

# GLIDING

## AUSTRALIA

Issue 59 March - May 2022

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

### **NARROMINE**

### **COACHING**



**GRAND PRIX STARTS - HORSHAM WEEK -**  
**SAGA COACHING - 1000KM - RECORDS**



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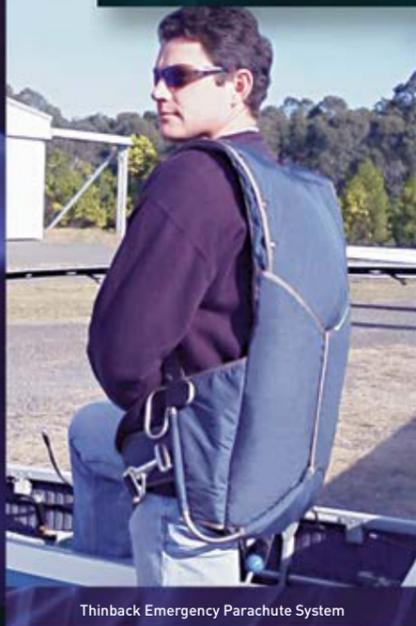
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# GLIDING AUSTRALIA

MAGAZINE

No. 59 MARCH - MAY 2022

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Four time World Champion and friend to all pilots, Ingo will be remembered by many as Australia's greatest exponent of gliding.

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The week at Narromine featured eight top coaches from around the state, with some of the season's best weather so far.

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Bathurst Soaring Club pilots drove up to Narromine in February for a two week camp, catching some great weather before the rain returned.

### 28 HORSHAM WEEK

Michael Hogan attended Horsham Week comp this year as a member of the organising team, enjoying the beautiful region and camaraderie.

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### 35 AIRWORTHINESS

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Bendigo Gliding Club hosted the 2021 VGA Rally, held over from last year due to Covid lockdowns, bringing friends together under variable skies.

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### 38 AROUND THE CLUBS - FIRST SOLOS

During the late summer, glider training continued at a rapid pace as many new pilots around the country achieved first solos.

### 40 OCCURRENCES

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### WELCOME TO GA 59

The summer season across the eastern states produced some excellent soaring weather, along with a lot of wet, unflyable conditions. Many 800 - 1,000km distances were achieved and record flights as well.

Western Australia had a more reliable season but with different weather extremes.

If you were able to take time off from whatever you were doing and go gliding when the weather was good, you had a good season. If you were limited to flying weekends and heading to camps and competitions on a set timetable, you would have been disappointed.

As we head into a wet eastern Autumn season, we should perhaps be grateful that the summer was not marred by smoke and dust. The weather is what we fly in, it is our sport and passion, fascinating and amazing as it truly is.

### Gliding Australia Magazine is always online

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](http://magazine.glidingaustralia.org).

You can also download a PDF version of GA from [magazine.glidingaustralia.org/past-issues](http://magazine.glidingaustralia.org/past-issues).

### GLIDING AUSTRALIA

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If you are sending documents they must be emailed to [returns@glidingaustralia.org](mailto:returns@glidingaustralia.org)

SHOP The GFA Online shop has a range of useful products including a Form 2 kit, [www.store.glidingaustralia.org](http://www.store.glidingaustralia.org)

GFA OFFICE  
Before calling the GFA office, please check out our website [www.glidingaustralia.org](http://www.glidingaustralia.org) to buy items, find documents and other information, and renew your membership.

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Non GFA members are welcome to subscribe to Gliding Australia. 1 year is \$64 inc. GST. [www.glidingaustralia.org/shop1](http://www.glidingaustralia.org/shop1)

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# FROM THE EO

## MEMBERSHIP NUMBERS

Membership numbers at the start of March 2021 was 2,767 (286 women – 10.3%)

Memberships at the start of March 2022 is 2,401 (248 women – 10.3%)

This is a reduction of 366 members (13%) in 12 months, which is of concern and has been an ongoing issue for some years.

In the past 6 months we have had 283 members join and 259 leave.

There is some hope that improvements to our training system may encourage more people to remain as members.

## ORGANISATIONAL STRUCTURE DISCUSSIONS

The GFA Board is discussing some options regarding our organisational structure, in an attempt to improve clarity around decision making. We have a Board, who has responsibility for policy and an Executive that implements decisions of the Board. Our Articles of Association (constitution) combine these two groups to form the Board. This creates a very large, 16-person group and reduces clarity about responsibility and separation between strategy, policy and running the day-to-day business.

GFA President Steve Pegler is keen to separate these responsibilities and to redefine the roles, and is proposing a Gliding Australia Board primarily comprising Regional Board members and two or three others, with a separate Executive team comprising the Heads of Department. These could meet separately, with the Executive reporting to the Board on key aspects. The proposal includes the introduction of a Chief Executive Officer who would manage the Executive and report to the Board.

The details are still being formulated, and a formal proposal will be made to the GFA membership at the next AGM.

## GOMEMBERSHIP/JUSTGO

As you are probably aware, GoMembership has changed its name to JustGo, although the services provided stay much the same. You can easily access it by typing [gfa.justgo.com](http://gfa.justgo.com) into your web browser, or opening the GFA web page ([glidingaustralia.org](http://glidingaustralia.org)) and then clicking the GoMembership link at the top right corner.

More members are getting used to the system and taking more control over managing their memberships. Once you are confident with logging in and can remember your user name, which is your membership number, and your password, you can access your records, renew your membership, claim a badge, purchase a Form 2, etc.

The best starting point is on your 'membership profile' page, or clicking on the 'menu' button at the top left of the page and selecting from a large number of topics.

## MEMBERSHIP CARD

I have had a couple of requests recently from members wanting to get a print-out of their membership details and credentials, like the old membership cards that we used to issue.

You can print this yourself from the GoMembership front page, under MyProfile. Click on 'Memberships' across the top of the page, and you will see what your membership type is. Your current membership should have a green download icon showing. Click on this and it will produce your membership record/profile, which you can print as a membership card. It's worth having a look.

## INTEGRATED TRAINING PROGRAM - THE NEW GPC TRAINING RESOURCES

Clubs will have received a poster that explains the pathway and prerequisites to achieve the Glider



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

Pilot Certificate, and details the resources available to trainers and pilots, which includes Trainer Guides and Pilot Guides, Trainer flip cards, Theory courses and the new GPC Logbook.

New student pilots can now purchase the GPC Logbook which provides details of the standard required to be deemed competent, and the Training Record Card enables your Trainer to record your progress and provide explanation of areas for improvement. This logbook should cover you through to completion of your GPC, after which you can purchase a pilot logbook for ongoing records of your flying.

The old Glider Pilot Training Record will no longer be required as all of its content is included in the GPC Logbook and the Pilot Guides.

The Trainer Guide and Pilot Guide and Theory Lessons are now available via the GFA web page

<https://glidingaustralia.org/>. Hover over the Member Area and then click on Training/Coaching and then click 'Access GPC Training'.

Starting in March, training will be provided to Trainers on how to use the new Integrated Training Program materials.

## INSTRUCTOR/COACH/TRAINER

These words simply reflect a change in terminology. While in the past we spoke about Instructors and then introduced Coaches, both are involved in delivering training to achieve the GPC program. Both of these groups are required to develop skills and techniques in Training and Assessment, following the training syllabus and assessing achievement of the required competence. The major difference is the technical skills, competence and currency required for the different units. So we are now using the common terminology of Trainer.

Teaching circuits and landing requires a lot of focus on safety aspects and the techniques required, in order to pass on the skills and judgement student pilots need to become competent. Similarly, teaching outlanding requires another skill set, and is best delivered by a Trainer who is competent and current in outlanding. The same applies to thermal entry and soaring with other gliders.

Although we have previously differentiated the jobs by labelling a Trainer as an Instructor or a Coach, we are now moving to a point where the Trainer needs the core training skills (see the *Training Principles and Techniques, TPT course*) and then requires the knowledge of the syllabus that they are teaching, the necessary skills and currency in performing them. Some Trainers may not deliver all units of the GPC Syllabus and instead focus on a subset of units. Some Trainers will be able to deliver all units if current in basic flying skills and soaring skills.

## BADGE CLAIM PROCESS

With the soaring season well under way, more members are completing their Badge flights to achieve their Silver Badge, Gold Badge and Diamonds, along with the 600km to 1,250km distance badges.

Each of these badges requires a specific performance that complies with the international (FAI) standard. If you are considering completing some of these badges,

you should discuss it with an Official Observer to make sure that you understand what is required. It is also worth looking into the Sporting Code [https://www.fai.org/sites/default/files/sc3\\_2021.pdf](https://www.fai.org/sites/default/files/sc3_2021.pdf) where it sets out the required performance – see Chapter 2.

You will need an Official Observer. You must carry an approved flight recorder in the glider and declare the task in the flight recorder. Fly the declared task, and then complete the badge claim.

The badge claim is found in the JustGo menu. Find the pink Badge Claim button, where you can claim a flight and pay for the claim. The first step is to upload your IGC file from your flight recorder, which will then fill in details to your claim form. After completing the form, you will receive an email confirming your flight from the FAI Certificates officer, asking you to pay for the claim and then claim the relevant credential. Attach the letter from the certificates officer as evidence to your credential.

## GFA CALENDAR

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

## NATIONAL CHAMPIONSHIPS CLUB, STANDARD AND 15M 7 - 18 March 2022

Narromine  
Contact Narromine Soaring Centre.  
[narromineglidingclub.com.au](http://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 to 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

**DDSC EASTER REGATTA AUSTRALIA - GAWLER 9 - 17 April 2022**  
Contact Sarah Thompson  
[sarahjt81@gmail.com](mailto:sarahjt81@gmail.com)

## NARROMINE CUP

**20 - 26 November 2022**  
Narromine Gliding Club  
The Narromine Cup will be running this year. **Contact Beryl Hartley on email [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)** for further details

## AUSTRALIAN NATIONALS PRE WORLD GLIDING CHAMPIONSHIPS 27 November - 10 December 2022

**Contact Beryl Hartley on email [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)** for further details.

## 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](http://australia23.sgp.aero)

## NSW STATE CHAMPIONSHIPS 4 - 12 February 2023

Temora Gliding Club  
Contact Tim Causer  
0418433665

## WORLD GLIDING CHAMPIONSHIPS NARROMINE November - December 2023

Narromine Gliding Club is honoured to be selected by the IGC and we look forward to hosting an amazing gliding competition.

If you would like to be a part of the organisation and running of this World Championship Competition please go to the Contact Us page and tell us about yourself and how you can help.

# VALE GARRY SPEIGHT



When Garry Speight died on 2 December 2021, aged 87, Australian gliding lost one of its most experienced, insightful and generous pilots. He was a friend and mentor to many and applied the same scientific rigour to gliding as he had to geomorphology at the CSIRO. His first flight was at age 2 years and 9 months with his parents in a Gypsy Moth from Blenheim on the South Island of New Zealand to various destinations on the North Island. Between the ages of five and ten, he lived at RNZAF Woodbourne, as he said, "within sight and ear-shot of aeroplanes every day: the die was cast."

Under a scholarship scheme, he soloed in a Tiger Moth in September 1951 and continued flying part time with the RNZAF in Harvards, concluding with six hours in dual Vampires and amassing a total of 368 hours.

In 1961 he took a research job with CSIRO in Canberra and began gliding with the nascent Canberra Gliding Club, soon becoming an instructor and competing, like most of us, at weekends and holidays. His enthusiasm and commitment were such that neither his scientific career nor family commitments kept him away. Made redundant by the CSIRO in 1989, he began full

time instructing on a subsistence income, flying about 200 hours each year.

In about 1990, he joined Ian McPhee to help run the mid-week operation at the Lake Keepit Soaring Club, where he remained until he stopped flying. He taught ab initio pilots, ran cross country courses, gave theory lectures and flew the tug. He also initiated a computer based flight recording system, later improved by Dave Shorter, another 2021 loss. He spent a short time in Japan and wore his hachimaki when flying tugs, a symbol of effort or courage for the military – or simply to keep the sweat out of his eyes. When he stopped actively flying, he was an enthusiastic instructor in Keepit's simulator.

He was a very engaging conversationalist on many erudite and arcane topics and delighted Keepit gatherings with dramatic recitations. If he thought you were wrong on some matter, he would gently say "I see" in a particular way that made it plain he did not! He would then follow up with a succinct statement that would put a finger on the flaw in an argument.

When he decided to build a house in Manilla, he applied his interest in climate and weather to the design of the house. It would be an energy

efficient passive solar house and Garry went about its design with the rigour that he applied to gliding. He read the literature, consulted academic experts and did the calculations. Unlike some houses that intend and claim to be energy efficient, Garry instrumented the house and kept at least ten years of meticulous records of the house's performance, which demonstrate its success. It needed no heating or cooling, and any visitor would feel its effect. His deep interest in climate and weather is recorded on his website at [www.climatebysurly.com](http://www.climatebysurly.com).

In 2015, the Keepit Club supported the collection of Garry's articles written over 50 years. He described his writing as "technical and academic, rather than creative; I write as I did as a scientist. If you find some of my articles hard going, please don't give up." The topics are diverse, always treated thoroughly and are often very erudite. Most of the early papers are still relevant and very useful to both beginning and experienced pilots. They are available on the Keepit website [www.Keepitsoaring.com](http://www.Keepitsoaring.com) – go to Information, Documents, The Speight Papers. The Club made him a Life Member in 2009 for his outstanding and enduring services to the Club.

He flew 1,080 hours in the Keepit tugs, and in 52 years of gliding flew 8,850 hours during 15,800 flights. Of these, 1,100 were cross-country flights, with a total distance of 234,000 kilometres. He competed in 60 Australian State and National Championships but, as he wryly wrote, he seldom won.

The numbers only tell part of the story. Anyone who has flown with him (probably in the Twin Astir IKX) or been coached or coaxed on a lead and follow, will have experienced his consummate skill in seeking the best from the sky, extracting lift from a mere wisp of air and offering discreet encouragement from the back seat.

Garry was a gentleman who will be missed by all who were lucky to have their lives enriched by his company.

## FAI GLIDING BADGES

1 DECEMBER 2021 - 28 FEBRUARY 2022



**BERYL HARTLEY**  
FAI CERTIFICATES  
OFFICER  
[faicertificates@glidingaustralia.org](mailto:faicertificates@glidingaustralia.org)

### A CERTIFICATE

**JOHN MITCHELL** GC WESTERN AUSTRALIA  
**SEBASTIEN MARON** DARLING DOWNS SC  
**DENIS BUCKLEY** GC WESTERN AUSTRALIA  
**MARLIES KERN** SOUTHERN CROSS GC  
**MARTIN KENNEDY** SOUTHERN CROSS GC  
**JOHN RAFAEL VIANA** AAFC GTS FLIGHT WARWICK  
**JULIO MORAES** CENTRAL COAST SC  
**STEVEN FELIX** ADELAIDE SC  
**ALEXANDER KING** BATHURST SC  
**JAYDN MERESZKO** AAFC GTS FLIGHT WARWICK  
**MATTHEW GIBSON** GC WESTERN AUSTRALIA  
**CHRISTOPHER LOYNES** KINGAROY SC  
**KEVIN POWER** NORTH QUEENSLAND SC  
**NICK CALLEGARI** MELBOURNE GC / VMFG  
**TREVOR MANSFIELD** SOUTH GIPPSLAND GC  
**NEIL BROWN** GC WESTERN AUSTRALIA

**TRISTAN SOLWAY** AAFC GTS FLIGHT WARWICK  
**NEIL BROWN** GC WESTERN AUSTRALIA

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**JOHN MITCHELL** GC WESTERN AUSTRALIA  
**DENIS BUCKLEY** GC WESTERN AUSTRALIA  
**TADHG FITZPATRICK** DARLING DOWNS SC  
**RODNEY BIRCHALL** BATHURST SC  
**JULIO MORAES** CENTRAL COAST SC  
**STEPHEN MIRANDA** ADELAIDE SC  
**PETER WEBSTER** BEAUFORT GC  
**ADRIAN TURNER** GEELONG GC  
**RICKY YOUNG** DARLING DOWNS SC  
**KIRREN THOMPSON** ALICE SPRINGS GC  
**MARTIN KENNEDY** SOUTHERN CROSS GC  
**JAKEB THOROGOOD** DARLING DOWNS SC  
**ADAM MECHLER** GEELONG GC  
**ANDREW LAVERICK** GEELONG GC  
**MARK KEECH** GC WESTERN AUSTRALIA  
**ALEXANDER KING** BATHURST SOARING CLUB INC  
**ANGUS YOUNG** WARWICK FLIGHT (WCK FLT)  
**ANTHONY CAMPBELL** KINGAROY SC  
**JACKSON TENHAVE** TEMORA GC  
**SEBASTIEN MARON** DARLING DOWNS SC  
**CHRIS HAYES** NARROGIN GC  
**NICK CALLEGARI** MELBOURNE GC / VMFG

### SILVER BADGE

**MATTHEW DUNSTAN** DARLING DOWNS SC  
**GRANT ANDERSON** ALICE SPRINGS GC  
**PAVEL KALENOV** BOONAH GC

### 750 KM

**ALBERTUS VAN SCHALKWYK** BALAKLAVA GC



## COROWA SOARING CENTRE SOLD

Keith Gately has purchased Corowa Soaring Centre from Francesco Bruinsma. Renowned for long distance flights, Corowa Soaring Centre was started by Francesco and has been welcoming visiting pilots from Europe and Australia for many years.

Situated in NSW on the north side of the Murray River, Corowa is ideally located for the gliding badge that the

European pilots seek above all others – 1,000km.

Keith is planning to continue catering for long distance pilots, and plans to bring his 2-seater Eta from Germany to Corowa in August 2023. He also has a single seat EB 29R on order that is due to arrive in August this year. These gliders will be available for hire. He plans to use a Super Dimona as a tug and is also going to reinstall a winch for launching. The Super Dimona will also be available for scenic Trial Introductory Flights.

The Soaring Centre sits on 3.8 acres of Corowa Airfield. It has a large, well-appointed hangar measuring 50m x 35m, a club house and pool.

Keith said, 'The goal for 2023/24 season is to have top international pilots including Uli Schwenk visit to fly the Eta and offer coaching. I am planning to make onsite accommodation, food and bar facilities available. Francesco will be

keeping his ASG 32 in the hangar but even with the Super Dimona, EB and Eta, there will be lots of space to accommodate visiting gliders as well.

Importantly, Keith also said, 'The Corowa Soaring Club, a grass roots gliding club, is looking to establish before next season. Adam l'Anson, a former member of the old Corowa Gliding Club, is looking for locals to help get this new club off the ground.'



# RYAN'S FIRST 1000KM

BY RYAN DRISCOLL



## 1 JANUARY 2022

<b>ADAM WOOLLEY</b>	<b>1,115KM</b>	<b>124KPH</b>	<b>VENTUS 3T 18M</b>	<b>KINGAROY SOARING CLUB</b>	<b>TEMORA</b>
<b>TOBIAS GEIGER</b>	<b>1,049KM</b>	<b>122KPH</b>	<b>VENTUS 2AX</b>	<b>GLIDING CLUB OF VICTORIA</b>	<b>BENALLA</b>
<b>JOHN ORTON</b>	<b>1,048KM</b>	<b>125KPH</b>	<b>ASG 29 18M</b>	<b>GLIDING CLUB OF VICTORIA</b>	<b>BENALLA</b>
<b>RICHARD TRAILL</b>	<b>1,006KM</b>	<b>117KPH</b>	<b>ASG 29 18M</b>	<b>MELBOURNE GLIDING CLUB</b>	<b>WANGARATTA</b>
<b>RYAN DRISCOLL</b>	<b>1,023KM</b>	<b>114KPH</b>	<b>NIMBUS 3 25.5M</b>	<b>GLIDING CLUB OF VICTORIA</b>	<b>BENALLA</b>

On 1 January 2022, five flights of over 1,000km were flown, including the first one that GCV member Ryan Driscoll has achieved. He flew 1,023 km at 114 kph in a Nimbus 3 25.5m

## RYAN DRISCOLL

ZBV is my dad's Nimbus. He has owned it since 1994, before I was born. I've been washing its wings since I could hold a chamois, and I was endorsed to fly her just days prior to 1 January. The 1,000km was my second cross country flight in the ship. I felt a bit like a teenager who steals the keys to the parents' car and goes for a burn. My dad, Shaun Driscoll, has come close but hasn't flown 1,000km yet.

I flew from Benalla to Rainbow, a small town north of Horsham, then to Mildura in the northwest corner of the state, then back to Benalla via Deniliquin.

I started the flight a little later than might have been advisable, but made good time racing north from rainbow to Mildura in convergence under 8/8 cloud cover. I turned Mildura at 5.30pm and got to a final glide of 60:1 by Deniliquin. I sat on best LD (60:1) for



the rest of the flight, other than taking a couple of extra 100ft climbs at 8pm for safety. I landed five minutes before last light.

It was a flight with many components, getting low at the start and end, and heights up to 13,500ft. In some sections, I was cruising at 230 kph with big pull ups. There were sections with 100% cloud cover, completely blue sections, bushfires and flight over areas of unlandable terrain.

I flew 1,023km at a speed of 114km/h, for 9hrs and 17minutes flighttime, landing at 8.25pm.

Thanks to everyone who helped me achieve this flight, with the magnificently looked-after glider VH-ZBV, the borrowed oxygen system and help to prepare and launch. It was definitely not a one-man achievement.

## ADAM WOOLLEY

Well, that was a lot of fun. Sadly, I misread SkySight and underset the task. I managed 790km declared at 151kph, then went on to free fly 1,100km. It was another awesome day in the skies and a personal best for me - 1,115km at 122kph.

I finished at altitude and continued on to max out the day. I am blown away by the performance, feel and energy of the V3 - and loving every flight!



## RECORD FLIGHTS

Congratulations to Norm Bloch, Allan Barnes and Harry Medicott for achieving the records below.

## ALLAN BARNES - HARRY MEDICOTT

ARCUS M

31 DECEMBER 2021

FREE DISTANCE TRIANGLE 928.32KM - 20 METRE TWO SEAT CLASS

## NORM BLOCH

JS3 TJ 18M

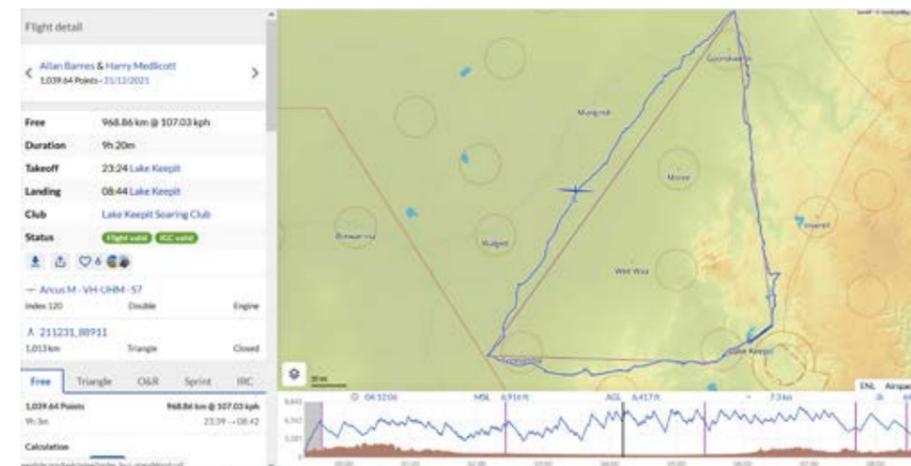
23 JANUARY 2022

BEVERLEY - KOJONUP - LAKE GRACE - BEVERLEY

200KM TRIANGLE SPEED RECORD - OPEN CLASS AND 18M CLASS- 164.54 KPH

300KM TRIANGLE SPEED RECORD - OPEN CLASS AND 18M CLASS- 164.54 KPH

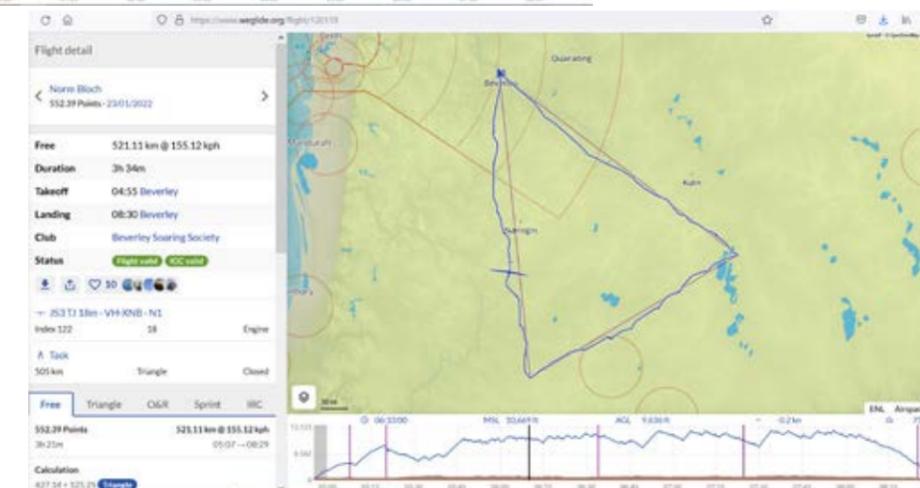
500KM TRIANGLE SPEED RECORD - OPEN CLASS - AND 18M CLASS 164.54 KPH



LEFT: The details of the record-making flight of Allan Barnes and Harry Medicott.

## RIGHT: Norm Bloch's record flight.

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# ARE GRAND PRIX STARTS AND SCORING THE FUTURE OF GLIDING COMPETITIONS?

## A PERSONAL PERSPECTIVE

BY SHAUN DRISCOLL



I am not and never have been a competition glider pilot. Many pilots are however, for whatever reason, and that's fine. For my obviously considerable sins, I was recently the Competition Director for the Victorian Soaring Association's 2022 Competition held from 4 to 11 December 2021 held at Benalla. No, that is not a typo, due to Covid the 2021 VSA Comp was held in March 2021.

Following on from Terry Cubley's comprehensive report on the VSA 2022 Comp in the previous edition of Australian Gliding, I thought it might interest some readers to read my personal views of how I thought the Comp went, given that we experimented (and I use that word intentionally) with a modified version of a Grand Prix start and scoring system. If you have a beef with my perspective or consider that I have something fundamentally incorrect, which is entirely possible, please reread sentence one. I have no vested interest in the outcome of any competition.

### THE GOOD OLD DAYS

As I understand it, previous racing events in gliders involved pilots winning by flying around nominated tasks in one of two ways – either by being the fastest around a number of fixed locations, or by flying around a number of fixed locations of variable size in a nominated amount of time, called an Assigned Area Task, aka AAT. Glider races before GPS (the 'good old days'?) involved taking a photo of each turn point, usually a recognisable location such as a concrete silo, to prove that you had flown there and passing through a start line and a finish line, with points awarded for both distance and for speed.

A pilot could start whenever they wanted after launch which often resulted in dangerous gaggle flying and other

'start gate' games by comp pilots. The advent of GPS and more and more sophisticated on-board glider computer systems has made navigation to any GPS coordinate and scoring of glider competition races easier, but also much more complicated, with an ever expanding competition rule book to match. But the two types of races (fixed tasks and AATs) have largely remained the same, as has the scoring system.

To overcome the problem that the winner of a gliding competition is the pilot with the biggest wallet who can afford the latest and greatest glider, a handicap system has been expanded to permit older or less competitive gliders to participate in a competition. This handicap solution has proven very popular as the vast bulk of gliders by number, both in Australia and worldwide, are fun to fly but you aren't going to win a podium position flying one in a serious competition unless a glider performance handicap is used.

### FIXED LOCATIONS

An alternative way of running and scoring a gliding competition has recently been tried, namely Grand Prix starts using Skyrace rules. This has every glider starting behind a fixed start line at a nominated time and finishing above a fixed finishing circle at a minimum height AGL close to the airfield, with gliders tasked to nominated fixed locations, determining the size of the circle at that location by the glider's handicap.

There are various penalties for different infringements like airspace, starting before the gate is open and so on, which are built into the Skyrace software (livegliding.com) that uses trackers that each glider carries. These trackers transmit the position and altitude of each glider in real time,

so a classic 'live racing maggots' screen can show how each pilot is going on task. Because the clock starts running as soon as the start gate opens and thus everyone starts at almost the same time, if you are the first pilot back at the airfield then you are either the winner of the day, or you missed a waypoint on task or incurred a penalty which will adjust your position relative to other pilots.

### VISUALLY INTERESTING

In an ideal world, Grand Prix starts are supposed to make gliding competitions interesting to watch for spectators on the ground. Some versions of this start model set the maximum start height at 2,000ft AGL and a 90kt maximum ground speed. This can make the start line visually interesting to people on the ground but it's a very sweaty-palmed experience for the pilots involved! There are also some valid questions about the risk/reward equation of this type of start when pilot safety is apparently placed second to a sports marketing opportunity of

dubious value. I once heard the America's Cup yacht racing described as exciting as 'watching paint dry' and, except for committed gliding enthusiasts and aficionados, I think this applies equally to gliding races.

But if the maximum start height is lifted to around  $\frac{3}{4}$  of the convection height, rounded up to the nearest 1,000ft, start speed is 90 knots ground speed and the start line is 10km in length, then theoretically, pilots are given the same chance to start at the nominated time. This is usually 20 to 30 minutes after the last launch has been completed, and from anywhere along the start line, which should minimise hectic start line gaggles and silly start gate games. It also prevents someone starting above everyone else, such as by having climbed above the convection in wave.

The trackers issued to each glider are the authoritative instruments regarding start time, start height and start speed as well as distance to fly and finish height. However, to assist pilots – and potentially to add an element of theatre for those few on the ground watching and listening – there is a start gate countdown over the radio, culminating in a 'three, two, one, GO' call.

### POINTS

The other interesting aspect of Grand Prix starts is that the number of points you win each day depends on how many of your fellow competitors you beat home. At the VSA 2022 Comp we varied the usual Skyrace rules and gave one point each day to:

- Every glider that started, and
- Every glider that finished the set task, and
- Each glider the pilot beat to the finish line (with outlandings scored by the distance flown), and

- A bonus point for winning the day.

So, let's say we have a modest number of, say, 10 gliders – all suitably handicapped for performance using the GFA handicap tables, with the handicapped distance required to be flown on task reduced by the circle size at the nominated waypoint. The winner would get 1 point for starting, +1 for finishing, +9 for the competitors behind him/her, +1 bonus point for winning, which equals 12 points for the day. The second placed glider would get 1+1+8=10 points, the third would get 9 points and so on. Obviously, infringements would vary that result appropriately. You could beat a fellow competitor by 10 seconds or 10 minutes but the points awarded would not vary.

If you had a much larger number of gliders, for example, if Club Class had 20 competitors, then it would be 1+1+19+1=22 to the winner, 20 to second place, etc. If you had 6 Open Class gliders, then it would be 1+1+5+1=8 points to the winner, 6 to second place, 5 to third, etc. A tie in points is theoretically possible, which fortunately the VSA 2022 Comp did not have to face as not everyone agrees that the proposed solution for resolving the 'equal points problem' is satisfactory.

### LOVE IT, HATE IT

A competition that strictly followed Skyrace rules only scores the first 10 gliders each day, but for a comp with a larger number of gliders this would be very disheartening to less competitive pilots who could fly a whole competition and still get zero points at the end. The modified way of scoring described above that we adopted at the VSA 2022 Comp would mean that even a slower pilot would get a point each day for going through the start gate and potentially another one for finishing.

The tactics for pilots for such a Grand Prix start and the points system for scoring are quite different to a 'normal' non-GP format of gliding competition. Some pilots love it, others hate it. The impacts of this style of racing also brings its own issues for the organisers of such a competition. If there is only one class in the competition – Skyrace was designed for Club Class gliders only – the start gate part is relatively straightforward, but with multiple classes and a larger number of gliders, the complexity is much harder to handle, both for pilots and organisers. The VSA 2022 Comp had over 32 gliders across three classes – Club Class, 15m/Standard and 18m/Open.

### PLAYING FAIR

In no particular order, my observations of this style of glider racing and scoring are as follows. First, the GP format appears to make tasking less flexible than is ideal. When the weather is booming, this GP format is great but on marginal days with a large number of gliders, the tasking was difficult because the software does not support a mixture of distance and time handicaps or AAT style tasks. Almost all of the pilots really liked the place-based scoring system and thought the GP format was good for promotion – to the extent that there was any!

There were a variety of views about the gagging at start gates, but most thought it was probably better and certainly no worse than at a 'normal' non-GP comp. Originally we used 20 minutes, rounded up to the nearest 5 minutes, between last launch of a class and start gate open, but with the whole eastern seaboard awash with rain, we had less than ideal weather with a significant cool southerly wind

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**ABOVE: Nice cumulus-filled sky for the start on this competition day.**

making climbing away off-tow difficult. This also resulted in quite a number of relights. Consequently, it was very difficult to make a fair start when the gate opened often only minutes after releasing off tow after a relight. These are not such big issues at a non-GP format competition.

Increasing the gap to 30 minutes, rounded up to the nearest 5 minutes, between last launch in class to gate opening time, proved a better solution to this issue. Interestingly, however, a number of pilots were ready to go at start height and location after 20 minutes but 10 minutes later at the opening of the gate they had fallen back to release height or were not at the start gate location due to the winds. This demonstrated a unique feature of a GP start – it is essential to be at the right height, place, speed and time when the gate opens as it is almost impossible to recover from a poor start in this type of glider race.

#### **MULTIPLE CLASSES**

I alluded earlier to the issue that a GP start is fine for a single class of gliders, but it's a headache for everyone involved with multiple classes of gliders. Skyrace has a suggested script for radio calls saying when the gate opens, the maximum height and ground speed, when pilots must be behind the start line (to overcome the head-on collision risk of pilots the wrong side of the line trying to get back) and 20 minute, 10 minute, 5 minute, 2 minute, one minute, 30 second and a 10, 9, 8, through to 3, 2, 1, GO radio calls.

The trackers have their own internal GPS time, but so do the organising personnel whose clocks are not always identical. It is quite a task for one person for one class, but do-able. When a second class is being launched, they also have a series of calls that need to be made, and so does the third class.

These time calls over the radio of necessity almost always overlap. So for example, a 20 minute call for one class that launched last at the back of the grid could be, and often was, exactly the same time as the 10 minute call for a second class and, just to make things worse, it was also the exact same time as the "3, 2, 1, GO" call for the first class that was launched and whose gate was now due to open.

This made keeping track of what time was whose class a nightmare and having multiple personnel for different classes on the radio just focused on their class calls didn't really help very much. We took an axe to the number of time calls that were made and prioritised whichever class was closest to their start time, but the result still meant missed times over the radio and a suboptimal result despite the heroic efforts of the many radio operators.

We found that the on-field calling on hand-held radios gave very poor reception, and not just because of the ground wind or tug noise affecting clarity. So instead, as CD, I would phone the radio operator(s) back on the base station radio at the clubhouse away from the noise and activity of the grid advising them the start time of each class, from which they could work out the times for the different radio calls for each class. Again, not ideal, but we made it sort of work.

#### **RADIO CHATTER**

Managing that challenge brings me to the 'radio chatter' issue of a GP start. We had issued a Notam for the airfield and tasking area where we stated all gliders and tugs and organisers would use the Benalla CTAF frequency for all calls and gliders would change to the gaggle frequency when they exited the CTAF at 10 miles on task. This seemed sensible and reasonable to have everyone on the same radio frequency in the same area. As they say in the classics, what could possibly go wrong?

Well, we discovered in the first few days of the comp that the CTAF was absolutely jam packed with radio calls. Initially we had the tugs receiving 'take up slack' and 'all out' calls on the CTAF, and then, of course, the tugs were also making their downwind, base and final calls on the CTAF. On top of this, gliders called their circuit intentions for relights and meanwhile the start gate calls for all three classes were going as well on top of every other call. So the first 90 minutes or so from first launch was hectic on the radio.

Then many pilots started turning back as the weather on task was horrible for the first day of the comp and were calling in-bound to the airfield on the CTAF, which went on

for another hour or so. For over two and a half hours the CTAF frequency was literally clogged up. Pilots were unintentionally talking over each other, the grid based radio calls had poor reception and needed repeating, those gagging before the start couldn't make safety calls to fellow pilots about where they were in the weak thermals relative to each other, plus all the start gate calls for the three classes overlapping, and given the safety issue of the deteriorating weather, if indeed the day for their particular class had been cancelled or not. As it turned out, all classes were cancelled for that day.

#### **HAND SIGNALS**

Keeping all traffic on the CTAF was deemed essential, not only because that's what we had said on the Notam, but for safety reasons. Having the gliders after launch on the gaggle frequency while in the CTAF was not an appropriate option. The solution was to remove all the launch radio broadcasts by having a forward launch marshal giving hand signals to the tugs for take-up slack and all out. That helped a lot. As I said earlier, we also used the base radio for the start gate calls and took an axe to the start gate script, significantly reducing the radio calls made. That seemed to give everyone enough space on the CTAF frequency to make any essential calls as needed.

If a GP style race had only one class and they had their start gate over the airfield, apart from the spectacle, it had the benefit of making towing turn-around times quicker as the tugs didn't have far to go and it made relights safer and easier as the tug release zone was directly over the airfield. With multiple classes however, class start gates needed to be separated so starting gliders did not conflict with non-starting gliders of a different class. In a non-GP format, this is not usually a problem, as gliders can start the task whenever they chose after the start gate opens.

#### **BENALLA AIRCRAFT CARRIER**

This brings me to the observation that some airfields are better suited to GP format comps than others. If you have a field way out of town surrounded by nice, big, landable paddocks, the risk is very different to an airfield close to a built up area, such as Benalla or Gawler. Indeed, it was observed that Benalla airfield pretty much resembles an aircraft carrier on the landscape, with the only semi-feasible outlanding locations to the east, none to the west where the town is, and pretty useless options to the north and south.

This means that start gates should be as close to the airfield as practical, but the waypoint database only offered limited options with some of the nearest alternate start gate locations 10 to 15km from the airfield. In good flying conditions, this is less of an issue. But if the weather is poor or fickle, as was the case for the VSA 2022 Comp, then unless a pilot was able to almost immediately secure reliable lift off tow, they would have to start returning to the Benalla aircraft carrier almost immediately for the chance of a relight or else land out in difficult conditions and lose all points for the day.

If the wind is strong, as it was at the beginning of the week, the idea was to tow upwind of the start location so pilots could thermal up to the start gate, but the waypoint options as start gate locations didn't always permit this. Needless to say, a distant start gate location also meant the tug was at 2,000ft AGL long before actually reaching the start gate, which understandably caused some angst

among pilots. It also had the unhappy consequence of making tow patterns much longer, more expensive and as a result it took longer to get the fleet into the air even with four tugs flat out.

The other 'aircraft carrier' issue that Benalla faced with sub-typical weather at the start of the week was that finish line direction options were very limited, essentially only from the east, and the minimum finish circle height in windy conditions could conspire to make finishes less safe than is optimal. Under competitive pressure, 'get-home-itis' could tempt pilots to make poor final glide decisions, made worse by the poor outlanding options around the Benalla aircraft carrier. These issues would be the same for GP and non-GP format comps, but the GP points scoring system potentially punishes pilots more harshly.

#### **SKYRACE TRACKERS**

That fact leads to the benefits of the scoring system using the Skyrace trackers. The trackers are simple devices that provide pilots with an altitude and ground speed indication as well as some basic navigation. They also send altitude, speed and position data via the mobile network back to the livegliding servers, but it is worth noting that they don't display the time, nor do they give an indication that the gate has opened. This would be useful additional features to the trackers, if achievable, especially where there are multiple classes of gliders in the air at the same time.

The scoring system for a GP format comp is mainly a matter of using [livegliding.com](http://livegliding.com), which consumes the tracker data and does the real time scoring and any penalty calculation automatically. As the software significantly reduces the scoring workload, this is a huge boon to the competition's scorer, and should make it simpler to find volunteers for this often unappreciated but vital role. That is a scorer's point of view of course! It also means that by the time the last glider has crossed the finish line, the scores for that day are already known and will be live online for pilots to see.

#### **FUN, SAFE, FAIR**

These are the main issues I consider relevant to considering whether a GP style comp is appropriate for your next competition. No doubt, others will have opposing views on different aspects of what I have said, or think I should have included or given more prominence to some other issues, and that's fine with me. I also remind readers of the first sentence of my article here.

My motto for the VSA 2022 Comp was 'have fun, fly safe, play fair'. I also described the modified GP style format that we used as an experiment, and it was. There were bumps in the road and not everything was perfect, but to the great credit of all those involved – both the competitors and the great band of people who organised the comp and made it happen – I think we collectively overcame the challenges that the weather and a GP style format at Benalla threw up during the course of the week. There were over 60 people at the Winners' Dinner, where the Mayor of Benalla presented the winning pilots with the VSA's perpetual trophies for each class. The bar also did a brisk trade that night.

Overall, I think everyone had fun, flew safe and played fair, so that is not a bad result.

GA

**INGO RENNER OAM**



A Memorial Service will be held at Tocumwal airport in the Sportavia hangar on Saturday 26th March, commencing at 1.00pm. GFA members and friends of Ingo are invited to attend to celebrate Ingo's commitment and success in gliding and his life in Tocumwal. To assist with catering, please email Judy Renner by Tuesday 22nd March to advise if you will attend, at [renner@netspace.net.au](mailto:renner@netspace.net.au)

Lumpy Paterson has created a dedicated email page as a memorial to Ingo Renner. We would like to invite you to add your story, message, photo, video or article. Please send your story or attachment to: [ingomemorial@tocumwalsoaring.com](mailto:ingomemorial@tocumwalsoaring.com)

Ingo Renner is hailed by many as Australia's greatest exponent of gliding, winning four World Championship titles, numerous national and international titles and training hundreds of glider pilots in a career that has spanned more than 50 years. He was born in the village of Hude near Bremen in Germany on 1 June 1940. As a small boy, he was fascinated when watching models being flown and learned how to make his own model gliders. At the age of 15 he was legally old enough to

learn to glide and started taking lessons. He then gained his gliding licence and his club nominated him to become an instructor.

After finishing his education, Ingo Renner worked as a ship builder, but he wanted to see the world. In July 1967 he arrived in Australia as a skilled worker at the Evans Deakin Shipyard in Brisbane. Not long after his arrival in Queensland, he convinced his supervisor to drive him to Oakey to visit the Darling Downs Soaring



**STEVE PEGLER**

Ingo is truly an Australian gliding legend. Through his career he had amassed in excess of 36,000 hours, had won countless Australian and four world gliding championships. He had set many gliding records and had taught hundreds of people to fly. Ingo is arguably the most naturally gifted and generous glider pilot the world has ever seen. He was inducted into the Sport Australia Hall of Fame in 1987.

Our condolences go out to Ingo's wife Judy, his family and countless friends. He will be sorely missed.

There will no doubt be an opportunity where we will all be able to share our thoughts and celebrate Ingo's life.

Vale Ingo Renner OAM.

**STEVE PEGLER**  
**PRESIDENT, GLIDING AUSTRALIA**

Club, now at Jondaryan. He was taken on a check flight and made such an impression that he was granted full instructor rating the following week.

He was in demand as an instructor and would travel from Brisbane to Oakey each weekend, driven there by his friends, as he did not own a car. In fact, Ingo owned his first glider in Australia, a wooden framed Schneider Kingfisher, before he had his own car.

He spent three years as an instructor at the Darling Downs club. It was during this time he met and became friends with fellow glider pilot Bill Riley, who offered to provide him with a glider to compete in the 1969/1970 season National Championships being held at Narromine. Ingo came second. It was while travelling back from Bacchus March in Victoria to collect the glider that, at Riley's suggestion, Ingo stopped at Tocumwal to check its suitability as a gliding site. Riley had the idea of starting a gliding school in Tocumwal and asked Ingo to join him as the Chief Flying Instructor.

In 1970 he moved to Tocumwal and began work at the newly established Sportavia Soaring Centre. For the next 36 years, Ingo Renner would instruct at Sportavia over the Australian summer months and then work as an instructor for the Oerlinghausen Gliding School in Germany for the northern hemisphere summers. He continued this until 2006 when he officially retired at the age of 65. He averaged around 1,000 gliding hours each year and this meant more time in the cockpit to develop his skills. The results showed in his performances at competitions.

In 1971 he became an Australian citizen and went on to represent his new country at several World

**PETER F SELINGER - GERMANY**

I remember very clearly meeting Ingo during the WGC at Rieti 1985, when he showed and explained to me his competition preparation map. Before the competition started, he explored the area thoroughly and intensively to gain confidence. He searched for and detected all suitable and safe outlanding fields, marked them on his map and put concentric circles around them with suitable altitude numbers for a safe outlanding – remarkable proof of the conscientiousness regarding safety and security in gliding that he practised every day. I think it's worth saving and keeping this knowledge in mind.



**TOP LEFT:** Ingo with Noel Young and Colin Dundon

**LEFT:** Ingo with Lumpy Patterson February 2021

**TOP:** This photo was taken by James Wang on 31 December 2018, when he flew with Ingo while on a camping trip with Geelong Gliding Club.

**ABOVE:** Ingo and Judy Renner as Ingo prepares to fly the Discus at Tocumwal.

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**VIDEOS ONLINE**  
You can watch videos of Ingo and Brad on the GA Youtube channel

**The Secret to Success in Gliding - video with Ingo Renner and Brad Edwards 2013. [bit.ly/3HCRJ7L](https://bit.ly/3HCRJ7L)**

**In 2015 Ingo and Brad Edwards gave a talk at the Australian Institute of Sport at an event organised by Peter Trotter. Four videos of their discussion are available. [bit.ly/3ILYkV9](https://bit.ly/3ILYkV9)**

Championships. His first win was in the Standard Class at the World Championship at Rayskala, Finland, in 1976. He followed this with three consecutive wins in the Open Class at the World Championships at Hobbs, New Mexico in 1983, at Rieti, Italy in 1985, and at Benalla, Australia in 1987.

Other wins include 19 Australian National Gliding Championships, the Open Class Austraglide at Benalla in 1984, the Bremen Regional competition in Germany, the Queensland State competition (twice), the Smirnoff Derby and Hitachi Masters of Soaring in the United States and the Tour Lilienthal held in Berlin to celebrate 100 years of flight.

Among his other achievements are a two seater Distance World Record set on 27 January 1975; a single seater speed World Record, flying a 100 kilometre

**BRAD EDWARDS**  
**WORLD GLIDING CHAMPION, UVALDE 1991, 15M**

It was truly a sad day when we lost Ingo Renner. Ingo's contribution to Australian gliding has been enormous, directly and indirectly. His example and approach to gliding are ideals that many of us strive to emulate.

As a young boy, I watched and dreamed of being able to fly like Ingo. During the late 1970s and '80s, Ingo was at his peak and was clearly on another level to the rest of us. The few times I saw him in the air, I couldn't believe how fast he climbed through the pack and disappeared into the distance.

As I watched and learned, I slowly started to improve and still remember the few words he said, 'You must fly every day, even on the bad days. You must go to all the turn points before the competition starts.' On the final day at the World Championships at Uvalde, he said, 'Don't change anything, Brad.'

I slowly began to read between the lines and understand what Ingo was really trying to say - that you must fly as much as you can and be incredibly current, and you must know where all the good thermal sources in the contest area are.

In the early 1980s we both flew in a nationals competition at Benalla. One day I climbed at 16kt average for the thermal. Afterwards Ingo came to me and wanted to know exactly where I found the thermal. It was then that I realised how Ingo approached his flights.

For me, Ingo was the greatest contest pilot ever. He always flew the contest on his own and never became tied up in the gaggles or played the start gate game. He flew with only basic instruments and relied on his skill and incredible memory to navigate the fastest way around the task. This is what most of us can only aspire to do.

Ingo my friend will remain in our hearts forever.



**BERYL HARTLEY**

In 1974, Australia was in deep discussion about changing the National Anthem.

The Australian team was flying in Finland and Ingo won the World Championships.

The practise for visiting teams is to bring a copy of their anthem for the presentation if they have a placed pilot, and certainly for the 1st place champion.

The Finnish organisers had a band to play the anthem but our team captain did not have a taped copy to play for them of 'God Save the Queen', which at that time was our anthem.

So, the women of the team put their heads together and sang for the band, and when Ingo won the World Championships -

the band played WALTZING MATILDA.

It was our move to ensure Ingo was an AUSTRALIAN CHAMPION.

How we will miss him.

triangle at 195.3 kph set on 14 December 1982. The latter earned him inclusion in the Guinness Book of World Records. He has held many Australian gliding records. He has also coached the Australian Team for world competitions, helped the Japanese organise and run their very first international gliding contest at Hokkaido and coached many pilots for international competitions both here and overseas.

His wife Judy has crewed for him at many of the events in which he competed here in Australia and in countries including Germany, France, the United States,



**LEFT: Ingo in 2000.**

**TOP: Ingo with his Discus March 2021**

**ABOVE: Ingo at his induction into the Australian Aviation Hall of Fame.**





**JAMES COOPER**

One year Ingo came to WA to run a training course. I flew the Beverly Club's DG sitting in the back behind Ingo, as I like to view the coach.

We worked on the policy - Ingo flew from the top of the thermal, leaving on track to the next thermal that he then climbs in, and at the top of the thermal, I take over and repeat.

Many people say that you do not get much out of Ingo when coaching, but you just needed to ask him questions.

Anyway we were on final glide, and I pointed out the markers back to Beverley. We were above final glide and had plenty of height to make it home safely.

Next thing I know, Ingo started turning in a thermal. So I asked him 'Why are you turning?', hoping to get some technique that I was not aware of.

'I just like thermalling.' was his answer.

Well, that was Ingo, He just liked gliding.

We arrived home and he stayed the night. The next day we went out in the other two seater, my tandem. What a lovely day.

South Africa, Japan and New Zealand. Ingo and Judy were both foundation members of the Southern Riverina Gliding Club formed in December 2008. The club operates from the Tocumwal Aerodrome and attracts a large number of trainee and qualified pilots.

In 1988, Ingo Renner was awarded a Medal of the Order of Australia (OAM) for his service to gliding and in 2000 he received an Australian Sports Medal for "high levels of achievement in international competition flying over a long period".

During his gliding career, Ingo accumulated some 37,000 hours of flying and 32,000 hours instructing trainee glider pilots. He has made a significant contribution to the aviation industry through his professionalism and dedication to the world of gliding.

**NOT ONLY BUT ALSO**

Ingo received the Dr. Mervyn Hall Trophy from the GFA as the Australian (Open Class) Champion and the GFA Shield (Team Trophy) each seven times. He also continued to participate in the OLC competition until his later years. **GA**



**OPPOSITE, TOP: A celebratory lunch February 21**

**OPPOSITE LEFT: Ingo and fellow World Gliding Championships team member Tony Tabart. OPPOSITE RIGHT: Ingo with Noel Young and Colin Dundon.**

**ABOVE: Ingo was still instructing and sending pilots solo in April 2021.**



**SEAN YOUNG**

I had the honour and pleasure of meeting Ingo several time over the years. His achievements as a competition glider pilot and four-time world champion are world renowned, and he has instructed hundreds of glider pilots both in Europe and Australia. He will be sadly missed by glider pilots all over Australia, many of whom regularly bring up Ingo's name whenever I meet them. Wherever Australian glider pilots congregate, you will always hear anecdotes about Ingo. 'Ingo taught me this, said that ....' His influence will continue into the future, as will the fond memories so many people have of him.

He was an inspiration to generations of glider pilots not only because of his achievements, but also due to his friendly and genuine good nature. Ingo was a gentleman of the highest order.





**ABOVE: Ingo with the Caproni at Tocumwal.**

### **BRUCE TAYLOR**

My competition flying began when Ingo was absolutely at the top of his game. He had won two of his four world titles, and his performance was truly at an entirely different level to all of those around him. My first two nationals were at Benalla and Tocumwal, right in the midst of Ingo's home turf, and if you finished within an hour of his time you had cause to feel pretty pleased with yourself!

I was fresh, young and keen, and if I ever found myself within sight of Ingo while on task, I would do my utmost to watch what he was doing, and to try to understand his technique and thought process. His glider, the Discus A with the XX on the tail, was flown so distinctively that it was quite easy to pick in the sky. He always flew so positively, his cruise, and every movement he made to recenter a thermal or to find better lift, was quite direct. It was as if the nose was always down and going somewhere, like a bloodhound following a scent.

He had an uncanny ability to know both where to find the best climbs, and whether the thermal he was approaching was going to be good enough to stop in and use. Later on, after many years, we figured out that he had a photographic memory for where all the thermal hot-spots were. Brad Edwards tells a story of a flight in Queensland when he found a monster climb during a task, I think it was about 16 knots. At the end of the day Ingo came to him to find out EXACTLY where it was. He was storing the information away for another time.

Ingo also took a huge interest in the geological structure of the task area and used that information to form a picture in his mind of likely thermal-producing areas. When he was running a training camp for the world comps team, he would often bring out a geological survey map and we would listen to him discussing the possibilities. Even before the last world comps in Benalla he spent much time giving us his thoughts about areas to work near, and those to avoid.

In those early days I was very fortunate that Ingo took some interest in my flying. At that first nationals I flew in Tocumwal, he took me aside one day after I had a poor day result and assured me that I was doing the right thing, working hard to improve and ignoring the behaviour of the crowd who only wanted to follow one another. I was really chuffed to think that the master had even noticed me! In later days I had the pleasure of spending more time with him, both in the air and on the ground. We discussed techniques, the changes in technology in the cockpit, and I even got to enjoy his wicked sense of humour. Many pilots

asked Ingo about particular aspects of competition flying, and some of them were disappointed in the reply they heard. Two things were happening here... One was that much of Ingo's flying was so intuitive (he had amassed tens of thousands of hours in the air) that he really did find it difficult to explain what he was doing, and secondly, he always told things as he saw them, in a very simple fashion. But if you listened very carefully to what he was actually saying, the answer was there in front of you.

Many pilots who have attended any coaching sessions that I have helped with will know that I use Ingo as an example to explain many of our current techniques. Flying with him and watching him had such

a huge influence on all the pilots who had that opportunity. He stood head and shoulders above all of us for such a long period of time. We lost count of the days that we dragged ourselves back to the airfield, only to see XX already tied down and washed, with Ingo's crew long departed. I think it was my first nationals in Benalla where I landed out one day after a long, slow struggle. I retired to a local pub to wait for my crew to appear. After some hours they arrived and we wandered out of the pub and turned our eyes skyward, only to see XX still airborne and on his way home! I was dumbfounded. There was still so much to learn.

But he was such a humble man, almost to a fault. With his undoubted success he had so much to be proud of, but there was never a word of self-praise came from his mouth. He always said he was "lucky". After some time, we all noticed that his luck seemed to follow him very closely for many, many years. He was a magician.

It was during the period of preparation for Benalla that I had one of my loveliest moments with Ingo. He wanted to fly with all of us in the old Caproni, an Italian side-by-side two seat glider. My turn came and it was quite a nice day. I think we flew well out to the south-west of Tocumwal to Bendigo. I found the old Caproni really challenging. It had zero feel of what the air was doing, was quite poorly coordinated, and the flap control worked in reverse... the lever was moved forward to apply a positive flap setting. Once early in the flight I had to ask Ingo to help find a thermal! I knew it was nearby, but I just couldn't figure out where it was! However, after some hours in the air I began to get the hang of it. I knew that Ingo was happy with my efforts, as at one point I wondered why he was leaning my way so much in the cockpit... He had fallen asleep on my shoulder!

Ingo was a legend, in every sense of the word. Our juniors adopted him and used his status to help describe any impossible event that they could fabricate. He always managed time to attend their events and took great joy in watching the next generation progress. Ingo was naturally gifted, but also worked extremely hard to ensure his position as the best pilot in the world, on four occasions, quite a remarkable feat.

The gliding world will be a different place without him, and I am truly fortunate to have known him personally, and to have flown alongside this great man. My deepest sympathy and condolences go out to his wife Judy, and to all his family and very, very many friends.

**GA**

# WAGA STATE CHAMPIONSHIPS

BY ELIF HERDSMAN AND ANDREW KING



2022 WAGA State Champions were held in Cunderdin, hosted by the Gliding Club of Western Australia between 8 and 14 January 2022, plus the 6th and 7th as practice days.

With 23 aircraft and 27 pilots registered, it was a well attended event. The weather was favourable as well, no major incidents occurred and we were able to send all who attended home, safe and sound.

Nevertheless, on day 5, we had 6 outlandings. Despite the tricky conditions and a total fire ban, everyone put their hands together to help collect the pilots from paddocks from as far away as 70 or 80km. It was a great experience to see everyone come together in aid of fellow pilots. The following day was a rest day, which allowed some to retrieve their gliders and we all had a good rest.

Norm Bloch of Beverley Soaring Society took home the first place with Arnold Geerlings of Narrogin Gliding Club in second place and Lumpy Paterson of Gliding Club of WA in third place.

The Competition team worked extremely well together. The feedback we received from the attendees was all very positive. They all had fun, enjoyed the tasks, were well fed and well looked after.

We look forward to the next comps that we will have the opportunity to host in Cunderdin in 3 years' time.

**ELIF HERDSMAN (GCWA), COMPS DIRECTOR**  
2022 WAGA STATE CHAMPIONSHIPS

## OUTLANDING

We all hear people say that outlanding is just a part of gliding. Everyone has heard many times about pre-mobile phone, pre-GPS outlandings with funny stories about farmers, lost (and then found) hats and long waits in the local pub. Here is another story that the old

crew will appreciate, and the new guys can hopefully learn from.

State Comps 2022 should have been a rest day. SkySight made grand promises of 12,000ft with cus, a bit low at the start, but it should be booming... There was a little issue with a 25kt westerly -- but hey, 12,000ft is 12,000ft. What could possibly go wrong?

Launch time was hard work. The thermals were stripped apart by the strong winds and climbing down low, fully ballasted, was hard work. I got off early. As I heard someone else get off at 1500, I felt a good surge and the vario sang its sweet song... nothing. Maybe I missed it... Turning, turning... hmm. An hour later I made it back to launch height.

Finally climbing to start height, I followed a few off to the east, lower and lower, further and lower we went until, at 2,000ft AGL, I thought I was in a bit of trouble, I'd have taken anything for a bit of a safety margin. After scrapping around in 1.5 to 2 knots, I decided to head back to Cunderdin. I heard a few gliders still overhead the airfield and thought I'd restart. I was 50km out and pretty much surfed rock to rock into the Westerly at about 1,000ft AGL. I was going from paddock to paddock until abeam Tammin, when the paddocks ran out and landing was inevitable.

My paddock was long, yellow and stubbled. It was down hill a bit but didn't seem excessive. A fairly good landing with zero flap to avoid the stubble on the flaps. My first impression when I stopped was "Wow, it is HOT." In fact, it was so hot that by the time I unstrapped and got out, I couldn't turn the S100 off because the button was too hot to hold down for the 10 seconds required.

It was at this point that I started to realize I wasn't as



well prepared as I had thought... The wind was strong and extremely dry. I hadn't packed my canopy cover as, at this stage I didn't have one of those fancy silver ones. I used my seat cushion to try and cover the panel and decided to walk the 450m or so back to the road to check for trailer retrieve options. My glider was a little bogged in the soft paddock, not too bad but deep enough so that I couldn't move it alone.

So, in my flying shoes – not designed for walking really, especially in boggy, rough, stubbled paddocks – my umbrella over my head and my wine cooler with my 3L water on my arm, I walked the 450m to the road. I spoke to the farmer who owned the paddock. He offered me help and a lift. I made phone calls to the comp director and then walked back to the glider -- 900m walking, so far.

I then walked 500 paces in front of the glider, checking the ground for aero retrieve, then 500 paces

back to the glider and the 450m to the road. If you add that all up it is over 2kms of walking in the heat, in a soft paddock in the wrong shoes. I checked my water. I had drunk 2.5l of my 3L and had been on the ground less than an hour, it was only 2:30pm.

I sat alongside the road in as much shade as I could find, using my umbrella as a wind break, and waited for Peter, Caroline and young Chris to come rescue me. We decided to leave the glider until the movement ban was lifted. Peter Busher assessed the paddock for aerotow and suggested it would be fine if the glider were towed up the hill to harder ground.

Lucky for me, I was only 35 minutes away by car and I could get picked up to enjoy cold drinks and ice-cream while we waited for 7pm when the ban was lifted. We worked out if we drove onto the paddock at 7pm and towed it back up the hill, the tug could land at about 7.10 and tow me home. Last light was 7.47 for Cunderdin, which should be plenty of time....

The paddock take off was easier since Steve was there to run my wing and take my car back. The dust, sheep and takeoff into the sun and over the trees added some variety to the event. A slight detour to find Karsten who had also outlanded, but on the last leg home. He had almost made it. I saw him on the FLARM about 20kms out and vectored the tug over him where I released and at last glided back to Cunderdin.

**ANDREW KING, CONTESTANT**  
2022 WA STATE CHAMPIONSHIPS



**ABOVE: Andrew King's glider after outlanding.**

**BELOW: Lumpy Paterson receiving his 3rd place award from Kevin Saunders**

## WAGA STATE CHAMPIONSHIPS 6 - 15 JANUARY 2022

CLUB			
1	NORM BLOCH	JS 3	6,638
2	ARNOLD GEERLINGS	ASH 25E	6410
3	LUMPY PATERSON	JS 3	5,672

Full results at SoaringSpot.com [bit.ly/3fSvZ2p](https://bit.ly/3fSvZ2p)

# FLYING WITH THE BEST

BY SEAN YOUNG



The NSW Coaching week was delayed from November to February due to the continuing 'big wet' in Eastern Australia. The new timing of the course turned out to be perfect. As the date approached, the weather pattern changed from multiple low pressure systems swirling across the top end, feeding vast amounts of moisture south to a dominant high pressure cell over inland Australia, with a blocking high in the Tasman sea.

Instead, the weather set-up was about the best we had seen all summer.

In anticipation of a great flying week, I towed my glider 200km from Pipers Field up to Narromine, along with the course organiser Armin Kruger and several course attendees and club gliders.

Eight coaches from Bathurst Soaring Club, Lake Keepit Soaring Club and Narromine Soaring Club had been lined up to fly in several Duo Discus and Bathurst's



DG505. Alan Barnes from Lake Keepit and Serge Lauriou, the CFI of Bathurst SC, flew single seaters with course attendees flying lead and follow.

The course started each day with weather briefing given by Allan Barnes, who also gave tips on getting the most out of Skysight for planning your soaring day. This was followed by talks from the various coaches on a different subject each day.

On the first day, Armin talked about thermals. During the rest of the week, Kerry Claffey gave a talk on preparation for the flying season, Nick Singer presented on health and flying, Bruce Taylor discussed speed to fly tactics, and Richard Frawley looked at thermal safety and etiquette. At the end of the week, after flying under cumulus every day, when the task area for the day was largely blue, Allan Barnes discussed strategies for flying in the blue.

### TASKS EACH DAY

Assigned Area Tasks (AAT) were set each day with fairly large circles allowing a good deal of choice of where to fly and distances that could be achieved. The weather was warm with cus to 8 - 9,000ft and little wind

each day except for the last day, when our blue flying skills were tested.

Pilots had the opportunity to fly in a two seater with one of the coaches each day. Two sorties a day in each glider were flown, lasting about two hours each. Flying with experienced competition and cross country pilots was greatly appreciated by the attendees.

### LOOK UP!

One morning Jacob Bloom, who had flown the previous day with Bruce Taylor, talked about his flight and described it as an invaluable learning experience. Jacob flew from the back seat, and said the most interesting aspect was seeing how much time Bruce spent looking up at the clouds, intently assessing where the best areas to climb would be.

This is a theme Bruce returned to several times during the week. He emphasised the need to closely examine cumulus as you approach them. He stressed that you should look straight up at the clouds when you are underneath them, and discussed the ways of determining the areas of strongest lift. I have been looking at clouds for many years. But after hearing Bruce's advice, I spent the rest of the week looking ever more intently at the curling wisps of water vapour as they rose into the base and edges of clouds.

When Armin first mentioned the course to me in November, my ears pricked up when he said that Allan Barnes would be doing lead and follow. I was excited when, on the second day of the course, Armin allocated



me to follow Allan in his LS8, with me in my ASW20 and Niall Doherty in his LS10.

Allan had been a hang glider pilot for many years before flying gliders. He has won seven Australian National Championships. He has also flown in World Gliding Championships for New Zealand and Australia in Club Class, and for Australia in Standard Class. He holds several Australian gliding records including a 20m Two Seat Free Distance record flown on 31 December (see page 9 for details).

I have flown with coaches in two seaters and found it to be an intense learning experience. But I had only limited lead and follow experience and I was keen to see if I could keep up with a top competition pilot in my own glider.

### THE THERMALS YOU REJECT...

It's one thing to learn the theory of flying cross country at speed. It is another thing to actually put your knowledge into practise in the sky. Ultimately, it's the thermals you reject that make your flight the best.

On our first lead and follow flight, Niall and I raced to keep pace with Allan leading the way from cloud to cloud. At each thermal we reached, the questions that Allan asked were the same. What thermal strength did we expect? What thermal strength would we accept?

**ABOVE: Course Organiser Armin Kruger prepares to launch Bruce Taylor and Jacob Bloom.**

**LEFT TOP: Flying with Allan Barnes in lead and follow.**

**LEFT BELOW: Coaches outside Narromine club house.**

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How strong did we think this thermal was?  
 It was a good soaring day with cu to over 8,000 ft. We expected 5kt thermals or stronger. So, we would only stop to climb in 5kt or more. 'What does this one feel like?' Allan asked. 'Only 3kts,' Niall responded. On we continued until we found our prize, an 8 kt thermal.  
 I have heard it said by many pilots that what slows down your cross country speed is climbing in weak thermals. But, by following Allan, it became clear that it is the tenacity of the pilot to stick to the plan – find the strong thermals, don't waste time with weak ones – not mastering the theory, that makes the difference.  
 Of course, you also need the skills to fly your glider at its greatest efficiency and read the sky to place your glider in the right place at the right time. This is why coaching courses such as this one are so valuable. You practise with top pilots and hone your skills in a concentrated way. This is true flying a Duo Discus with pilots such as Bruce Taylor or any of the other coaches on the course.

**DECISION MAKING**

But I found it even more valuable flying my own glider alongside Allan. In a two seater, the coachee does all the flying. Flying lead and follow, on the other hand, the coach is flying as well and you can watch how they do it. You can see the decision making in real time – the choice of where to fly under the cloud, for instance, or in the blue to the location of the strongest lift. You can observe as they choose to fly left or right of track to keep in the best air, and the decision to leave a thermal after a quarter turn and move on to the next one.  
 I learned another valuable lesson, once again, not as a theory, but by flying it. I have heard the theory that you should aim to fly in the top third of the convective layer. So, if it is a 10,000ft day, try to keep above 7,000ft. But Allan was happy to use the top half of the convection layer. On our 8,000ft day he saw no problem



continuing his search down to 4,000ft. Indeed, he was confident enough to continue down to whatever altitude it took to find a strong thermal.  
 He pointed out that it doesn't matter how low you are if you believe there are still strong thermals ahead of you. The important thing is to assess the conditions ahead. Is there still strong thermal activity ahead of you, taking into account the time of day and all the other factors? If the answer yes, there are thermals ahead, then go find them.

**LEFT: Richard Dowling and Alex King from Bathurst Soaring Club both flew their 300km Gold Distance flights on 12 February.**

**ABOVE: Duo Discus from Lake Keepit and Narromine, plus a DG 505 were used for coaching during the week.**

**BELOW: The coaches and attendees gathered after briefing on the last day of the week.**

**Tug pilot Sebastien Maron (end right) tirelessly launched and retrieved all week.**

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**UNEXPECTED SKILLS**

Competition pilots always say that flying comps greatly improves your cross country skills. Out of necessity you learn to soar in all conditions. Every mistake, each extra turn in a weak thermal that you make costs you time. You can see how your flying compares to the other pilots and learn from their mistakes as well as your own.

Not everyone is interested in flying competitions for a variety of reasons. But flying on cross country courses such as this one is in many ways like flying a comp – especially if you get to do some lead and follow. Fortunately, we had great weather so I didn't have to practise my grovelling skills. Instead, I practised my leeching skills and had a masterclass in disciplined, skilful cross country soaring.

I am being a bit unfair to Allan with that description. I only 'leech' off him on that first flight. I flew lead and follow on four days and after the first day, he insisted that I fly with him and share in the decision making and thermal selection. This was also a tremendous learning experience.

Niall and I both flew with him one day when we were sent out ahead of him and tried our best to work

**ABOVE: Niall Doherty flew his LS10 and had a coaching flight with Matthew Atkinson in a Duo Discus.**

**BELOW: Brett Edwards Pik 20b getting ready to launch. With its gold winglets and go faster stripes WVF was the sharpest glider in the fleet.**



together, making all the decisions ourselves. Allan was always above us, acting as our guardian angel.

We did get into a bit of a sticky situation when neither Niall nor I could find the centre of the thermal under a perfect looking cu. We got lower than we were comfortable with before moving on to the next cloud where we climbed back up to cloudbase and were on our way again. We wasted a good 15 minutes under that cloud and, had it been a competition day, we would have been left at the back of the fleet. But that was a lesson we needed to learn.

**TWILIGHT SKIES**

After a week of constant flying, excellent presentations and discussions, great company and camaraderie, the course concluded.

Beryl and Arnie Hartley and Sebastien, their tug pilot for the season, ran a smooth and professional gliding operation. The Narromine Soaring Club clubhouse is always a pleasant environment, right on the airfield apron with wonderful twilight skies in the evenings. Beryl provided delicious food. The coaches were all so generous with their time and energy. They shared their knowledge and enthusiasm for the sport they love. It was wonderful to be part of the experience.

What a great week it was. Whatever your level of flying experience, make sure that next season you participate in one of the coaching courses in your state. If you want to share your knowledge, then become a coach. If you are a competition pilot, come and teach us how to do it. For everybody else, sign up for a week of flying with great people in a structured flying environment.



**NSW COACHING WEEK NARROMINE**

**7 - 13 FEBRUARY 2022**

**COACHES**

- ALLAN BARNES**
- ARMIN KRUGER**
- BRUCE TAYLOR**
- KERRIE CLAFFEY**
- MATTHEW ATKINSON**
- NICK SINGER**
- RICHARD FRAWLEY**
- SERGE LAURIOU**

**ABOVE: Allan Barnes and Sean Young flying between rain showers on the way back to Narromine.**

**BELOW: Allan and Sean at the launch point.**



# NARROMINE CAMP



At the beginning of January, Bathurst Soaring Club pilots packed up their gliders and drove the three hours south to the annual Temora camp. They brought the weather with them - two weeks of rain that turned the Riverina into an inland sea.

The lucky (or smart) pilots arrived earlier over the Christmas and New year period and enjoyed several good soaring days before the rain came.

Undeterred and determined to get their flatland soaring fix, the Bathurst pilots then drove north in February for a camp at Narromine for two weeks following the NSW Coaching week.

The weather for the first week was good with several excellent soaring days before the rain returned.

**SEAN YOUNG**

**ABOVE: Armin Kruger landing his LS6 in 18m configuration.**

**OPPOSITE:**

**TOP: Ian McCallum gets a launch in his Ventus 2cxt.**

**CENTRE: Nick King in his ASG 29.**

**LOWER LEFT: Daniela Helbig with her Ventus 2.**

**LOWER RIGHT: Julie Lentle ready to fly her DG 600.**

**BELOW: Attila Bertok with his ASW 20a. Attila is a first-thermal-to-last-thermal pilot and a regular visitor to Narromine from his home club of Lake Keepit. During the NSW Coaching Week and BSC camp, he was flying long distances every day.**

**He remarked that, although the weather was not delivering classic Narromine conditions for February with cloud bases at 7 to 9,000ft, conditions were good enough for some interesting flights.**

**You can see a video interview with Attila at [bit.ly/3hFRVpo](http://bit.ly/3hFRVpo)**



# HORSHAM WEEK

BY MICHAEL HOGAN



I haven't had a chance to go to a Horsham Week competition for several years. Although I've been a member of the Horsham Flying Club since 1985, I've never spent the whole 8 days at the competition. In the past, it was a few days over the weekend and then back to work, but now that I'm no longer working, I'm officially a member with time to spare, so to speak. So, this year I put my hand up to help in any way I could. This article is my view of Horsham Week 2022 from the ground.

First, I'll give some initial background information to set the scene. The Horsham Flying Club or, as it was known when I joined in 1985, the Wimmera Soaring Club has been running an 8-day gliding competition known as Horsham Week at Horsham aerodrome since 1968.

Pilots and crew come from the north, south, east and west to attend. The competition is well supported by the larger Victorian clubs at Benalla, Bacchus Marsh and Bendigo as well as a few smaller clubs. Many pilots return year after year including at least one who has attended 52 times, while others have attended more than 40 times.

## CONSISTENT COMP

Something keeps bringing them back. I feel consistency is the key. It takes place every year in the first full week of February from Saturday to Saturday. It is well run, the weather is mostly good, but not always so – it is gliding after all. The paddocks overall are enormous, almost turning the area into one big airfield, which makes it safe. It has a very congenial atmosphere, as everyone helps each other out on the field, and it's very social, so it's fun. It's great for beginners, yet still challenging for those with years of competition experience.

But it's not always perfect. Sometimes it rains, sometimes it blows, it's nearly always hot and sometimes it can be a bit of an anticlimax. Take 2021, for example. Midway through the Day 7 launch,

the State Government announced that Victoria would go into lockdown at midnight that evening. The launch was halted, all airborne gliders were called back and everyone packed up and cleared out in a few hours.

So, Horsham Week 2022 had to make up for the letdown of 2021, and come through for all those involved.

## THE DAILY ROUTINE

A good number of pilots came early and attended the annual coaching week that precedes Horsham Week itself. There were just on 30 gliders in attendance for the week, although not all flew the entire week. There were nine gliders in Open/18 metre Class. Ten gliders made up Standard/15 metre Class, and a further 11 entered Club Class. Gliders ranged from a Nimbus 3, to a Ka6. Four tugs were available and launched all classes in about 75 to 90 minutes each day.

Conditions were very good for the first four days of the competition with long flying days. Midweek the conditions eased and the wind increased, leading to tougher flying conditions. The forecast of weaker thermals on the Friday led to the one non-flying day of the week. On the final day the conditions proved better than forecast and all classes completed their assigned task with time and height to spare.

A daily briefing took place each morning at 10am, with the announcement of the winners from the previous day and the presentation of a bottle of wine as a daily prize. The weather briefing would follow, and then the day's task would be announced and marshalling details distributed. Pilots would then head off to prepare their aircraft and themselves. At the appointed time, they would 'elephant walk' their gliders down the strip for gridding and the eventual start of the launch.



**LEFT: Open / 18M Class winners, Ryan Driscoll, Michael Durrant, Terry Cubley**

**BELOW: Competition Director Selwyn Ellis**

## MORNING TALKS

The daily briefings were also used to share short talks to help improve the running of the competition. Terry Cubley gave a talk on competition finishes and how landing long on the operational strip could ease congestion and keep most of the strip available for following gliders to land. This talk was backed up by visualisations displayed on a large television screen for all pilots to view.

There were few outlandings during the week. Jack Hart gave a short presentation on his decision-making process, choice of paddock and analysis of hazards in relation to his outlanding. This was another informative talk and much appreciated by those in attendance.

Then Neil Campbell delivered a briefing on the use of the lowcrop.aero service to automate outlanding reports. It gives pilots the ability to make fast outlanding reports via a smart phone without waiting for a phone line to be available. The service also links directly to GPS navigational guidance services like Google Maps to assist retrieval crews to get to their pilot. The use of lowcrop.aero is in its infancy at Horsham Week and will be expanded in future competitions.

## WELL-CONNECTED

My role out on the field was to help with gridding, getting pilots to sign off on the one day that the task was changed from A to B and make radio calls in relation to class start times. After they launch, ground crews tidied up, and collected all the tow ropes in preparation for the next day.

Horsham Week allocated a rope to each glider, which is dropped by the tow plane after landing. This means no more running on the field chasing ropes. You just take a few steps up to the tug's tail, attach the tow rope and the tug-glider combination is ready

to go. Pilots from the back of the grid come forward to help those at the front. Compared to when I first helped at Horsham Week, fewer field crew are needed to get the fleet in the air.

What was even more noticeable to me, after not attending Horsham Week or any other gliding competition for a while, was the ability to follow gliders out on task via websites such as 'Glide and Seek'. In the past, gliders were observed setting off on task early in the afternoon and returning later in the day to then finish and land. What they did and where they were out on task remained a mystery.

Now, everyone with a smart phone, an Internet-capable tablet or a large screen television attached to a PC can follow the course of the task through the day. It seemed funny to see people looking down at their devices, rather than up into the sky to see the progress of gliders on task or as they finished.

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award was given in recognition of his contribution over the entire competition, his willingness to help when not flying and interacting with other pilots and ground officials to improve his knowledge and skills as a competition pilot.

Each year a Turkey Trophy is presented by a representative of the Gliding Club of Victoria to someone who does 'something of note' during the competition. There are always several nominations, and this year was no exception. This year, Terry Cubley joined the alumni of the Horsham Week Turkey Trophy. Terry was presented with the trophy by Shaun Driscoll, who first initiated the award many years ago.

The competition concluded with Competition Director Selwyn Ellis,

passing the baton to the 2023 Competition Director Mike Durrant. In reply, Mike commented that to see Horsham Week into the future and for it to go past 60 years, we need to encourage younger pilots to take on Horsham Week, both as competitors and competition organisers.

With those final words, the Horsham Flying Club invites all glider pilots and those interested in gliding to again assemble at Horsham Aerodrome on Saturday 4 February 2023 for the 57th running of Horsham Week.

#### THE WINNERS

Over seven flying days, some 30 gliders flew over 60,000km and spent more than 538 hours on task to determine the winners of Open/18m Class, Standard/15m Class and Club Class.

Open/18m Class was won by Ryan Driscoll in a Nimbus 3T/25.5m on 5992 points. In second place was Michael Durrant in a LS 8T/18m on 5491 points. Third place was taken by Terry Cubley in a Ventus 2cxT/18m on 5285 points.

Gordon Trollip won Standard/15m Class in a LS6 on 5366 points. David Nugent picked up second place in an LS 3 on 5213 points and Tim Shirley took home third place in a ASW 28 on 5185 points.

Club Class winner was Jaroslaw Mosiejewski in a PIK 20 B on 5374 points. In second place was Steve Jinks in a Mosquito on 4814 points, and David Meredith came in third in a Jantar Std 2 on 4660 points.

The winning pilots were presented with medallions at a dinner attended by more than 50 people on the evening of Saturday 13 February. A presentation of flowers and movie passes were made to the catering team, who kept everyone fed during the week. The Horsham Flying Club also presented wine to the core competition organisers – Selwyn Ellis (Competition Director), Tim Shirley (Weather Forecaster), Neil Campbell (Scorer) and Jarek Mosiejewski (Task Setter). Thanks were also expressed to Tug Master Mark Griffin, Treasurer Chris Thorpe, Field Manager Michael Sudholz and the Safety Officer PK.

#### SPECIAL RECOGNITION

Selwyn Ellis presented the annual Max Hedt Award to Graham Adams of the Gliding Club of Victoria. The

### HORSHAM WEEK

5 -12 FEBRUARY 2022

#### CLUB CLASS

1 Jaroslaw Mosiejewski	PIK 20 B	5,374
2 Steve Jinks	Mosquito	4,814
3 David Meredith	Jantar Std 2	4,660

#### 15M / STANDARD

1 Gordon Trollip	LS6	5,366
2 David Nugent	LS3	5,213
3 2M Tim Shirley	ASW 28	5,185

#### OPEN / 18M

1 Ryan Driscoll	Nimbus 3T	5,992
2 Michael Durrant	LS 8T/18m	5,491
3 Terry Cubley	Ventus 2cxT/18m	5,285

Full results at [soaringspot.com](http://soaringspot.com)  
[bit.ly/34X8Ny1](http://bit.ly/34X8Ny1)

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Why not share your story so that others can learn from it too? If we publish it, we'll give you **\$500**. Email us at [fsa@casa.gov.au](mailto:fsa@casa.gov.au)

Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. If you have video footage, feel free to submit this with your close call.

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

# SAGA COACHING WEEK

BY CRAIG VINALL, SAGA SOARING DEVELOPMENT MANAGER



This year's SAGA Coaching Week at Waikerie was a great success, featuring 30 coaches and students flying in five twin seat and seven single seat gliders, and benefiting from some outstanding weather. Several great milestones were achieved as well, including a number of badge flights, aerotow conversions and long cross-country flights.

We also had to deal with a Covid challenge when one person tested positive during the course, but fortunately only a few pilots had to isolate or leave the course. Apart from the one positive case, acquired before the course, all the close contacts tested negative.

Coaching week is an ideal format for both new and experienced pilots. Morning lectures were followed by afternoon flying when all the theory is put into practice. Many pilots progressed quickly and were able to follow their coaching flights with badge flights in a single seater.

We were also so fortunate to have Jason and Sandy Goldup cooking evening meals, and enjoyed such a great atmosphere each night around the bar followed by a fantastic meal.

Also, great credit goes to the Alice Springs Gliding Club with six members making the long trip to Waikerie. For some of them, it was their first chance to experience

cross-country flights and aerotowing, resulting in coaches signing off four of the Club's pilots on their aerotow conversion.

Further achievements were three first time Silver C flights, a 5 hour flight, a completed C Certificate including an outlanding check, a 500km badge flight, a 750km flight, a Silver Coach rating – and a pilot who finished two 1,000km flights. As I said, we had some great weather!

Thanks to the Waikerie Gliding Club for making their Club and accommodation facilities available, thanks to our tug pilots and thanks to the coaches and students for making it such a great week of cross-country flying.

SAGA Coaching Week will be on again at the end of this year after Christmas with dates to be announced soon. I look forward to seeing you there.

**CRAIG VINALL**

## LEARNING EXPERIENCE

From 26 December to 1 January, members from SAGA clubs across South Australia and the Northern Territory gathered at Waikerie gliding club to learn to fly faster and longer at the annual coaching week. Participants with a range of experience from solo pilots to GPC came to push themselves and their cross country flying to the next level. I was one of the pilots from the Alice Springs Gliding Club who made the long trip to participate in this year's event.

Conditions for the first two days were challenging and a 100km triangle task set on the 27th saw a mixed result, with some successful attempts but also a few abandonments and an outlanding. I soon discovered that local farmers are just as friendly as the Waikerie Club members. When I showed up as part of the crew for the retrieve, we discovered that the farmer whose field had served as a landing strip had generously lent his car to the unfortunate pilot so he could show us the way from the gate.

Those of us from winch launching clubs took the opportunity presented by the less than ideal conditions to receive tow conversion training from instructors



Patrick and Derek. Everyone was very organised and despite having plenty of students to teach, we were soon trained up and prepared for the days ahead.

Chatting at the bar later, it came up that my remaining obstacle to a C-certificate was the outlanding training/checks, which are hard to do back home in Alice Springs because of the ever-present scrub. One instructor called out over my shoulder to another and they roped in a third to discuss possibilities for getting the checks done so that I could fly cross country solo.

An hour later I was told it had all been organised. I would be driving off to Adelaide University Gliding Club at Stonefield in the morning to meet an instructor who was picking up a glider to fly in their motor Falke. So the next day, while everyone else at Waikerie was comfortably flying a 150km triangle task in blue conditions, I was happily buzzing field after field in simulated outlandings.

Unfortunately, but not surprisingly, the next day COVID managed to throw a spanner in the works. An exposure event meant isolation for a few close contacts and an early end to the week for many participants. While it was unfortunate to lose four attendees, those of us who stayed were treated to a stunning day of early strong thermals up to 10,000ft with cumulus everywhere.

Everyone wanted to see how far they could go, so no task was set and pilots went in all directions in search of the best conditions for a long flight. The flight of the day goes to Peter Temple, who flew over 1,000km and arrived back as the sun set while the rest of us were already eating dinner.

Over the next couple of days, we continued to push ourselves further from home at higher speeds. A particular highlight for me was a 300km triangle in Waikerie's Duo Discus. After starting the flight taking most thermals and not leaving early enough, I was treated to an impressive demonstration of assessing thermals quickly by my instructor.

Newly emboldened, I was determined to be more selective to increase my average climb speed. My coach approved at first but when I began falling out of the working height band an hour later while remaining just as ruthless, I was told that it was possible to take the idea too far. Despite that, we got home with a higher average

speed than I'd managed before and I'd learned a lot.

New Year's Eve brought stellar conditions with strong thermals to 14,000ft and excellent cumulus. In the words of one coach, this was our second 'best day of the season'. Honourable mention goes to Sam Woods who took full advantage of the day to fly a 750km task in a Standard Libelle. Most importantly, all COVID tests had come back negative and those isolating could re-join us in the air and on the ground.

It was a fitting end to a great week as we put into practice what we'd been learning, which yielded some silver badges, a few gold and diamond legs and, significantly for myself, a first solo cross country flight of 350km. Flying alone far from home was an almost

transcendent experience and it was one I owed entirely to the instructors who'd been there to provide whatever training I needed to achieve my goals, as well as some friendly motivation.

Of course, time in the air was only half of the experience of coaching week. Each day started with a 9am weather briefing followed by a lecture. Topics covered included outlanding with a particular focus on the Riverlands, thermal selection and centring, speed to fly theory and more. Mandy Temple's lecture on dehydration was particularly fascinating and led to curious pilots weighing themselves before and after flying to compare personal rates of fluid loss. For those like me who'd never seen a parachute used, it was also very interesting to see Sam McKay's demonstration of parachute use, deployment and internal design.

The end of each day was as much of a highlight as the beginning. Not only does the clubhouse have its own bar, but dinner was also catered each evening by the superhuman efforts of Jason and Sandy. Highlights included goulash, roast chicken and shepherd's pie, and every meal was followed by dessert including poached pears, baked custard and pavlova. I loved being able to focus all effort on gliding throughout the day and then come back to share a meal and chat about the day's flying with other attendees and I can't thank Jason and Sandy enough.

The Riverlands itself was another star. Like many new cross-country pilots, I was intimidated by that invisible wall that symbolises being out of glide range of your airfield. However, the friendly conditions and abundance of outlanding opportunities made it easy to push through with a minimum of separation anxiety and to do so at speed. For anyone who's looking to take themselves to the next level in cross country flying, whether you're a pre-C-certificate pilot or more experienced, I can't recommend a visit to Waikerie and coaching week enough. You'll be surprised by what you can accomplish in a week. I hope to see you there next time.

Thanks go out from all the grateful students to Craig and Bill for organising the event, Peter for stepping in for Craig, all the instructors, and Lloyd and David for getting all of us in the air in the first place.

**KIRREN THOMPSON**



# 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.

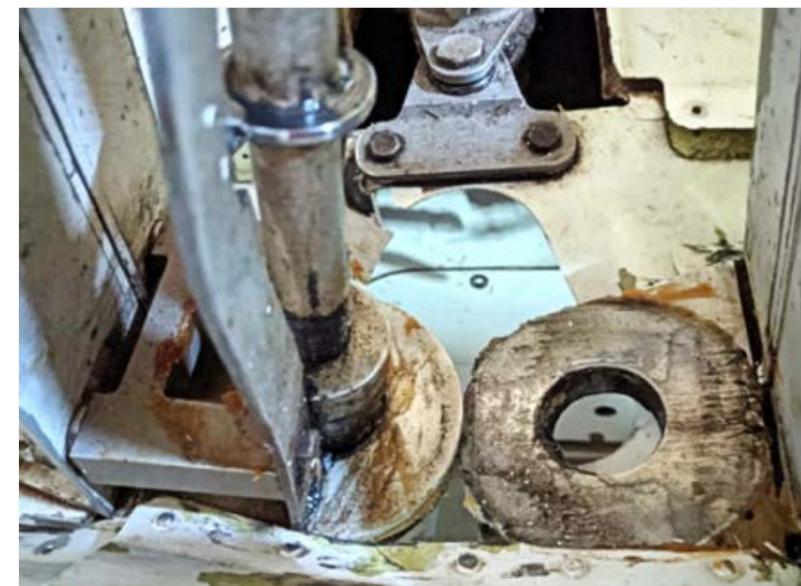
For sailplane pilots, whether gliding simply for the sheer joy of it or competing for championships and records, they are a reminder of the wondrous visual, physical and spiritual exhilaration we are privileged to enjoy in the sky.

**DREW MCKINNIE, COLIN VASSAROTTI**



# SHE'LL BE RIGHT MATE!

BY PHIL DODD



disengaged

## LIE NUMBER FOUR

"I did it right the first time, so no need to check it." "To err is human" (Alexander Pope, 1711). Nobody is perfect, and we all make errors. Although some errors just result in buying the wrong size shirt for our loved one, other errors can lead to fatalities. Double check, get a second pair of eyes to look over it. For some items, it is mandatory to get a second independent inspection done. That requirement is written in blood for many an aviator who thought one check was enough.

**LEFT: Too much force applied, and not performed in accordance with the manual.**

She'll be right, mate! Just get a bigger hammer, that will make it fit. It's never been a problem before. Don't worry, it will be okay.

These are words of complacency. The online Cambridge Dictionary defines complacency as "a feeling of calm satisfaction with your own abilities or situation that prevents you from trying harder".

Why do we have that feeling of calm satisfaction that prevents us from trying harder? We lie to ourselves.

## LIE NUMBER ONE

"It worked this way before, so it will always work." James Reason's Swiss cheese model will beg to differ. At some point, the hole in the cheese slice that this creates will eventually line up with a set of other holes, and there will be in an incident or accident.

## LIE NUMBER TWO

"The maintenance manual was written as a compliance document, not as a practical manual." The maintenance manual was written by the engineers that designed the aircraft. We may have an Annual Inspector's approval, or a DI endorsement, but unless we have a CASR 21.M approval, we are just Annual Inspectors or DIs. Stick within your scope of practice with what you are allowed to do.

## LIE NUMBER THREE

"If we hit it harder, it will go in." Well, in fact, that may be true, but at what cost? Driving pins harder than intended may split or deform the structure. Over torquing can over stress fasteners, which then fail when additional stressors are applied - additional stressors that would normally be okay. In a recent incident, applying extra force did not make the main pins go in - it damaged the mechanism and only the upper main pin was inserted while the lower main pin was completely

## LIE NUMBER FIVE

"That procedure is too long, takes too much time, and the extra steps are not needed." The accident reports are filled with examples of when corners were cut, steps missed, costs cut or shortcuts were taken. If we think that a procedure is long winded or not necessary, talk to an Airworthiness Officer, and see if they agree. Most of the ways we do things use tried and tested methods, which work and are safe.

## LIE NUMBER SIX

"We don't have the time for that. Anyway, it has never been a problem before." The 5 minutes we save here, will probably cost a day down the track, or someone's life. This lie is sometimes linked to lie number 5. It is false economy. So what if the inspection takes an extra day? So what if the aircraft is not available for flight today while we wait for the correct part? Taking a little extra time could save time later on - or save a life.

When we first go solo or first get qualified with a DI endorsement, we are ultra-diligent and fully concentrate on the task at hand. But as time goes by, we tell ourselves lies. We get overconfident. We get a false sense of security that all is good, and we become complacent. That complacency then leads us to make an error.

When was the last time you got another Annual Inspector to do the Form 2 on your glider? A fresh set of eyes over your pride and joy could pick up something that you have missed. When was the last time you reviewed the maintenance manual? Is it up to date with the latest information? When was the last time you checked the ADS on the EASA website? Or do you just rely on 'The System' to let you know?

Don't let yourself become complacent.

## GFA APPROVED MAINTENANCE ORGANISATIONS

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## VGA RALLY 2022

BY DAVID HOWSE  
PHOTOS: DAVID HOWSE, DAVID GOLDSMITH,  
PETER RAPHAEL

With the onset of summer and the lockdown over, we all looked forward to the VGA Rally this year, which was held 8 - 15 January. My preparations were to drag Yellow Bird (Boomerang VH GQO) out of her slumber and give her a good form 2 inspection. However, lockdowns loomed again, such that we thought that it was all going to be called off. Luckily Bendigo Gliding Club stepped up and said that they would host.

It was a boomer of a day we turned up to find most of

the others out on tasks. Someone asked me what my goal for the day was. My reply, just to turn up. The next day was for rigging and Form 2 testing.

We were using Bendigo's new cross runway. They had just bought it from the farmer and had prepped it for the summer season. Form 2 testing done, it was time to fly.

The next day was my best of the Rally. Three hours and thermalling with Peter Raphael in the Hutter 28. What a cute glider she is. Not only on the ground, but in the air



too. Thank you, Peter Rundle, for bringing her from NSW.

Bob turned up the next day with his Boomerang. Now the number of Boomerangs matched the K6 clan. Things were looking good for some good old rivalry, however, Bob was not feeling well and had to derig the next day to go home and rest.

Covid wasn't far from our minds, as we too had to go home for our booster shots the next day.

The next two days were a wash out for us but we did have a great time catching up with the Vintage Banter.

The winds picked up, making the next day's flying tough. Bob returned feeling better and we had a great pub feed to end the day.

Over all we had a great Rally. We missed the SA crowd and hope to catch up with them again soon.

**TOP LEFT: David Howse ready to go.**

**BELOW LEFT: The Cherokee II was designed for amateur building in 1956, and over 250 sets of plans were sold. It is fun to fly and soars well in weak or strong thermals. GPR is owned by Peter Raphael.**

**ABOVE: Alan Hopkins and Peter Raphael in the Bocian.**

**BELOW: Peter Rundle's Hutter 28, Bob Hickman's Boomerang, the Benton family Ka6 and David Howse's Boomerang line up ready to launch.**



# AROUND THE CLUBS

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



Well done, Isaac, on his first flight in a single seater at Darling Downs Soaring Club.



Congratulations to Anthony who re-soloed after a gap of 15 years at Darling Downs Soaring Club.



Congratulations to the VSA YouthGlide and YesGirlsGlide scholarships winners! Hamish Scothern, Jo Wells, James Spencer and Harbans Mann from South Gippland Gliding Club, Georgie Laverick and Alex Turner from Geelong GC and Anoushka DeChalard from Grampians Soaring Club. Their applications showed diligence, focus and enthusiasm for gliding, and willingness to volunteer to help the sport and their club to grow. The Victorian Soaring Association is proud to assist them to continue their gliding and career goals. Congratulations to both Anoushka and James for being awarded a special honour of the VSA President's Award scholarship.



Stefan Kremer on his first solo at Bathurst Soaring Club.



Congratulations to Alex on his first solo cross country with a flight to Robertstown and back. Well done! Adelaide University Gliding Club.



Congratulations Trevor Mansfield on single seat conversion at South Gippsland Gliding Club.



Congratulations James Spencer on achieving his first 1 hour solo flight towards his C certificate at the Gippsland Gliding Club.



Congratulations Wendy on going solo in a glider! She's already got the power stuff under her belt!.Gliding Club of Victoria.



Congratulations to Shivani! Roger sent his first student solo today. Shivani flew the last flight for the day, after a good launch. She chased a few lift bubbles, and then flew a text book circuit followed by a spot landing in front of the main hangar. Well done! Balaklava Gliding Club

## 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](http://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](http://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: 01/09/2021  
Date to: 30/11/2021

Damage	VSA GQ	SAGA	NSW/WAGA	Total	
Nil	6	14	13	1	36
Minor	2	4	1	1	8
Substantial	1	3	1	2	7
<b>Total</b>	<b>9</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>51</b>

Injury	VSA GQ	SAGA	NSW/WAGA	Total	
Nil	9	20	15	3	50
Minor		1			1
<b>Total</b>	<b>9</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>51</b>

Phases	VSA GQ	SAGA	NSW/WAGA	Total		
In-Flight	2	4	6	1	13	
Landing	4	10	4		3	21
N/A			1	1	2	
Launch	2	2	3	1	8	
Ground Ops	1	2			3	
Outlanding		2	1		3	

Type of Flight	VSA GQ	SAGA	NSW/WAGA	Total		
Local	4	13	6		23	
AEF	1		2		1	4
Training/Coaching	2	3	4	2	1	12
Cross-Country	1	3	3	1	1	9
Ground Ops	1	2			3	
<b>Total</b>	<b>9</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>51</b>	

Level 1	VAG	VSA	SAGA ISWG	GQ	Total	
Airspace				1	1	
Environment		2	8		1	11
Operational	3	6	5	1	17	32
Technical			2	1	2	5
<b>Total</b>	<b>3</b>	<b>9</b>	<b>15</b>	<b>3</b>	<b>21</b>	<b>51</b>

### 4-SEP-2021 GQ PIPER PA-25-235 WEAK LINK

#### What Happened

The tow pilot identified that the TOST weak link fitted to the tow rope had been incorrectly assembled and was double the rated strength.

#### Analysis

The tow pilot was inspecting the weak link and tow rope for serviceability as part of the Daily Inspection before the day's operation when he noticed there were two equal link inserts fitted to the weak link. Both inserts had round holes rather than one having an elongated hole, which effectively doubled the breaking load (see photograph). There were no records of when the weak link had been changed, but it is believed many aerotows had been performed in this configuration. The tow pilot replaced the weak link and ensured the correct inserts were fitted.

#### Safety Advice

The TOST weak link system is an engineered and approved system which prevents aircraft overloading in winch, autotow and aerotow operations. By using this system, the operator is assured of maintaining the

manufacturer's airworthiness requirements for protection of both tow plane and sailplane. The GFA recommends clubs and operators use the TOST reserve insert and sleeved weak link system. This uses two weak links in parallel protected by a steel sleeve. Both weak links have attachment holes at each end and are 8 mm in length. The reserve has oval attachment holes and carries no load in normal operations. If the load exceeds the rating, the weak link will fail and the reserve link will take up the load. If the load is more than a momentary jolt both weak links will fail. For further information, refer to Operations Advice Notice (OAN) 01/13 'Weak Links – Selection, Application, Safety and Testing of Glider Weak Links'.



### 10-SEP-2021 SAGA ASK21 TERRAIN COLLISION

#### What Happened

Under investigation. While landing with a crosswind and during the final approach, the glider drifted off the runway centreline. The instructor prompted the student to regain the centreline by turning slightly into wind, but the aircraft touched down near the side of the runway with the port wing over the ungraded verge. The port wing contacted the ground and tall grass caused the glider to rotate to the left through 130 degrees and skid to a stop about 3 metres off the runway. The glider suffered substantial damage to the port wing.

### 16-SEP-2021 SAGA VENTUS 2CXM TERRAIN COLLISION

#### What Happened

Under investigation. The pilot conducted a low-level finish manoeuvre upon returning to the circuit from a cross-country flight but did not change his planned approach when it became obvious a modified circuit may be appropriate. As a consequence, the pilot conducted a very low turn onto final approach, following which a

severe ground loop occurred. The glider was substantially damaged.

### 26-SEP-2021 SAGA DG-1000S TECHNICAL

#### What Happened

Under investigation. One of the port airbrake panel mounting bolts was found to be not in safety. The aircraft had been subject of 29 Daily inspections since the last annual inspection.



### 9-OCT-2021 GQ STANDARD CIRRUS AIRCRAFT CONTROL

#### What Happened

The pilot left the decision to break off the flight late to search for thermals in the vicinity of the aerodrome before entering circuit and did not configure the aircraft for landing. Once in circuit, the pilot became distracted by radio calls and adjusting for lift and forgot to conduct the pre-landing checklist.

#### Analysis

The pilot advised that while planning to land he decided to see if there was any lift at a known location near the circuit joining area. He considered lowering the undercarriage at that point but decided to wait until joining the circuit to minimise drag. When arriving at the location he could not find any lift and joined circuit at the normal height. During the downwind leg the glider flew into lift while the pilot was responding to a radio call from another glider pilot about likely thermal sources. The pilot considered taking a climb in this lift but chose not to because of possible conflict with other circuit traffic and instead modified his circuit to account for the increase in height. The radio call and modification to the circuit led to the pilot omitting to conduct the pre-landing checklist, and the glider subsequently landed safely, albeit with the undercarriage retracted.

#### Safety Advice

Landing mishaps commonly occur to pilots who lack the discipline to break off the flight at an early stage, and who become overloaded in the circuit. Workload management can be eased by proper flight management, which includes attending to pre-landing tasks, like lowering the undercarriage, early rather than later in the circuit (OSB 01/14 'Circuit and Landing Advice' refers). Many similar accidents have had their genesis in pilots choosing not to lower the undercarriage until late in the

flight in the mistaken belief that to do so would significantly reduce the glider's performance by increasing the drag. While a lowered undercarriage adds to profile (or parasitic) drag, such drag increases with the square of the airspeed – so in most sailplanes the drag penalty of the lowered undercarriage is negligible up to normal cruising speeds.

### 20-OCT-2021 GQ STANDARD CIRRUS TERRAIN COLLISION

#### What Happened

Under investigation. While outlanding, the pilot crowded their circuit and overshot the intended landing area. The glider touched down heavily in the following paddock that was upward sloping, and passed through a barbed wire fence before striking the hills hoist and coming to rest near the farmhouse.



### 23-OCT-2021 NSWGA DG-1000S LAUNCH

#### What Happened

While demonstrating a double hook-up manoeuvre at approximately 1700' AGL, a bow developed in the rope and the weak link broke while manoeuvring to take-up the slack. The rope recoiled over the canopy and left wing, and the weak link struck and penetrated the left wing (see photograph below). The pilot under review flew a normal circuit and landed safely with the tow rope still tangled over the canopy and left wing.

#### Analysis

The sortie was the second flight of an instructor Flight Review, and the pilot under review had not flown since July 2021 due to the Covid-19 pandemic lockdown. On this flight the pilot under review was demonstrating a pre-planned double hook-up manoeuvre at approximately 1700' AGL. During the procedure the pilot positioned the glider approximately 45° to the left of and below the tug, whereupon he paused in this position awaiting acknowledgement from the tug pilot. No acknowledgement was forthcoming, so the pilot positioned the glider slightly further out. On this occasion the tug pilot gave the appropriate acknowledgement, and the glider was then manoeuvred back to the normal towing position. During this manoeuvre a bow developed in the rope that curled back level with the glider's starboard wing leading edge. While the pilot was attempting to take out the slack, the rope suddenly

continued over page

became taught and the weak link at the tug end broke. The tow rope recoiled towards the glider and draped over the canopy and port wing, and a section of the weak link assembly struck and penetrated the port wing. The instructor under review released the rope but it did not fall away, so a gentle descent was made to circuit height. Following a normal circuit, a safe landing was made with the rope still draped over the glider.

**Safety Advice**

It is not uncommon for slack to develop in the rope during out-of-station manoeuvres and for the weak link to break when the rope comes back under tension. In situations involving a large bow in the rope it is recommended that pilots release the rope just before the slack is fully taken up to prevent breaking the weak link, and also to avoid potential control difficulties should the rope wrap itself around a control surface.



**24-OCT -2021 VSA  
IS-28B2  
TECHNICAL**

**What Happened**

**Under investigation.** The sortie was the post annual maintenance test flight. During the take-off behind the tug, and just after becoming airborne, the pilot flying heard a loud cracking noise from behind. The pilot released from tow and conducted a safe landing straight ahead on the runway. Upon exiting the glider the flight crew observed the wings "had a huge dihedral" (see photograph).



**3-NOV -2021 NSWGA  
JS1 B  
TERRAIN COLLISIONS**

**What Happened**

The sortie was the second flight after the annual inspection 2 inspection. For the first flight on the previous day the glider was unballasted. The pilot conducting a 350km cross country flight, and commenced final glide at 5050 ft QFE approximately 46 kms from the home airfield. The pilot reported encountering extensive sink, and opened the water ballast dump valves with about 25kms to run. At about 10kms inbound the pilot was on a crosswind leg at 600 ft AGL for the chosen outlanding paddock. The pilot deployed and attempted to start the sustainer jet engine, but it failed to start. The pilot then commenced a right-hand turn onto late downwind, intending to continue the turn onto final approach. The pilot lowered the undercarriage and selected landing flap but noticed the rate of descent was higher than normal. When approximately 100 metres from the boundary of the selected paddock, the pilot identified the glider was undershooting and, determined not to risk rolling through the wire fence, he steered the glider to the

left. During this manoeuvre the left winglet caught the ground, causing the glider to rotate through 180 degrees and travel backward to rest and retarded by the natural scrub vegetation which was about 2ft high. The pilot contacted the airfield to organise a retrieve crew, and then prepared for the de-rig. It was at this time the pilot noticed that the left wing was still full of water, and upon checking under the wing he found the drainage port was covered by a transparent adhesive patch, presumably applied during the annual inspection. The pilot stated that he had not noticed the patch during his daily inspection. The pilot believes that he may have been flying slightly cross-controlled due to the asymmetrical ballast configuration and that this resulted in a higher-than-normal rate of descent.



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