confronting and unforgiving. A landing at Jindabyne with a strong NW wind can be very turbulent, as indeed can the landings back at Bunyan.

Wave cross country should not be taken lightly and does need some exposure to the local conditions and an incremental approach. However, a local 300km is very achievable within easy range of Bunyan on most wave days. A 200kph 1,000km remains the prize!

[View on OLC bit.ly/30bK72I](https://bit.ly/30bK72I)

GA



FLYING THE MORNING GLORY

BY GEOFF PRATT



I first heard about the morning glory cloud when an article by Rob Thompson and Russel White was published in Australian Gliding. At the time, I had a self-launching glider and made the trip to Burketown in late September 1996. I have been able to experience flying on the cloud every year since.

This phenomenon still fills me with a sense of adventure and amazement. A period of waiting usually precedes the cloud's appearance that heightens the pleasure of the experience. Weather forecast apps now make the likely appearance of the cloud more predictable. Late September into October is usually a good time.



TOP LEFT: The sun just coming up on the primary cloud with the secondary behind.

LEFT: Looking northeast - not much cloud, but lines of water from the rolling air mass of dry morning glory.

ABOVE: Very unusual cloud formation with a twist.

BELOW: The cloud came over before first light. I climbed on engine and glided to the front of the first cloud. The front is to the right, with a defined line.

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climb to the upper level wave and above to 16,000ft, looking down on the high level formation. It was truly a breathtaking experience for me.

Since purchasing my Pik20E, I have been able to soar from Mareeba to Burketown on many occasions, saving myself from the road trip, and have been joined in recent years by Martin Hurst in his Pik20E MQN. On my longest flight at Burketown, I flew the cloud for approximately 500km and then transitioned to thermals for another 500km before returning to Burketown.

It is often possible to fly the cloud and then land at Adels Grove for breakfast, swim and then soar back to Burketown in the afternoon. On this last trip, Martin Hurst and I flew on a late-arriving morning glory, then east to south of Normanton and then transitioned onto thermals, landing at Einasleigh for a bed-and-breakfast overnight. We then made a home run to Mareeba the next day.

I have made many memorable trips to Burketown and consider it a privilege to have been able to fly on the morning glory cloud on over 100 occasions since 1996.

TOP LEFT: High speed cruising at a constant 100kts, looking southeast inland.

LEFT: Still at high speed with a storm in the distance. Best lift is at the leading edge, not over the top as in this shot.

ABOVE: Turning onto the leading edge of the primary cloud.

BELOW: Ready to launch after an overnight at Croydon on a trip to Burketown.



FIRST 1000KM

BY JAMES NUGENT

After spending 2020 in Melbourne and 2021 in Sydney, I was very keen to get out for some fresh air and sunshine. The Narromine Cup seemed like the perfect opportunity, however, eagerness turned to despair as rain set in across NSW.

Fortunately, a solid SkySight forecast for Victoria and a bit of rearranging had me heading to my hometown of Mildura instead.

Stepping off the Qantaslink flight at Mildura at noon on Sunday, towering cumulus filled the sky. Since Mildura often sees dry conditions and late starts, this was exciting – probably something to thank La Niña for.

THE WEEK'S WEATHER

After a quick local currency flight on Sunday afternoon, it was time to figure out the week's weather. A bit of moisture, some instability and moderate temperatures looked to be giving rise to some mid-level but long cumulus days across most of western Victoria.

Monday looked like a very solid 9,000ft cumulus day, with some areas of blue. Tuesday was to be slightly hotter and higher, while things would fall apart on Wednesday. I decided to use Monday to attempt a proper 750km FAI triangle while preparing – and hopefully saving some energy – for a possible 1,000km FAI on Tuesday.

Sunraysia Gliding Club, situated south-west of Mildura on an old RAAF relief landing ground, uses a 6.1 litre V8-powered winch for all launching. While perfect for training, it can be a challenge getting up and out of Sunraysia, especially when flying ballasted.

Having made the mistake of winch launching too early one too many times, I decided to wait until almost 11.30 and use some raw speed to achieve the planned distances. As soon as the nearby cumulus started to solidify and the passing thermals finally felt like they had some power, it was off with the covers and away I went.

CROSSING THE MURRAY

Winch launching off RWY04 at Sunraysia drops you over some well irrigated vineyards and estates. Eager to not further irrigate them with my ballast, I turned west and positioned over the local trigger points, finding 2kts without trouble. Climbing through 3,500ft, I left the climb to start the task over the airfield, anticipating an arrival of the required 1,000m below. It was then time to set course for Kerang, 240km to the south-east.

The first 40km of track out of Mildura is cultivated paddocks, which provides a nice run-up before crossing the Murray River and associated scrubland near Wemen. Fortunately, I was able to find a series of solid climbs stepping up to 7,000ft, which allowed me to track direct and eventually spill out to the open farmland near Annuello, where the cumulus ahead was starting to look fantastic.

The flaps were set to full negative and cruise speeds lifted as I barrelled for several good-looking lines of energy. Passing the old Swan Hill Gliding Club at Nyah West, I turned slightly east of track to run the better-looking clouds over the Murray River plains, leading to a

track directly over Lake Boga, Lake Charm and the various other lakes all the way into Kerang.

SOFT SKY

While making this track, bugs accumulated on the leading edges faster than I had ever seen. This was a problem for the LS3's Wortmann airfoil - especially when there was still a long way to fly! Fortunately, the onslaught stopped as I left the lakes and the river behind.

Scurrying out of Kerang, the sky looked soft and the clouds less defined. With the weaker sky came gustier and tighter thermals and, combined with the high wing loading and buggy wings, some concentration was required to avoid sliding out of the gusty thermals. A series of

empty clouds led to a low point leaving Kerang, but once back out into the dry wheat paddocks, a pair of solid 6 to 7kt climbs with good runs in between allowed for an easy crossing of a blue area south of Sea Lake.

Arriving overhead the Wyperfeld National Park, the priority was climbing, given the completely unlandable terrain ahead. Fortunately, the desert was working well, and the cloudbase in the area had lifted to just over 10,000ft.

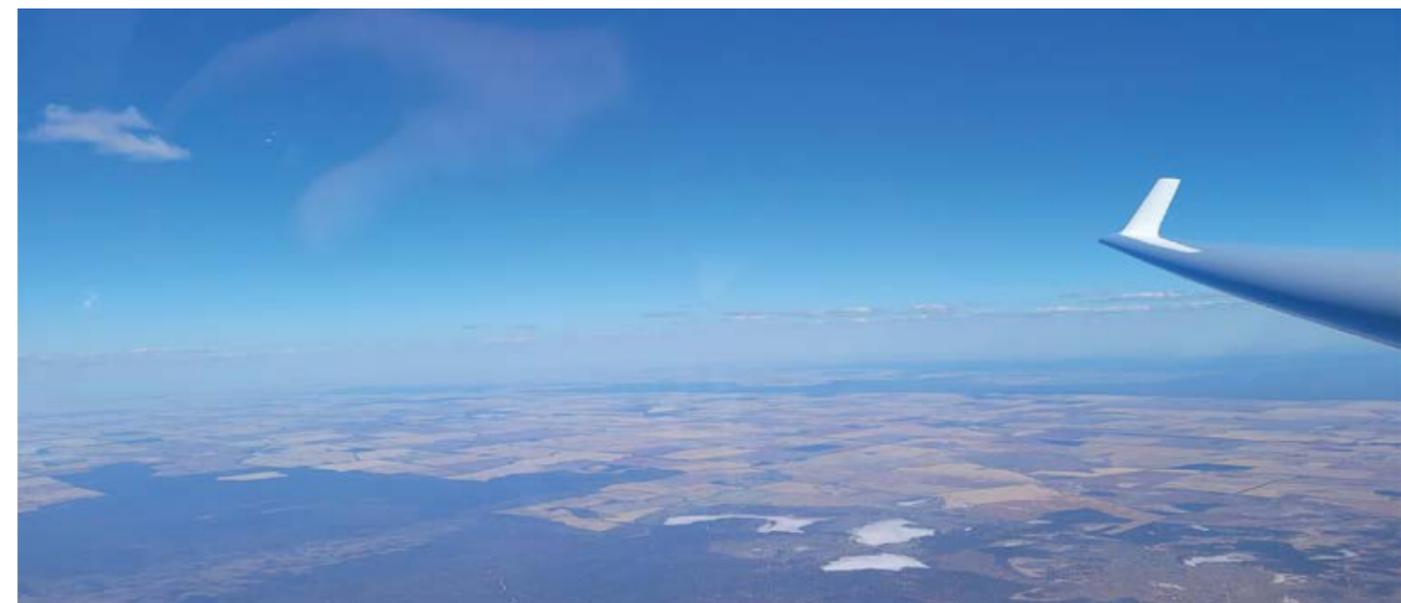


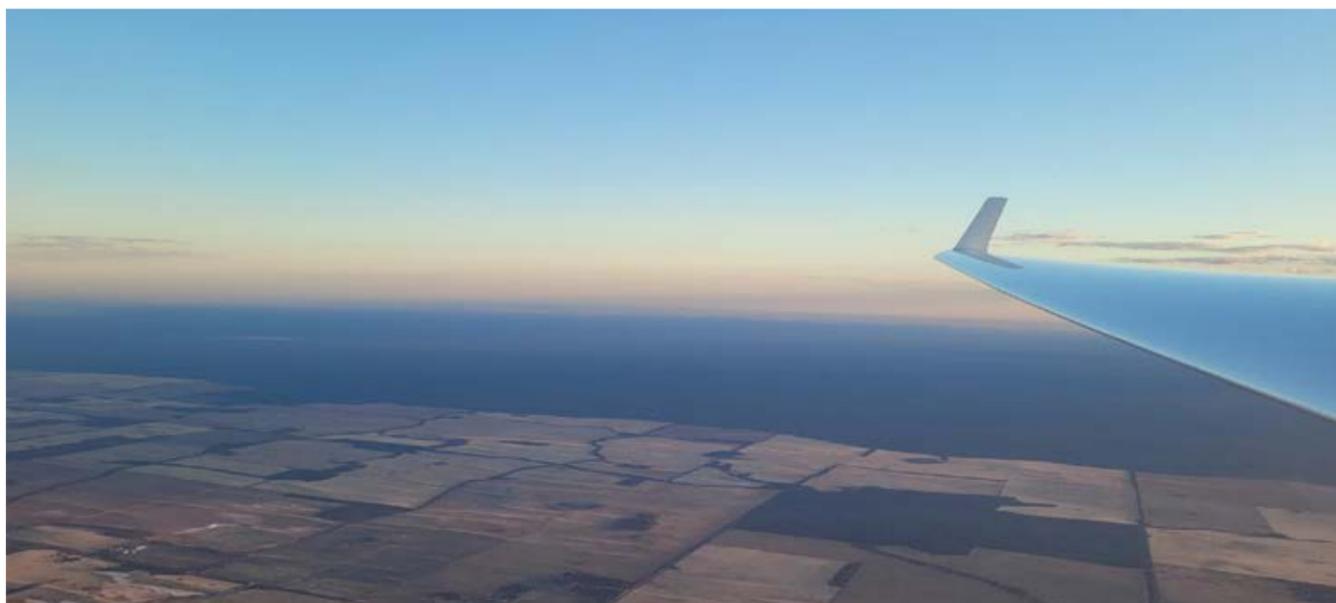
STAYING HIGH

In order to maintain glide to at least one landable edge, several top-ups were necessary. To be turning in 2.4kts at 9,500ft felt strange to say the least, but it was a small price to pay to avoid a large deviation and to keep the show on the road. Finally sailing over the Big Desert National Park at 10,500ft, a FLARM target turned out to be Trevor Hancock and Jack Hart who had similar ideas in the Arcus.

Leaving the Big Desert to the west, the conditions were the most consistent they had been. Clouds were now reliably delivering a smooth 6 to 8kts all the way to cloudbase with some excellent runs possible. While

continued over page





running in to the turnpoint of Parrakie in South Australia, the achieved speed was around 120kph through 560km at 4.30pm.

With sunset at 8.37pm and some confidence, I was pretty sure that 110kph through until sunset was achievable if I was simply able to stay high. Leaving Parrakie and crossing back into Victoria, I began looking at ways to extend through to 1000km.

EXTENDING EAST

Extending the third leg to the East and collecting Balranald seemed like a good choice, given that this area is known and forecast to be quite good late in the day. However, as I began crossing the Murray Sunset National Park at 5.30pm, the sky ahead deteriorated rapidly and blue'd out, leaving the scrubland ahead and the irrigation around Robinvale to be negotiated in the blue.

Furthermore, a prospective final glide back to Mildura would have led me straight into the setting sun and over unfriendly terrain once more. A quick rehash was required, and I decided to turn at the Hattah Lakes and head west for Loxton in South Australia instead.

The last solid climb was 5kts back to 10,500ft at 6.35pm, near the centre of the Murray Sunset National Park. As I headed west towards the South Australian border, most clouds in the vicinity disintegrated, except for a reasonable looking street over the border – the only proper cloud street of the day.

TURNING HOME

A quick check of the SkySight convergence forecast confirmed that the street was convergence related, likely caused by the weak sea breeze rolling in from the southwest. I found an area of 2 to 3kts under the biggest cloud and began dumping the ballast in bursts as I circled patiently up towards cloud base.

Gliding out in the smooth air towards Loxton felt like an eternity, as I watched the sum of the distance flown and the distance to home tick towards 1,000km. Once it did – with a couple of kilometres to spare – it was time to turn around and head home.

Pulling back in under the disintegrating cloud street, some reward for staying high came in the form of a large area of smooth 1 to 2kts. I opened the ballast taps to dump whatever was left and spent the next 20 minutes painstakingly climbing up on to final glide. Some quick maths suggested I'd be landing right on

sunset after a marginal MC1.5 glide, so I set off for the 95km home, hoping that the bugs would not ruin everything.

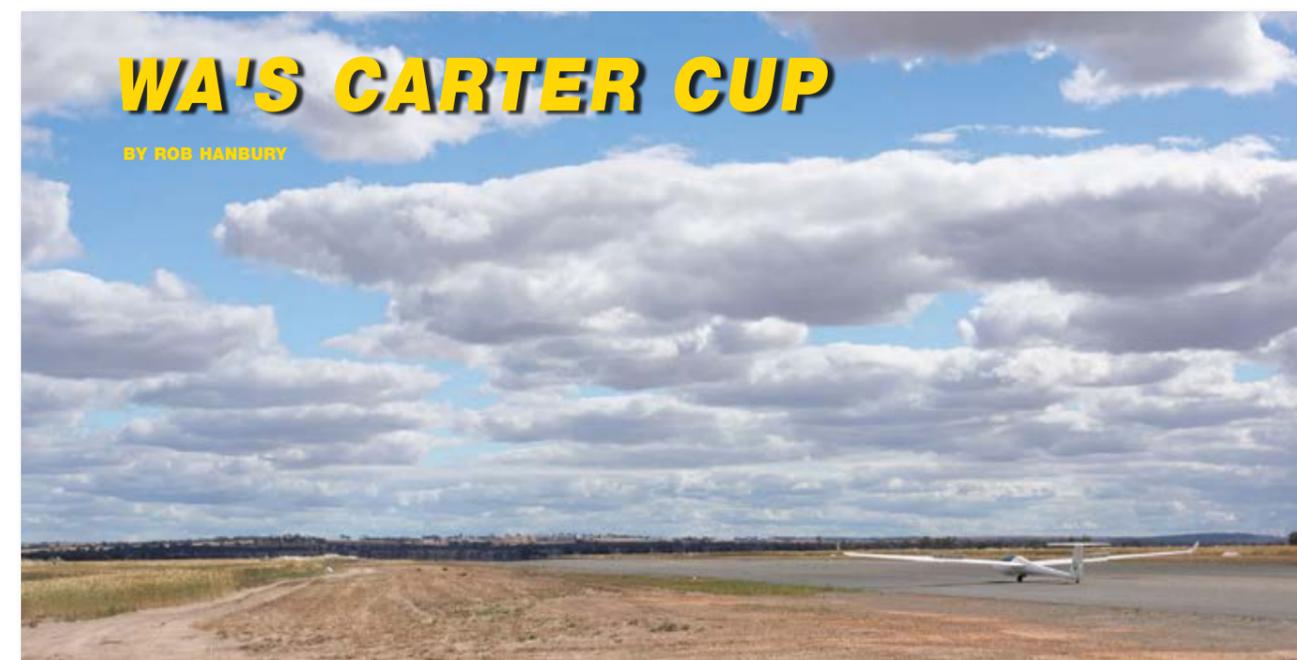
LITTLE CROWD

Fortunately, all the effort of sealing and setting up the glider was worth it, and the little LS3 held onto the glide with ease. With the help of some good netto, I was able to wind on the speed to eventually cross the airfield fence at 8.28pm and roll to a stop in front of an excited little crowd – having flown 1,012km at 114kph.

Many thanks to dad for all his help that week. Thanks also to Jayden, Martin, Maryanne, Brian, Jess, Ian and Phil – it was awesome to have the welcome back.

Unfortunately, we didn't make the most of the Tuesday, but there's always next time. Let's see what else this La Niña season brings!

GA



The Carter Cup this year was a great event. The clubs in the Western Australian Gliding Association (WAGA) all had a wonderful time of excellent weather and good, happy times. It stimulated our coaches and students to come out for an introduction to cross-country flying and racing in the DG1000 belonging to our club, the Gliding Club of Western Australia.

The other clubs love the Carter Cup and were very appreciative of our running it, as it gives them an opportunity to fly our 'better' weather. The weather improves as you travel north and east in WA, giving GCWA slightly better conditions.

Most events have a day or two of bad weather that upset the organisation. But, despite a threat or two, this week really only brought fine weather. Even the last

day, on which we cancelled racing mainly due to exhaustion, came good, and Lumpy and others went to 16,000ft in wave over the top of Cunderdin. Spectacular!

So, what is the Carter Cup? It is an early season racing competition that John Orton started at the Gliding Club of WA, Cunderdin, many years ago. The aim was friendly rivalry with racing type tasks. We encourage and help new competitors, and also keep it simple and easy to organise.

To accommodate our wide range of glider types, we now almost always use 'wedges' to keep gliders on the same triangle, but allow slower gliders to cut short and compete on handicap. It is an AAT, but we use a wedge rather than a circle turnpoint so the gliders stay together. It works well and we all like it.

The wedge is usually about 100km long and 5 degrees wide. Task time is about 3 hours, which means you turn when you think you will get back within the task time. This process scores easily in SeeYou/Soaring Spot.

Thanks to our neighbour club Beverley Soaring Society for helping with tugs. Our 250Hp Pawnee is away being converted to an eTug, and not everyone is happy behind our spare 180Hp Pawnee. Of course, thanks to the tuggies for volunteering.



WESTERN AUSTRALIAN GLIDING ASSOCIATION'S CARTER CUP

31 OCTOBER - 6 NOVEMBER 2021

1 NORM BLOCH	JS 3	5,726
2 J&A GEERLINGS	ASH 25E	4,712
3 GREG BEECROFT	LS8	4,632

Full results at soaringspot.com <https://bit.ly/3s4Bume>

NEWLY RESTORED K8 AT THE AUSTRALIAN GLIDING MUSEUM

BY DAVE GOLDSMITH



RESTORED SCHLEICHER K 8

Australian Gliding Museum members are looking forward to flying a newly restored Schleicher K 8. Approaching the completion of its restoration plan under the leadership of Peter Raphael, the attractive bright, shiny red and yellow colour scheme will be a standout on the airfield surrounded by white sailplanes. The K 8 was imported as a kit and completed by members of the RAAF Williamtown Gliding Club in the 1960s. Its pleasant flying characteristics and ability to stay airborne in weak conditions endeared it to many glider pilots.

The K 8 was designed by Rudolf Kaiser in 1957 and built by Alexander Schleicher. It has been described as the single seat version of the K 7 Rhoadler. It proved popular with clubs in its role as a sailplane for early solo flying, and over 1,100 were produced.

The Museum's example is a K 8B, the second variant of the design, distinguishable by a larger blown plexiglas canopy and improved ailerons. This particular glider was built by the RAAF Williamtown Gliding Club from a kit supplied by Edmund Schneider Ltd of South Australia, as an agent for Alexander Schleicher. It was test-flown on 8 July 1967. For a period from August 1994 it was owned by a syndicate at the Bendigo Gliding Club. The last entry in the log book is dated January 1995 at which time the glider had accumulated 1,148 hours from 2,303 flights.

From 1967 to 1994, the glider was flown at numerous places including Williamtown, Bellata, Warkworth, Dubbo, Waikerie, Quirindi, Tamworth, Redding, Narromine, Leeton and Keepit. During 1994 and 1995 it was flown a few times at Bendigo. A notable flight recorded in the logbook is dated 31 October 1971 when Warwick Kenny reached 11,000ft in height during a flight of 5 hours 10 minutes.

The last owner prior to the transfer of the glider to the Australian Gliding Museum in 2015 was John Ashford of Geelong Gliding Club. It carries Serial Number 8478-SH and

appears to have been registered first as VH-GPA, and later as VH-GMA. The last registration (VH-GMA) was cancelled in 2011. The trailer requires considerable restoration work and will be the subject of a GoFundMe appeal for assistance with recovering costs.

OLYMPIA WELL ON ITS WAY

Restoration also continues on the Olympia, which it is hoped will also fly soon. The Olympia was the result of a competition for a standard glider design for entrants to fly in the planned 1940 Olympic Games in Germany. The winning design chosen was the 'Meise' from DFS in Germany, and its designer was Hans Jacob. The 1940 Olympics were cancelled due to the outbreak of war. Post-war international gliding competitions were organised as World Championships, not as Olympic events.

After the war, the Meise was manufactured by firms in Europe and a few were built by amateurs from plans.

In 1945, a United Kingdom firm, Chilton Aircraft Limited, revised the plans for the DFS Meise Olympia, keeping its aerodynamic shape, and prepared new technical drawings for the production of the Chilton Olympia. Chilton engaged Elliotts of Newbury, a firm with aircraft

production experience gained during the war, to build a set of wings for its prototype. Elliotts made the wings but then apparently refused to let Chilton have the jigs required to build more wings.

The matter was resolved by Chilton transferring its production rights and equipment to Elliotts. Elliotts produced several batches of Olympias, the 'EON Olympia', probably about 150 in total from 1947 including Marks 1, 2 and 3 versions that featured some structural changes and design improvements.

The Australian Gliding Museum's Olympia is a Mark 2, actually 2B according to the logbook, which can be distinguished by the built-in main wheel and blown perspex canopy. It was designated as serial number EON/O/34 by Elliotts.

It was damaged badly at Bristol in the UK in 1949. The wreckage was acquired by a Melbourne-based syndicate including Dave Darbyshire, and imported into Australia. Additional damage occurred in shipping due to the need to shorten the wings to fit them into a crate! The syndicate rebuilt the glider and re-launched it in 1956 under registration number VH-GHR. The syndicate and several gliding clubs in Victoria and South Australia continued to fly it until about 1972.

Restoration work has gained momentum as Covid restrictions have eased, and volunteers are back in action at Bacchus Marsh on Tuesdays and Fridays

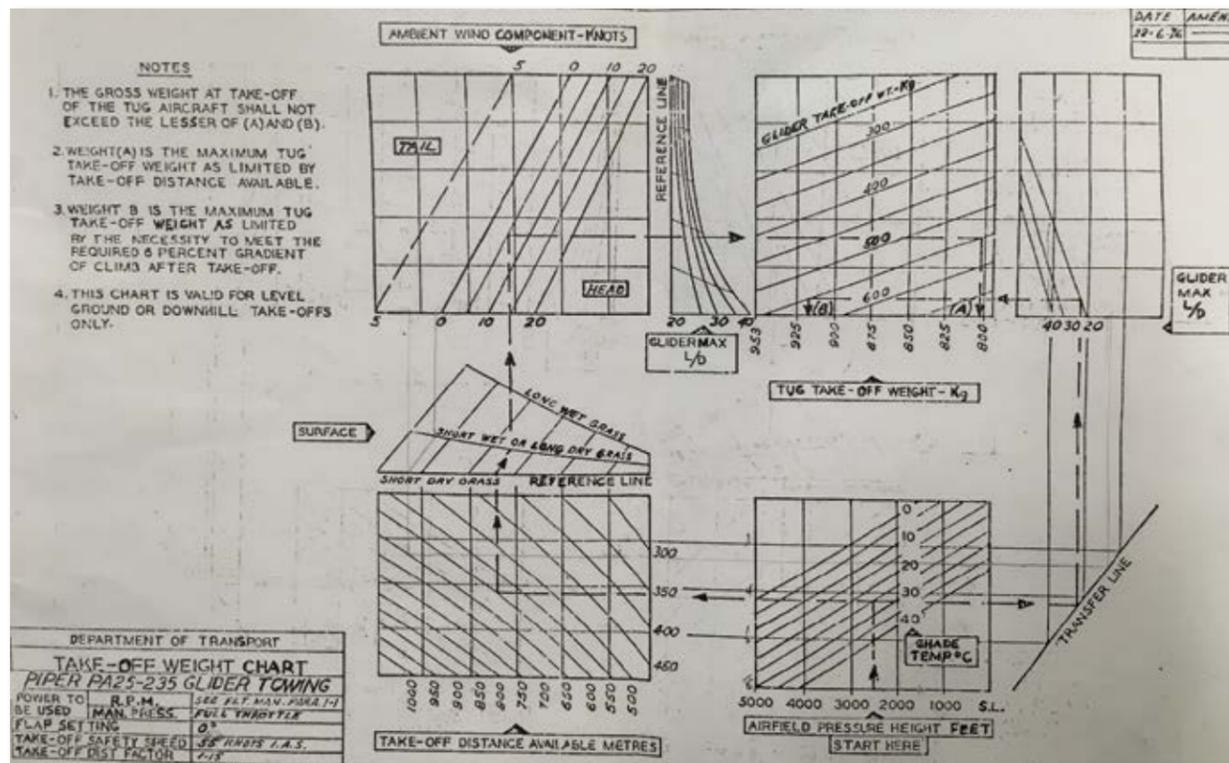
VINTAGE GLIDER EVENTS PLANNED FOR 2022

The Australian Gliding Museum Open Day, Annual General Meeting and Barbeque Lunch will be held on Sunday 13 March 2022 at the Museum, Bacchus Marsh Airfield. Contact David Goldsmith daveandjenne@gmail.com. Vintage Gliders Australia will be holding a Vintage Rally over the Labour Day weekend on 12 to 14 March. Contact Bob Hickman bobhickman9@gmail.com. These events are normally held over the Melbourne Cup Weekend, but they were postponed due to Covid restrictions..



AERO TOWING OUT OF PADDOCKS

BY PATRICK BARFIELD
CHAIR OF THE GFA OPERATIONS PANEL



Last month's article on aerotowing out of paddocks had some useful practical information for glider pilots to consider when requesting an aerotow retrieve from a paddock. It is worth pointing out that the GFA Aerotowing Manual is the authoritative reference for aerotowing procedures including paddock retrieves (section 11). Tow pilots with an outlanding retrieve endorsement are trained in the conduct of aerotow retrieves and will be the command pilots responsible for safety of the flight for the towplane and glider combination.

The article didn't mention the most important legal requirement, which is to seek the property owner's approval to land in and take off from the paddock. Note that aerotow retrieves are prohibited on total fire ban days.

There is no specified minimum paddock length for taking off because each take-off needs to consider the factors outlined in the article and the tow pilot needs to calculate the required take-off distance using the Performance charts (P charts) in the Towplane Pilots Operating Handbook as per the following example for the Pawnee. Note that the chart considers only grass surfaces and not ploughed paddocks, so the effect of soft ground needs to be carefully considered. The P chart factors only level surfaces and, as per the Aerotowing Manual, uphill take-offs must never be attempted.

The aerotowing manual has the following guidance for levelling the glider's wings for take-off: Any vegetation over about 10cm long rules out a wing-down take-off, as the glider pilot will not be able to keep straight due to the drag of the wing in the grass. Don't try it. Don't take chances with long grass and don't drop your guard just because it looks like it's only in small patches. If in doubt, get the trailer.

If the field is too rough for a wing down take-off, unless there's sufficient headwind to provide aileron effectiveness, propping the wing could be hazardous because the wing will fall on the ground as soon as the glider starts to move forward, resulting in a probable ground loop and/or tug upset.

If you have an enthusiastic volunteer to run the wing, be sure this person is very carefully briefed, as almost everyone holds back on the wing the first time they do it. This is a problem both the tow plane-pilot and the glider pilot can do without at any time, but especially in a paddock take-off.

Before requesting an aerotow retrieve, consider the associated threats. Aerotow paddock retrieves generally occur late on a hot summer day when the pilot is more likely to be fatigued and dehydrated, taking off from an unfamiliar paddock. Consider also the risk versus the benefits. In the past 7 years, at least three gliders have been damaged during aerotow paddock retrieves that would not have been damaged if the pilots had elected trailer retrieves.

WINNING THE MENTAL BATTLE IN GLIDING PART 7

BY BERNARD ECKEY

In part 6 of this series of articles we already touched on the subject of concentration but now we will look into it a little deeper and investigate the link between concentration and stress.

Most of us have little trouble concentrating while the task at hand is progressing as expected. We run on automatic – in cruise control, so to speak. Our mind is free and we feel relaxed in the knowledge that we have the situation nicely under control. Scientists call this the Ideal Performance State (IPS) and individuals describe it as being in control, physically relaxed, energised, calm, self-confident and optimistic. In other words, as long as everything is running smoothly, humans are in a frame of mind that ensures an appropriate level of concentration. This occurs without any great input on the part of the individual.

STRESS

But things can change rapidly when we get distracted or stressed. External distractions from other people, the environment, equipment problems, incomplete preparation and so on are as detrimental as mental distractions such as emotion or mental baggage. As soon as the arousal level changes – for example, we get very nervous or feel particularly anxious – we move away from our IPS. Things get even worse when stress, our greatest enemy, takes over. Understanding what causes stress is vital for coping with it and for successfully managing it. Stress occurs in two stages:

STAGE 1 – TRIGGER

The trigger to stress is our reaction to something. The examples in gliding are plentiful. If, for example, we are in very strong sink and get alarmingly close to an outlanding, perhaps even over difficult terrain, stage 2 will be triggered automatically.

STAGE 2 – AROUSAL

The body reacts instantly by releasing a complex combination of stress hormones. Evolution has ensured that all available blood is automatically directed toward the muscles in readiness for a fight or flight response. This leaves less blood for the brain, which means that mental capacity and concentration levels become mismatched to the task at hand. The pilot becomes overloaded and, as a result, usually experiences a highly significant drop in performance.

Overload situations occur when too many things are going on at the same time and pilots are unsure what their priorities should be. Each person has his or her characteristic way of focussing on the job at hand. Some pilots function well under pressure, while others don't handle high situational demands very well and become easily confused or overloaded. Countless thoughts rush through their heads and confusion reigns.

Task prioritisation can easily become too complex and it is common for old, bad habits to creep back in

or for mistakes to occur. However, experienced pilots are less likely to suffer from overload. They can ignore irrelevant information and block out distractions while executing proven solutions learned during similar situations in the past.

Some exceptional pilots have acquired the ability to switch to a narrow type of concentration and focus on nothing other than a specific predicament. Analytical thinking and the ability to see possible solutions is an important skill, which becomes very handy in situations where our attention needs to be directed towards critical demands. After a particular crisis has been satisfactorily resolved, these pilots can switch back to a broader focus again, which greatly increases their chances of a successful outcome.

ADJUSTING CONCENTRATION LEVELS TO IN-FLIGHT SITUATIONS

Although it was mentioned in a previous article, long stretches of brilliance can never make up for short periods of poor concentration in gliding. However, intense concentration is neither possible nor required at all times, which means that we can adapt our level of concentration to specific situations. After a good climb back to a comfortable altitude, for example, we can and should relax a little. The same applies when the sky ahead gives reason for great optimism and when we have the entire situation nicely under control.

However, extremely low levels of arousal can lead to apathy, which in turn allows the mind to wander and become distracted. Again, the result is a depressed performance. The obvious solution is to manage energy and arousal levels by practising relaxation. Simply by adopting a different sitting position by adjusting the rudder paddles and/or the backrest, we can eliminate muscle tension and aid relaxation. After re-trimming the glider you can eat an apple, take a bite from a sandwich, have a drink, or simply find time for a position report.

After the flight, engage in active relaxation, such as jogging, cycling or walking. Passive relaxation methods such as massages, whirlpool sessions, or visits to a sauna can augment these active ones.

In contrast, high levels of concentration are required during tricky in-flight situations. In these circumstances it is vital to avoid excessive muscle tension. It is well known that in such situations, some pilots push harder on the rudder pedals, some pull their head between their shoulders, while others strangle the control stick. In all of these cases, the big challenge is to achieve relaxation on cue. The two most proven methods are as follows:

BREATH CONTROL

In contrast to individuals under tension, relaxed people breathe slowly, deeply and rhythmically. Fortunately, we can control our breathing and, at least for a short time, take conscious control of automatic

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body functions by inhaling deeply and slowly through the nose. We concentrate on the movement of the chest and inhale deeply, but in an unforced and unhurried way. While slowly breathing in, we count to four or five and when the inhalation is complete, we pause for about two seconds. As we exhale very slowly through the nose we count to four or five again. Exhalation should take at least as long as inhalation.

We need to repeat the exercise a few times and, when we feel the first positive results, it is helpful to say to ourselves that our breathing has become calm, deep and regular. Intrusive thoughts might periodically come into our mind to interrupt the smooth flow of this technique. This is quite normal. We just refocus on slow breathing (and counting) as we resume the exercise and carry on where we left off. In only a short period of time we will find that we markedly unwind and significantly reduce our level of tension.

PROGRESSIVE MUSCLE RELAXATION

Again, the objective is to relax on cue but this method takes longer and is less suitable for use in an aircraft. For this reason, it is best undertaken prior to

a flight, or in a two-seater. The technique requires a deliberate tensioning of muscle groups for as long as it takes to feel the tension. After about 6 to 8 seconds you will clearly notice how that feels.

Now relax this particular muscle group while paying attention to the contrasting feeling. Repeating the exercise several times and doing the same thing to other parts of the body, especially tense shoulders or neck muscles, is bound to lead to relaxation.

These techniques need to be practised and rehearsed to benefit from them, if and when the going gets tough. Without prior practice, pilots will find it hard to implement these suggestions properly and might not get the desired outcome. However, the results will be worth the effort for the patient and committed glider pilot.

This brings us to the end of this series of articles. I'm hoping that some fellow gliding addicts have already applied some of these hints or suggestions and hence enhanced their enjoyment and satisfaction from our unique sport.

SOARING RHAPSODY

'Soaring Rhapsody' is a series of linked poems in the style of Haiku. The leading verse is a meta, the seed from which all the subsequent haikus germinate in their first word.

Together, they seek to convey a glimpse of the sensations and rewards of soaring flight as experienced by sailplane pilots. Hopefully, they provide some insight into what motivates pilots to venture enthusiastically again and again into the sky, flying unpowered aircraft.

For sailplane pilots, whether gliding simply for the sheer joy of it or competing for championships and records, they are a reminder of the wondrous visual, physical and spiritual exhilaration we are privileged to enjoy in the sky.

DREW MCKINNIE, COLIN VASSAROTTI

*Soaring to the sky
sensing, riding the surges
Pure, free energy*

AROUND THE CLUBS

Congratulations to the many new pilots who achieved first solos and badge achievements around the country. Here are a few of them.



Congratulations to Oscar for his first solo on his 20th birthday at Darling Downs Soaring Club.



Congratulations to Bernie, who flew his first 300km Gold C and Diamond Goal at SportAviation Tocumwal in November.



Congratulations to Monique for her first solo on a cloudy day in November at Darling Downs Soaring Club.



North Queensland Soaring Centre welcomed a new addition to its fleet, an SZD-48-1 Jantar Standard 2, VH-CQY. This is a fantastic acquisition for the club as it is a high-performance cross-country single seater and complements the existing fleet. Instructors Russ and Andrew were the first club members to fly it at NQSC and were thrilled with its performance. They are looking forward to many years of flying it as the club gradually builds its cross-country capabilities.

Occurrences & Incidents

All clubs and GFA members are urged to report all occurrences and incidents promptly, as and when they occur, using the GFA's occurrence reporting portal at glidingaustralia.org/Log-In/log-in-soar.html. This is always best done while all details are fresh in everyone's mind.

You can read the full SOAR report at tinyurl.com/lmk056

Reports noted 'Under investigation' are based on preliminary information received and may contain errors. Any errors in this summary will be corrected when the final report has been completed.



The Gliding Federation of Australia Inc
SOAR Accident and Incident Occurrences
General Statistics
Date From: 01/05/2021
Date to: 31/08/2021

Damage	VSA GQ	SAGA	NSW/ WAGA	Total
Nil		11	8 3	5 27
Minor	1	3	2 2	1 9
Substantial	1	1		2
Total	2	15	10 5	6 38

Injury	VSA GQ	SAGA	NSW/ WAGA	Total
Nil	2	14	10 5	6 37
Minor		1		1
Total	2	15	10 5	6 38

Phases	VSA GQ	SAGA	NSW/ WAGA	Total
Launch	1	4	3 1	2 11
Landing		8	2 2	2 14
In-Flight		1	1 1	2 5
Outlanding	1			1
Thermalling		1	1	2
Ground Ops		1	3 1	5
Type of Flight	VSA GQ	SAGA	NSW/ WAGA	Total
Local	2	3	4 3	4 16
Training/Coaching		6	3 1	2 12
Cross-Country		5		5
Ground Ops		1	3 1	5
Total	2	15	10 5	6 38

Level 1	VAG	VSA	SAGA ISWG	GQ	Total
Airspace	2		2 1	1	6
Consequential Events				2	2
Environment				2	2
Operational	4	2	7 4	9	26
Technical			1	1	2
Total	6	2	10 5	15	38

16-MAY-2021 VSA MOSQUITO TERRAIN COLLISION

What Happened

Under investigation. The pilot was on his first flight on type and flew beyond gliding range of the gliding airfield. A late decision was made to outland, but the selected paddock was uncultivated and covered in large tufts of grass and scattered surface rocks. The pilot landed along a ridgeline and had to conduct a ground loop to prevent collision with a post and wire fence. The fuselage suffered stress cracks aft of the cockpit and the starboard wing suffered damage where it struck rocks.

22-MAY-2021 NSWGA VENTUS CMDOORS/CANOPIES

What Happened

Shortly after becoming airborne during an aerotow launch the pilot heard a significant air leak and noticed that the canopy was not fully locked. A quick check revealed that while the rear locking pin was partially engaged, the forward pin was not. After releasing from tow, the pilot slowed the glider and was then able to fully engage both locking pins. The pilot decided to break off the flight and conducted a safe landing. Subsequent

inspection found no defect with the operating mechanism. The glider's canopy locking system employs two sliding pins, each driven by a rod connected to the actuating handle. The first three quarters of the handle movement locks the rear pin, and the remaining ¼ slides the rod to the front pin. The pilot suspects his pre-take-off checklist was interrupted when he became distracted by the wingtip runner connecting the tow rope to the glider's release. The pilot stated that they should have diligently completed the checklist before having the rope attached.

22-MAY-2021 GQ ASW20 BIRDSTRIKE

What Happened

As the pilot entered a thermal at about 3600ft, they sighted a juvenile wedge-tailed eagle about 1000ft below. During the climb and at about 4,600ft the glider was struck by the eagle. The pilot, who was scanning for another glider about to enter the thermal, did not see the eagle hit the glider but heard the thud and noticed feathers flying on the port side of the fuselage. The pilot conducted a control check and ascertained the glider was flying normally with no abnormality. The pilot continued to climb to gain enough height to glide back to the home airfield to check for damage. After a safe landing the pilot inspected the airframe and found the eagle had hit the port wing causing a localised minor indentation and some scratches in the paint on the upper surface of the wing. The glider was subsequently repaired and returned to service.

23-MAY-2021 GQ DISCUS CS LANDING GEAR/INDICATION

What Happened

While conducting the annual post-maintenance flight the pilot pulled the undercarriage up, but it jammed



Overtightening of the castellated nut on the axle compressed the articulating joints on the undercarriage legs causing the mechanism to bind when being retracted.

halfway and could not be raised further nor lowered. The pilot landed with the undercarriage partially down, and the mainwheel retracted upon landing.

Analysis

Subsequent inspection identified the castellated nut on the wheel axle had been overtightened, which had a clamping effect on the articulated joint at the axle sufficient to prevent the undercarriage from being locked up or down. The tension was adjusted by backing-off the nut by one Castellation and the undercarriage was able to be operated normally.

7-JUN-2021 WAGA SZD-50-3 "PUCHACZ" CONTROL

What Happened

During and aerotow and at approximately 4000' (2920' AGL), the glider pilot climbed out of station and started to lift the tail of the tow plane. The tow pilot was about to activate the tow release when the glider pilot released from tow. Both aircraft landed safely, and a debriefing was held with the Duty Instructor.

Analysis

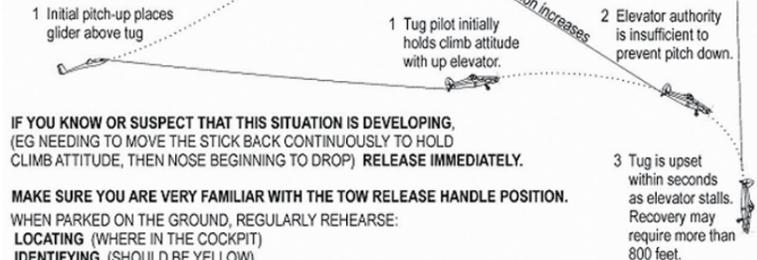
The flight was the pilot's third solo after 17 dual training flights, having recently returned to gliding after a break of several years. The glider pilot reported that the tow plane climbed unexpectedly, then descended, at which point the glider unexpectedly climbed, resulting in the glider being significantly out of station above the tow plane. The glider pilot also reported that he had misidentified the tow release handle, and when he attempted to release from tow, he may have inadvertently pulled the wheel brake control, which is a similar shape to the release handle but a different colour. After realising that the tow cable had not released, the glider pilot then identified and operated the cable release control. The tow pilot, who is the club's Tugmaster and an experienced sailplane pilot, advised he was about to release the glider when the tow rope was released by the glider pilot. The tow pilot reported that the air was particularly smooth, and that the combination had climbed well above the temperature inversion when the incident occurred. The tow pilot stated there was no environmental turbulence at any time during the launch. Investigation by the CFI concluded that the glider pilot probably operated what he thought was the release handle and most likely performed a climbing clearance turn to the right. By the time he realised that the cable had not released, he then identified and operated the actual release control, by which time the glider was most likely well above the tow plane and pulling the tail of the tow plane upwards and to the right. The CFI has asked his instructors to reinforce with their pilots the correct release procedure, including to "locate, identify and operate" the release handle and to verify that the rope has gone before commencing a clearing turn.

Safety Advice

Tug upsets are serious and have caused the deaths of a several tug pilots around the world. If the glider is allowed to climb rapidly behind the tug, it can very quickly become impossible to prevent it accelerating upwards in a slingshot action (rather like a winch launch) and tipping the tug over into a vertical dive. Once that has happened, the tow pilot will only be able to recover

TOW PLANE UPSET ACCIDENTS

There have been a number of 'upset' accidents causing the deaths of tug pilots. This diagram shows a possible upset sequence, which progresses very rapidly; taking less than 3 seconds from step 1 - 3.



IF YOU KNOW OR SUSPECT THAT THIS SITUATION IS DEVELOPING, (EG NEEDING TO MOVE THE STICK BACK CONTINUOUSLY TO HOLD CLIMB ATTITUDE, THEN NOSE BEGINNING TO DROP) RELEASE IMMEDIATELY.

MAKE SURE YOU ARE VERY FAMILIAR WITH THE TOW RELEASE HANDLE POSITION.

WHEN PARKED ON THE GROUND, REGULARLY REHEARSE:

LOCATING (WHERE IN THE COCKPIT)

IDENTIFYING (SHOULD BE YELLOW)

REACHING FOR THE RELEASE (WITHIN EASY REACH WITH HARNESS TIGHT?) (PARTICULARLY IF FLYING A DIFFERENT TUG FROM USUAL).

provided there is sufficient height. Downward displacement of the glider below the slipstream is quite acceptable, but upward displacements are much more critical. The glider pilot must release immediately if the glider is going high and the tendency cannot be controlled, or the pilot loses sight of the tug. The circumstances which make tug upsets more likely are:

- a light pilot flying close to the minimum cockpit weight;
- an inexperienced pilot - particularly wire launch pilots with little recent aerotow experience;
- glider with a belly or CG hook;
- an all-flying tailplane, or a glider with very light elevator forces;
- short rope; or
- turbulent conditions.

A vertical upset can also arise when the glider releases if the glider turns before the pilot has confirmed that the rope has separated. A tug upset is less likely to occur if the glider pilot avoids transitioning above or below the slipstream prior to release. If towing in low-tow, then the glider pilot should release from low-tow and vice versa. It is essential to check that, prior to release, the airspace is clear (a) to the right where the glider is just about to turn, and (b) to the left and below where the tug is just about to descend. The glider pilot must then 'Locate, Identify, Operate' the tow release. The release should not be operated until it has been positively located and identified as the one required. This eliminates any possibility of error in selection of the wrong control. This principle applies to all ancillary controls. When ready, the glider pilot will pull the release, and must observe the rope fall away before beginning their clearance turn to the right while simultaneously applying normal targeted scan. The release should be operated while the towrope is still under some tension, and the tug pilot, after feeling "release" should check that the glider has in fact released and begin a descending turn to the left. Post release actions should then be carried out and transition from launching pilot to soaring or landing pilot. For further information on tug upsets, please refer to Section 10.3 of the GFA Aerotowing Manual.

continued over page

12-JUN-2021 GQ
ASW20 C
INCORRECT CONFIGURATION

What Happened

The glider took off with the airbrakes unlocked, and during the aerotow they deployed. The tow pilot signalled the glider pilot by waggling the rudder, and the glider pilot immediately closed the airbrakes. The flight continued uneventfully.

Analysis

The pilot advised that their take-off procedure in this flapped type glider was to start the initial aerotow ground roll in negative flap to achieve aileron control at low speed, and to then move the flaps to neutral once aileron control has been obtained and the airspeed has increased. In addition, and to prevent the glider over-running the tow rope, the pilot applies the wheel brake that is actuated by the application of full airbrakes. Once the slack in the rope has been taken up and the tow pilot has opened the throttle for launch, the glider pilot will then close and lock the airbrakes. On this occasion, the pilot closed but did not lock the airbrakes and they deployed early in the climb. The pilot stated "During the first phase of the launch, I changed to neutral flap (as per my normal procedure) and was trying to work out why the glider felt different when I saw the tug rudder waggle and immediately closed the airbrakes. Prior to this incident, I have had 555 flights in this glider, with 1560 hours without incident. I was too complacent on this occasion." After the flight, the glider pilot discussed this incident with his CFI and expressed their embarrassment for the oversight. The tow pilot advised that they did not notice any difference with the glider on tow, having previously towed a heavy tow-seater. However, the tow pilot stated that, in line with their training, they looked in the mirror shortly after the combination became airborne and observed the red airbrakes were showing above the wings and immediately gave the rudder waggle signal.

Safety Advice

This very experienced pilot attributed this procedural lapse to complacency, which is one of the biggest enemies a pilot can face. Over time, flight related tasks can become rote actions performed without the necessary forethought to ensure we're not acting out of habit. All pilots can be vulnerable to making errors if they become complacent by allowing habits and expectations to influence their actions. Taking actual steps to direct attention and methodically verify the status of an action can reduce your chances of making errors.

27-JUN-2021 GQ
GROB G103A TWIN II ACRO
DOORS/CANOPIES

What Happened

During a winch launch and at about 500ft AGL, the pilot gave a too fast signal and the front canopy departed the aircraft. The command pilot released the cable and conducted a safe circuit and landing. The canopy was substantially damaged. The experienced command pilot advised "I closed the window and checked the canopy was locked before take-off. I recall moving my left arm back from the trim - not sure why now - and can only think loose clothing may have moved the canopy handle but I don't remember any resistance". The pilot's CFI noted that the glider has a lever actioned canopy release,

and it is possible the pilot may have caught his sleeve on the canopy release lever causing it to either become fully or partially unlocked. However, conditions on the day were gusty and this, coupled with the pilot giving the too fast signal and the canopy seals being worn, may have generated sufficient force to dislodge the canopy locking mechanism that resulted in the canopy departing the airframe.

31-JUL-2021 NSWGA
CLUB LIBELLE 205 - TECNAM P2002
RUNWAY INCURSION

What Happened

A glider was being pushed onto the runway threshold for a launch when the crew sighted an aircraft established on final approach. The glider was immediately pushed back clear of the runway and the aircraft completed a normal landing and vacated the runway.

Analysis

The ground crew had been monitoring the radio for several minutes and was aware of other traffic in the vicinity. After visually clearing the airspace, the ground crew gave a broadcast on the CTAF advising they were entering the runway for a glider launch. In the absence of any further radio calls, the ground crew pushed the glider onto the runway while the tow plane held at the taxiway. While moving the glider onto the runway, the ground crew continued to monitor the airspace and observed a powered aircraft on final approach about one mile away. The glider was immediately pushed clear of the runway and the tow pilot was advised not to enter the runway. The powered aircraft landed and exited the runway, and no radio calls were heard. A member from the gliding club went to talk to the pilot of the powered aircraft but did not catch up with them. The aircraft was from the local aero club and a check of the radio identified it had been incorrectly set and was not on the aerodrome CTAF. The ground crew reported that the aircraft did not display landing lights on approach, which made it more difficult to sight.

Safety Advice

The concept of 'see-and-avoid' in conjunction with an active listening watch is the best defence against the risk of collision. However, alerted see-and-avoid is not always effective as it relies on pilots being on the correct frequency and understanding the transmitted information. In this case, the pilot of the powered aircraft did not recognise they had set the wrong frequency on the radio, and while the ground crew followed best practice, they still failed to observe the powered aircraft on approach - most likely because it was on a long shallow approach and its landing lights were not illuminated. CASA guidance in CAAP 166-1, under the heading 'Related safety actions at non-controlled aerodromes' at paragraph 2.2 states: "Pilots are encouraged to turn on external aircraft lights, where fitted, when in the vicinity of a non-controlled aerodrome. These lights should be kept on until the aircraft has landed and is clear of all runways."

21-AUG-2021 GQ
HORNET
LOW CIRCUIT

What Happened

The pilot joined circuit slightly lower than normal and, despite losing further height due to sinking air, did not modify their aiming point and turned onto final approach

at a very low height.

Analysis

Returning to the airfield following a 150km cross-country flight, the pilot flew across the upwind extended centreline of the operational runway at about 1500ft AGL, and at a distance of about 2NMS, towards the dead side of the circuit. The pilot then turned onto the crosswind leg for RWY30, about 500 metres upwind at about 1400ft AGL. The glider flew through areas of strong sink and the pilot eventually turned onto the downwind leg at about 700ft AGL. The glider continued to fly through sinking air losing height, but the pilot maintained a standard circuit pattern. The base leg turn was made at a height of about 300ft AGL and the glider attained a wings level attitude at about 100ft AGL. The pilot's CFI witnessed the landing and spoke with the pilot, who advised they wanted to land close to their car and tow gear. The CFI counselled the pilot and reiterated the advice in Operations Safety Bulletin (OSB) 01/14 'Circuit and Landing Advice'. To quote from this document, "The final turn must be conducted at a safe height, preferably not lower than 300ft AGL, and at the calculated approach speed, having regard to the local conditions. Good energy management is critical to safety, and to setting up a good stable approach from which a safe landing can be conducted. There is strong evidence to suggest that poor landings, or landings causing damage or injury, are much more likely to result if the final turn is executed too late, too close to the ground or with poor energy management, all of which make a stabilised approach and controlled landing much more difficult."

Safety Advice

It has been noted over many years that a significant percentage of reported accidents and incidents have resulted from pilots modifying their normal operating procedures, or abandoning accepted best practice, for no reason other than convenience. Good operating procedures and flying standards are developed over time and built on the experience of many pilots and many mistakes. There is no doubt that convenience can be a seductive force, but pilots must resist the temptation and recognise that even slight departures from standard accepted good practice can have severe consequences.

27-AUG-2021 WAGA
PIPER PA-25-235
NEAR COLLISION

What Happened

While on the base leg of the circuit the tug pilot heard two radio transmissions that were carrier wave only (no voice). Shortly after turning onto final approach, the tug pilot heard a radio transmission advising "I am immediately underneath you". The tug pilot then noticed a glider on his left-hand side, and slightly behind and below. The tug pilot immediately selected full throttle, turned away from the glider and conducted a go-around procedure.

Analysis

Returning to the airfield following a local flight, the glider pilot made a broadcast on the CTAF that he was joining final 3NMs from the runway. At that time the tug was joining downwind, and its pilot heard the call. However, due to other radio traffic from airfields in the area broadcast area, the tug pilot did not hear the identity of the aerodrome called by the glider pilot and so did not associate it with his circuit. The tug pilot made a further

radio call upon turning onto the base leg that was heard by the glider pilot, but the glider pilot did not hear what leg of the circuit was called and, because he could not see the tug, thought the tug was joining downwind. The glider then made a call on the CTAF to advise he was on final approach and number 1, but he did not receive an acknowledgement. Very shortly afterwards the glider pilot saw the tug on his left turning onto the base leg towards the glider and a little higher. The glider pilot reported being surprised by the tug's position, as he had assumed it would be mid-downwind at that time. The glider pilot then lost sight of the tug as it went behind the glider, and called "Tug, I am just below you" three times - each call being a few seconds apart - but he did not hear a response. Shortly afterwards, he observed the tug turning away to the right about a wingspan to the right, and slightly above, the glider. The Tug pilot reported that he heard two carrier wave transmissions when on Base leg and then a voice call when the glider was very close to him on final approach, at which stage he took evasive action and conducted a go-around. A subsequent check of the radios in both aircraft's proved they were serviceable, but while the FLARM in the glider was also serviceable and had the current firmware update, the unit in the tug had an unserviceable aerial. It was also identified that the tug FLARM did not have any audio warning. The tug FLARM was fixed, and a modification was made to provide an audio signal to the pilot's headset.

Causal Factors:

- Several aerodromes in the area share the same frequency, and there was a lot of radio chatter heard from traffic at the other sites.
- As it was not a day conducive to cross-country flight, a glider joining final at 3NMs (5kms) was unusual.
- While the tug pilot heard an aircraft call final at 3NMs, he could not see an aircraft in that position and assumed it was an aircraft flying into another site.
- The glider pilot was unsure of the tug's position when he heard the first call and did not consider calling the tow pilot to confirm.
- Although both aircraft had working radios, the tug pilot did not receive a clear voice transmission from the glider pilot until the tug was near the glider.
- Both aircraft were fitted with FLARMS, but neither pilot received a collision alert as the unit in the tug was faulty.

Safety Advice

Subregulation 166C (1) of CAR requires that a broadcast be made to avoid the risk of collision if the aircraft is carrying a serviceable VHF radio and the pilot-in-command holds a radiotelephone qualification. When operating at busy uncontrolled airport, pilots are required to utilise alerted see-and-avoid procedures wherever possible in order to decrease the risk of collisions with other aircraft. Pilots, therefore, need to conduct an effective radio serviceability test and be able to recognise a possible radio failure. Pilots must be alert to the fact that they cannot assume that radio communication equipment is serviceable until two-way communications have been established. Pilots should take extra care to avoid any conflict by repeating broadcasts, or asking for confirmation from the other aircraft when unsure of its intentions or a message has not been understood. For further information, refer to CAAP 166-1 'Operations In the Vicinity of Non-Controlled Aerodromes'.

GA

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Classified Ads can be purchased from the Gliding Australia website at magazine.glidingaustralia.org Go to Classifieds then click on the link and complete the online form where you will need to provide the text for the ad and any photos, if required. The cost for the ad will be determined by the number of words and any photos you wish to add. You will then be taken to a secure payment area to process your payment. Your ad will be placed on the GFA website for a month from the date of payment. Ads that are financial at magazine deadline (1st of every second month) will appear in the GA Magazine. For any enquiries please contact the GFA office on 03 9359 1613.

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