

# GLIDING

## AUSTRALIA

Issue 63 March - May 2023

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

### WAIKERIE OPEN AND SPORTS NATIONALS



SGP GAWLER - NSW COACHING WEEK - NSW COMP - JOEYGLIDE - G DALE



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# GLIDING AUSTRALIA

MAGAZINE

No. 63 MARCH - MAY 2023

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## FROM THE PRESIDENT



are the very fabric of our structure, which means that if we are to thrive we need to adopt the mantra of One Sport, One Team, One Gliding. If we don't, then the future development of our sport is in jeopardy.

Having differing approaches and opinions can at times be challenging but that is what makes life interesting and will ensure our prosperity, provided we can harness

that group energy and collective intellect to benefit all. As individuals need to respect other individuals, clubs need to do the same, in other words, respect other clubs' ideas, views and aspirations and help them to achieve their goals.

Across Australia we have a number of airfields that host more than one club – in one instance there are three. Over recent times there are several examples where clubs have had or are in the process of trying to work through differences. It is healthy to have differing views. The challenge comes in resolving those differences so that everybody (every club) is a winner. As differing standpoints become entrenched and defensive positions prevail, it becomes increasingly difficult to work to a mutually satisfactory solution.

I don't believe anyone or club deliberately goes down the track of creating a dispute, but when a dispute does develop it is vital to address the issue early – don't let it fester and grow to a point where it

becomes personal and irreconcilable. In any dispute resolution, it is essential to look for points of agreement as a base to working through other areas where compromise on both sides will eventually lead to mutual benefit. This process certainly is not easy and cannot work unless opposing parties are genuinely working to resolve the problem. If only we could put the same energy into solving issues as we do in creating and perpetuating them, our differences would seem much smaller.

Where we can, Gliding Australia is here to help, but we can only do so much. We can't solve the problem – only those involved can do that – but we can assist by offering support. Everybody would be aware of the work that Amanda VanderWal carries out on behalf of Gliding Australia. Amanda's job is to help clubs develop in all sorts of ways from governance matters to fund raising, grant applications, club structures and, of course, dispute resolution. If you see a need in any of these areas, please do not hesitate to initiate contact with Amanda – her contact details are on the Gliding Australia website – just scroll down to the bottom of the homepage and you'll find her listed under Contact Us.

Please remember, we are One Sport, One Team, One Gliding – let's all work together to ensure the future development and prosperity of our sport by creating win-win results. Fly safe and be kind to each other.

**STEVE PEGLER**  
**PRESIDENT**  
[President@glidingaustralia.org](mailto:President@glidingaustralia.org)

## FROM THE EO



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

The good news is that our membership numbers are increasing. After two seasons impacted by Covid and another season affected by floods, flying at many clubs has been severely limited, but despite this, we now have many new members joining Gliding Australia.

We have had 467 new flying memberships over the past 10 months, and it is worth noting that 30% of these are previous members returning to the sport. This goes to show that it is important for clubs to develop good relationships with members even though they may not want to fully commit when they first join. You want them to come back to your club when they return to flying some months or years later.

We expect that the new GPC training resources will encourage new members to develop soaring skills and therefore increase the value they get from their flying. Clubs have a major role to play by making new members feel welcome and to encourage their involvement in the sport.

**IT REVIEW**  
Following the board's strategic planning session, IT was identified as a key area in need of improvement for the organisation. There are many IT systems involved at Gliding

Australia and we have a real need for a plan for the long and short term.

With this in mind, the board has contracted a consulting firm 'Strategic Directions' to advise on options for renewing our approach and on systems that will satisfy our needs both now, and into the future. Their initial report, following consultation with Gliding Australia Staff and our technical volunteers, is now being reviewed by the project team and the Board, who will provide more feedback as it is received.

The project team is focussed on developing practicable ways to improve our IT services, improve data protection, get best performance from systems and software, to benefit all members, clubs, regions and Gliding Australia departments.

### FINANCIAL REPORT

The Gliding Australia Financial Year runs from May to April. At the end of January our Total Income was significantly better than last year and \$67k better than budget. Expenses were \$114k lower and Operating Profit at \$43k was \$183k better than budget.

This year, 'Other Income' is exclusively from investments. The investment outcome this year has been poor, showing a Loss YTD of \$55k compared with last year's profit of \$121k. This outcome reflects the general malaise in investment markets since the onset of high inflation and the war in the Ukraine.

The standout variance is that of Membership which is \$51k better than budget. Pleasingly, the growth in membership income is strong for both Full and Junior memberships as well as AEFs and International Visitors.

Airworthiness also performed well with income \$7k over budget, as did receipts from Insurance Commissions which are \$8.5k ahead of Budget.

### CLUB LOAN INTEREST RATES

Gliding Australia offers club loans to clubs who wish to

purchase aircraft or similarly grow their assets. The interest rates applied to Gliding Australia Club loans is 4% plus the Reserve Bank cash rate, which has now risen from 0.1% to 3.35%. Our Treasurer Chris Bowman has been raising the interest rate applied to Club loans in line with the RBA movements and has advised the clubs of the changes.

To date, clubs have not been asked to raise their monthly payments and in only two cases has the increased interest resulted in the loan term extending beyond an additional month or two. These loans are still better value than other commercially available loans, and many clubs are taking advantage of this.

Some clubs also took advantage of short term bridging funds to enable purchases of ADS-B and Electronic Conspicuity (EC) equipment, in advance of rebate funding, for improved alerted see-and-avoid.

### PART 149 UPDATE

Gliding Australia has submitted its application for Part 149 with CASA, just prior to the deadline. This will mean that we should be recognised in late 2023 as the key organisation for the sport of Gliding, sharing responsibility with CASA for managing the sport. Having submitted our exposition we now wait for feedback and questions from CASA. The benefit of meeting the CASA timeline is that we do not have to pay CASA to provide the feedback, which is what has driven our focus on timing.

The Board is enthusiastic about the improvements that have been made by responding to Part 149, enabling us to streamline our processes and procedures.

### WORLD GLIDING CHAMPIONSHIPS AT NARROMINE

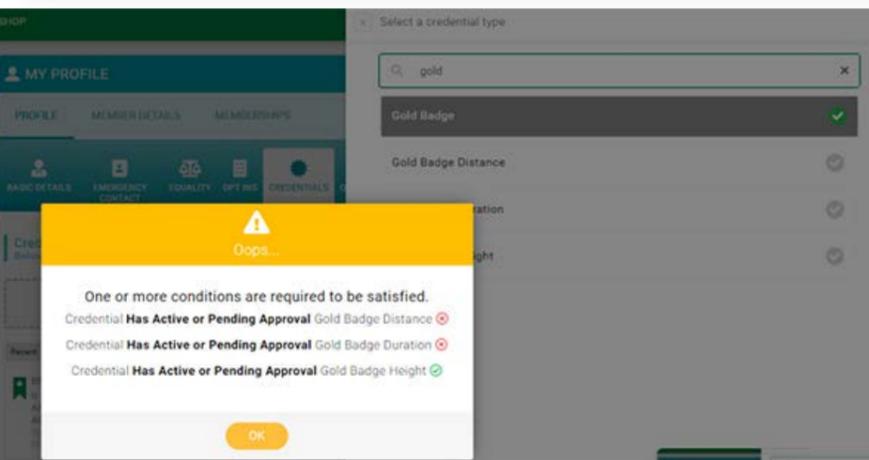
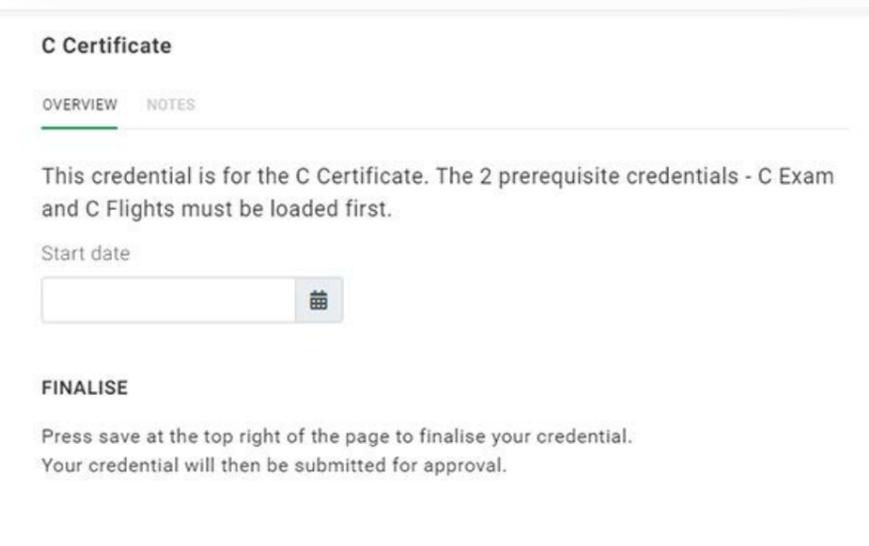
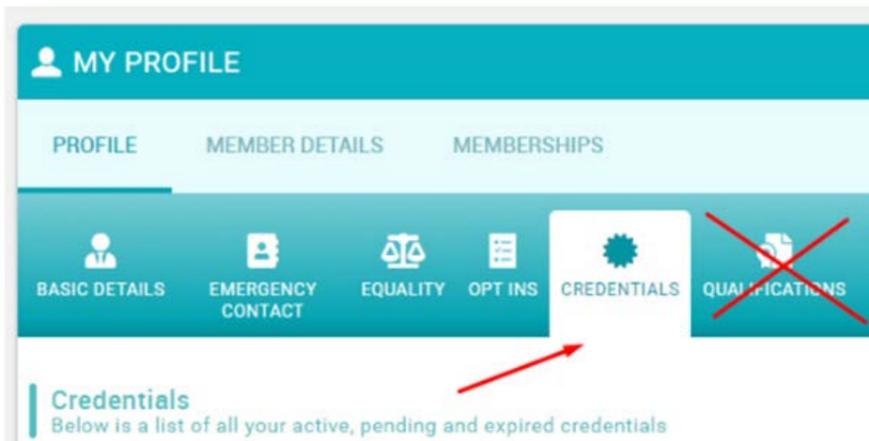
Narromine will host the 37th World Gliding Championships for Club Class, Standard Class and 15m Class. Events will commence on 29 November and continue through to 16 December.

Australian team pilots will be selected following the Nationals, which start on 11 March through



## A PASSION FOR GLIDING

Keith Willis' PW-5 (ZAW) based at Horsham passed the 4000 hours flown mark in February. Keith has flown 3,720.35 hours in ZAW with an average flight duration of 4 hrs 06 mins. Keith has a further 128 hrs 56 mins in PW-5s. He has flown 112 types of gliders in 18 countries with a total time in gliders of 6,805 hours. Well done, Keith, for your perseverance.



will begin finalising preparations for the main event. The Championships require a lot of volunteers, so contact Narromine if you are prepared to help out.

International teams are keen to hire competitive gliders with cars. Even some crew roles are available, so plenty of opportunities are there to be a part of these Championships.

### NEW GPC TRAINING ROLLOUT

Nearly all clubs have well and truly embraced the new GPC training resources, meaning that almost all new members are receiving a high standard of training utilising these resources. For the first time, Australian glider pilots are accessing a structured training program with practical in-flight and theoretical training modules enabling consistent standards, no matter which club they attend or which instructor provides their training.

The resources comprise a training guide for Instructors, but also a pilot guide for use by student pilots, and a series of theory training packages.

The Training Principles and Techniques (TPT) Manual provides a much stronger basis for training the trainer, coaches and instructors, with more modern content on important adult learning, communication, safety and risk management aspects.

This structure supports a consistent, high standard of training with regular feedback on progress through the new GPC Logbook. There is no reason for any student pilot to not receive this new standard of training.

Instructors and Coaches are encouraged to give feedback on the training resources over the next few months. The resources will be updated and, if necessary, corrected in August before the new version is introduced.

### SAFETY SEMINARS IN 2023

Drew McKinnie is Gliding Australia's Safety Manager and is looking to re-introduce face-to-face safety seminars across the country in 2023. These were popular in pre-Covid times,

supported by operations, airworthiness and soaring development expertise, and Drew sees an advantage in moving back to this approach.

Members will still be able to join the safety seminars via online webinars, but the opportunity for personal face-to-face discussion will add a lot of value. Specialist departments appreciate the direct feedback and advice on problems and priorities. Keep an eye out for the schedule, which will be available during the cooler months.

### AVALON AIRSHOW

After a few years of cancellations due to Covid, the Avalon Airshow is back and Gliding Australia will be there with strong representation. We have a team of approximately 20 volunteers to represent and answer questions while sharing the sport with the aviation community. Gliding Australia will be bringing a number of gliders for static display, as well as a gliding simulator. Many thanks to Daryl Bishop from GCV and the team of volunteers. We look forward to seeing gliding making an impact alongside the other aviation groups at the Airshow.

### CHANGES WITH JUST GO

Thank you to all members for your patience as we worked through the data quality issues we had with the GPC, GTC and ABC Certificates and Badges in JustGo. This information has been stored electronically since 2014 and was transferred into JustGo in 2019. As systems and processes improve, we try hard to migrate historical records into new formats. Unfortunately, at that time, the migration triggered emails and displayed qualifications as invalid. The second stage of this migration will happen in early March but should not trigger any emails this time.

This year, in preparation for Part 149, we need to be able to demonstrate to CASA that pilots have their Radiotelephone Operator Endorsement. This is

why many of your A Certificates are displaying as invalid. We realise many of you have held this credential for many years but it has never been captured electronically. We have started contacting members to ask them to add this credential. If you do get this email please action it, so we don't have to keep asking.

Members have asked for clarity about the difference between Qualification and Credentials in Just Go. Currently, our Admin staff add your qualifications once you have met the credentials. Example: once you have flown Silver Distance, Silver Height and Silver Duration credentials, then our staff create a Silver Badge qualification for you.

Just Go is making changes now which will remove the Qualifications tab, and all of your Qualifications will be listed as Credentials. The term 'qualification' will not be used

anymore. Members will be able to add their own ABC Certificate and Soaring Badges now, and Just Go will automatically check that the member has the underlying prerequisites for that Certificate or Badge. JustGo will tell you if you are missing any prerequisites.

The member's process for applying for a GPC and GTC will remain the same, but the Admin process of re-entering the information will no longer be needed. JustGo hopes to go live at the start of March and the reports will be updated in the days following launch.

A new version of JustGo will be introduced by May. This will allow us to send more targeted emails to members, have better reporting for regional and club administration and improve the linkage to Salesforce.

**Come and Fly with US!**

Lake Keepit Soaring Club is a great place to fly... A 7 day a week club operation with a relaxed, fun atmosphere. LKSC has a modern, well maintained fleet and launches are by aerotow and winch. The region's varied terrain from plains to mountains with plenty of safe out-landing opportunities and year-round good conditions make LKSC ideal for pilots wanting to fly further, faster... sooner.

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# FAI GLIDING BADGES

DECEMBER 2022 - FEBRUARY 2023



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

## A CERTIFICATE

**ANOUSHKA DE CHELARD**  
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**LAURA WHITEHEAD**  
**JULIEN JAMES**  
**JEREMY SKUSE**  
**WIM NAVEAU**  
**ERIK HANSEN**  
**ROBERT GORDON**  
**GARY CAMPBELL**  
**VITALIY BASCHLYKOFF**  
**GARETH VASS-BOWEN**  
**ANDREA TONDINI**  
**ANDREY MAKARENKO**

**AJGC**  
**GCV**  
**BATHURST SC**  
**LAKE KEEPIT SC**  
**GCV**  
**GLIDING CLUB WA**  
**BALAKLAVA GC**  
**GCV**  
**GEELONG GC**  
**GEELONG GC**  
**WARWICK GC**  
**BEVERLEY SC**  
**MOUNT BEAUTY GC**

**MICHAEL BEGG BATHURST SC**  
**ANDRE KOLODOCHKA - RAAF RICHMOND GC**

**SILVER DISTANCE**  
**JAVIER REBAGO GC**

**SILVER DURATION - SILVER HEIGHT**  
**JAVIER REBAGO GCV**  
**CHRISTOPHER LOYNES KINGAROY SC**

**SILVER DISTANCE AND HEIGHT**  
**VICTOR CHEUK YIN LEE**  
**SVERRE KVAALE GCV**  
**HONG FOO YONG GCV**

**JOHN LOCK - LAKE KEEPIT SC**  
**PAUL BRODERICK - LAKE KEEPIT SC**  
**VALERIY - BATHURST SC**  
**LEO NELSON - BATHURST SC**  
**STEFAN KREMER - BATHURST SC**

**GOLD BADGE**  
**ZENON BUSSENSCHUTT ADELAIDE SC**

**GOLD BADGE - DIAMOND GOAL - DIAMOND DISTANCE**  
**THOMAS JAMIESON BATHURST FLIGHT**

**GOLD DISTANCE - GOLD HEIGHT - DIAMOND GOAL**  
**ALEXANDER BOLEK GEELONG GC**  
**MICHAEL BEGG BATHURST SC**

**GOLD DISTANCE, DIAMOND GOAL, DIAMOND DISTANCE**  
**SAMUEL PETO NARROMINE GC**

**GOLD DISTANCE AND DIAMOND GOAL**  
**MATTHEW DUNSTAN DARLING DOWNS SC**  
**PETER BRUNTON DARLING DOWNS SC**

**GOLD DISTANCE**  
**FRANCO SPATARO BATHURST SC**  
**STEFAN KREMER - BATHURST SC**

**GOLD HEIGHT**  
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**ALF MCMILLAN BEAUFORT GC**

**DIAMOND DISTANCE**  
**ANDREW HORTON BALAKLAVA GC**

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**ADELAIDE SC**  
**BEVERLEY SCC**  
**WARWICK GLIDING CLUB**  
**BEVERLEY SCC**  
**NORTH QUEENSLAND SC**

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**ADELAIDE SC**  
**SOUTHERN CROSS GC**  
**NT SOARING**  
**CANBERRA GC**  
**AJGC**  
**GCV**  
**MURRAY BRIDGE GC**  
**GLIDING CLUB OF WA**  
**GLIDING CLUB OF WA**  
**BEVERLEY SC**  
**WARWICK GLIDING CLUB**  
**BATHURST SC**  
**NORTH QUEENSLAND SC**  
**BATHURST SC**  
**SOUTHERN CROSS GC**

## SILVER BADGE

**ANOUSHKA DE CHELARD GRAMPIONS SC**  
**ADAM MECHLER GEELONG GC**  
**THOMAS JAMIESON BATHURST FLIGHT**  
**ZENON BUSSENSCHUTT ADELAIDE SC**

## 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.

## SOUTH AUSTRALIAN STATE CHAMPIONSHIPS ADELAIDE UNI GLIDING CLUB 4 - 13 March 2023

The Adelaide University Gliding Club is the host of the next state competition. The event will run over 5 days - the 4th, 5th, 11th, 12th and 13th of March 2023 (2 weekends). Friday the 3rd of March will be a practice day.  
[contact@augc.org.au](mailto:contact@augc.org.au)

## VINTAGE FLYING RALLY HUNTER VALLEY GLIDING CLUB 7 - 16 April 2023

The Hunter Valley Gliding Club invites all pilots to the Vintage Flying Rally at Warkworth airfield with the main event over the Easter long weekend and tows available each day.

Aerotow launches will be provided by the clubs vintage Pawnee and a second tug over the long weekend as required. A modern club house and amenities block are available for use by all guests along with limited bunkhouse accommodation. There is plenty of space for camping on site, or hotels and guesthouses in the nearby towns of Singleton and Broke. Evening meals will be available at modest cost on Easter Friday, Saturday & Sunday. Bring your own aircraft or experience a vintage two seater, or single seater for appropriately qualified



pilots. Additionally, Warkworth's club two seater fleet will also be available. Due to catering and tug requirements, registration is essential, numbers may be limited.

For more information contact:

**Neil Bennett 0408 410 306**  
[njkbennett@gmail.com](mailto:njkbennett@gmail.com)  
Please visit the club web site to register:  
[www.hvvc.com.au](http://www.hvvc.com.au)

## AUSTRALIAN NATIONALS PRE WORLD GLIDING CHAMPIONSHIPS NEW DATES 15 - 24 March 2023 Narromine

Narromine Gliding Club is hosting the 2022 Standard, 15 Meter and Club Class National Gliding Championships at Narromine Airfield. This competition attracts 100% selection points for the Australian Team to compete at the World Gliding Championships Narromine 2-16 December 2023.

As it is the Pre-Worlds event for the 2023 World Gliding Championships it will also attract many international competition pilots.

Entries are now open, click on this link [narromineglidingclub.com](http://narromineglidingclub.com).

[au/AusGlide/AusGlide2022](http://au/AusGlide/AusGlide2022) to go to the Comp website and register.

The competition will comprise three classes. An Unballasted Club class and Ballasted Standard & 15m Classes, same format as WGC Narromine. It will be run in accordance with the GFA National Competition Rules and will employ the GFA National Handicaps for Ballasted and Unballasted gliders as appropriate. The highest placed pilots in each class will be eligible for selection for the Australian National Team at the WGC Narromine 2023. Practice Day is **Sunday 27 November 2022** with the first Competition Day on **Monday 28 November 2022**.

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

## 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.

# JOEYGLIDE 2023

BY TOM JAMIESON



**ABOVE: A close up image of JoeyGlide's annual glider lift, featuring Annoushka De Chelard in the cockpit. (Laurie Bartlett)**

**RIGHT: Josh Geerlings in his Discus-a, ready to launch. (Laurie Bartlett)**

**BELOW: JoeyGlide's annual glider lift, featuring Noah Tanzen's newly acquired Club Libelle. (Aidan Curtis)**

When you spend a week surrounded by keen, young pilots who are capable and passionate about what they do, your personal flying is bound to leap ahead from where it started.

JoeyGlide 2023 has been an extraordinary adventure, involving lots of self discovery while refining our racing skillsets, and an opportunity to make some great friends.

Like most of our gliding events, efforts to travel across the country to attend shouldn't go unnoticed. One pilot crossed the Nullarbor Plain, and another crossed the Tasman Sea, while most others hitched up their gliders

and drove over 12 hours through our eastern states to make it the event that it was.

### WELCOME TO LAKE KEEPIT!

Unfortunately, due to a storm, the first day of the competition was cancelled. Instead, everyone piled into cars and headed into Tamworth for some bowling and lunch. It was great to get to know everyone better before the week ahead.

### CAUTIOUS TONE

For Day 2, Allan Barnes had set us an AAT to the west

with 5 sectors, racing a lap of Boggabri that confined us to a small workable area before the ominous and final wedge showed who would dare to venture the deepest as the blue day began to die.

Jayden Bashford started the earliest, while I waited for a glider or two to start, hoping to work together in the gusty blue weather. I caught Ryan Driscoll making the dive for the start line not long after and kept a good pace for the first leg, but his ASW20 drove hard, with such pace it stirred up a bubble I just missed, scratching away at the Pilliga. He hunted Jayden down for the rest of the task.

There was a cautious tone over the frequency for the rest of the day. The climbs didn't go high and continued to spread out. Most of the fleet minimised the rest of the day, and we gently tiptoed our way home.

### TAMING THE 20

By the third day we had settled in, and our forecast hinted at cu. It was a day to be high, as the lift was broken near the bottom of the racing height band. We fought a stiff headwind and let the cu steer us around, picking many differing paths, which were closely analysed at the nightly maggot race debriefs.

By now I had two dozen hours in the ASW-20, and things weren't quite feeling right.

It would kick and buck in the thermal, flying laps around me as I shut my eyes, intently listening to the language of its wings seeming all over the place, wriggling past each thermal in the sky and wanting to



race away from me as I came to terms with the flap lever.

Man and machine did not feel one in this cockpit. I kept pulling up into nothingness and turning in gusts. I was beginning to realise that not only were the clouds were telling lies but my vario, too. Later, with the aid of detective Arnie, I discovered it was uncompensated. Turn that volume down and carry on! I knew it would help me grow that sixth sense by the end of the week.

### STRONG BLUE DAY

Day 4 introduced us to the Beecroft Wedge, which sent us south, thundering along in the strongest blue day yet. Our barographs were different this day, taking big chunks out of the sky to glide between high and strong thermals. Reuben Lane's eyes filled





with heart shaped cu and took his DG100 far into the south to connect with them. Paulo Merlo had almost doubled some of our average climb rates in his LS4. We all slowed down approaching Gunnedah, where the land was soggy and unforgiving. Those who could see this acted accordingly and did well.

#### CIRCLING LIKE A SHARK

On Day 5, Allan set us our longest AAT of four hours, sending us south to Quirindi, over the ranges to Coonabarabran, and up the Pilliga back home. The first leg was quick, but the weather was changing the further we pushed south. Something was going on here that I couldn't understand. I passed some reasonable climbs on my way to the high ground where the sky looked more organised.

It was blowing a gale over the ranges, and I was in the lee. I knew I was in trouble. The sky had quickly overdeveloped. My eyes turned down from the unreliable scrappy cu to engage in a desperate search of harvesters, hot rocks, dark paddocks, dams and high ground, but my toolbox was empty as I passed the last source at 1,500ft. I eyed off the strip at Blackville, circling above like a shark for what felt like an eternity, round and round in nothing while others slowly crept past well above, thankful for the warning in my misfortune.

I set up for a conservative approach into the strip, which luckily aligned well with the strong wind, and put it down for my first real outlanding. Reuben Lane ended up in a tight paddock 7km away. The two of us had given up and called it quits to be safe but had lit the burning desire in the rest of the fleet to make it home, which they did.

Special mention to Noah Tanzen who flew his Club Libelle around the task and made sure of it no matter what, with beers and applause greeting his landing from the dinner table.

#### AH YES, THE BARBECUE!

You could have flown the task in the tug at idle with us on Day 6, our fastest day, with 8kts to 9,000ft. Special mention to Kieran Cassidy from New Zealand who did 100kph in a dry Standard Libelle. Allan Barnes set up another Beecroft wedge to Moree and back. While screaming along at cloud base with the day so good it couldn't get better, a distant haze caught our attention.

A farmer had set his paddock alight, creating a monstrous thermal for us right at the end of the wedge. Just about every glider, no matter their handicap, made their way to the very end of the wedge to get their piece of the 'Barbecue', named by Paulo over the radio. The sea breeze cut the quick day short and slowed us down, searching for a final glide climb over the Kaputar range.

#### FEELING RIGHT

The final Day 7 was a change of pace yet again, with cirrus shading our entire task. Schmidty forced us through a 15 minute start window to ensure we were back for dinner on time. I had regained a fair pace coming into the final glide after a challenging first few legs, and as our gaggle sunk lower and lower into the face of the oncoming Kelvins which we had to cross, I stopped. My body relaxed, my wings spoke left, and slowly that way I went, feeling the pressure of the air ahead until it was under me and I caught the solid thermal. This feels right, I thought, and flew it home for the final glide. Josh Geerlings read the sky well and took the day win.

#### CLOSING NOTES

"This is some of the best flying you'll do," someone told me as I arrived ready to rig my glider, and they were right. The sense of mateship and determination from the others I've flown with will stay with me for a long time to come. Many thanks to the support from the NSWGA Uncles Foundation and AJGC which made this experience a possibility.



#### JARED BIGNELL ON THE COACHING PROGRAM

JoeyGlide 2023 was such a fantastic opportunity, taking my gliding experience and knowledge to new heights (literally), and started a huge step up in working towards achieving my GPC.

Right from the very first day, everyone involved was full of energy, raring to go for a week filled with setting new PR cruising speeds, outlandings, and the start of irreplaceable friendships. I'll always remember the spectacular views while taking off over the water at Lake Keepit.

I was fortunate enough to be part of the coaching program, along with three other coachees. We were able to put theoretical lessons into practice on every operational day we had, with world class coaches supporting and guiding us every step of the way. Thanks to the new GPC syllabus, the coaches could break up the theory into easy-to-understand sections and key concepts, which we used as the focus for each flight.

Along with this, having such a spread of coaches, all with crazy amounts of experience, enabled us to see their different approaches and styles to cross-country flying but also their hints, tips and tricks on the best and most reliable thermal sourcing and centring techniques.

I think the AJGC does an amazing job in facilitating JoeyGlide, and truly aims to give as many young people as possible the opportunity to dive into cross-country competition flying. This was done by making it more affordable with the help of generous subsidies and sponsorships, which we all couldn't have been more thankful for, as well as the incredible organisation and persistence ensuring that we were able to fly each day, providing the weather was in our favour. I cannot recommend enough to juniors to come along next year and see what all the excitement and thrill is about. See you at JoeyGlide 2024!



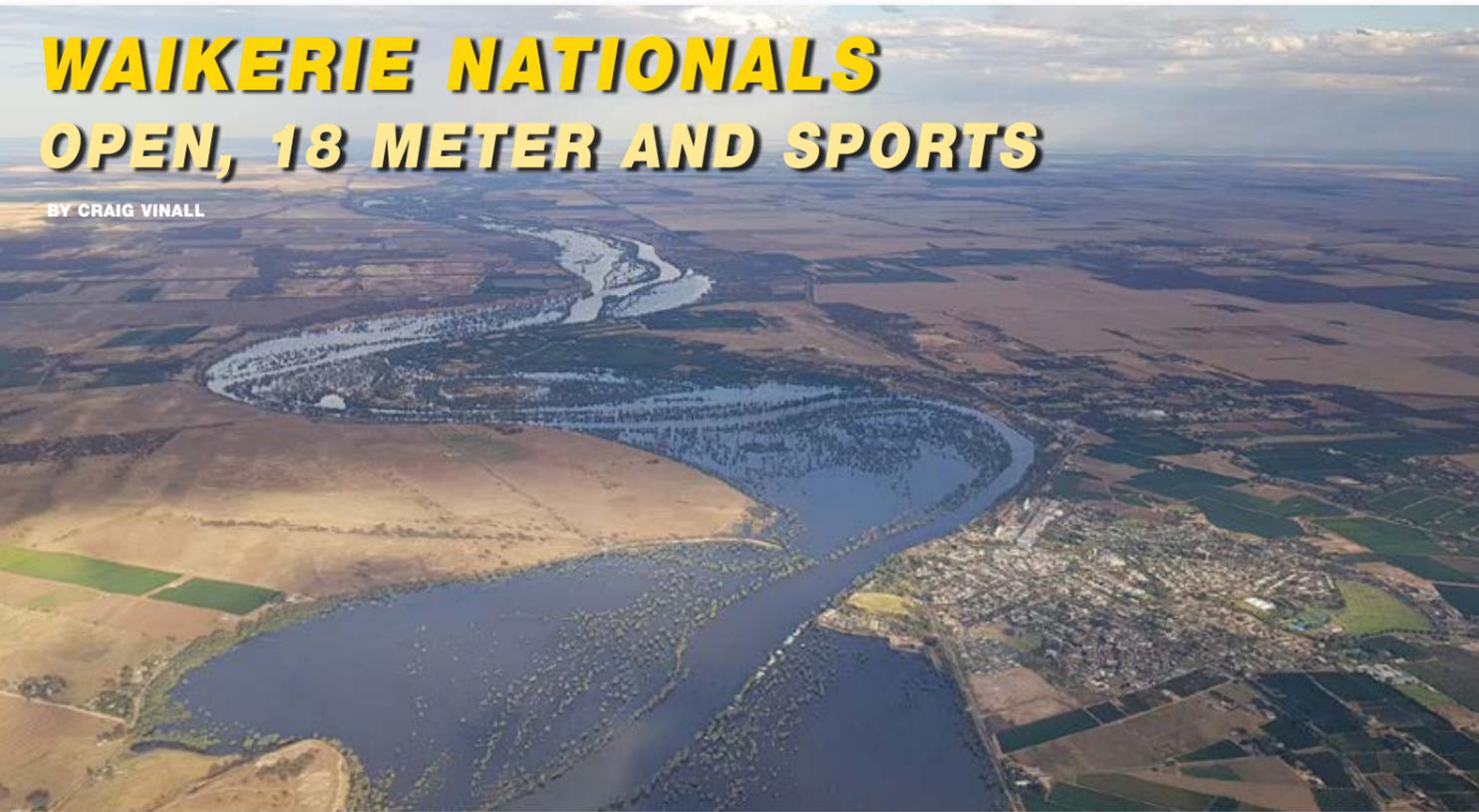
**ABOVE:**  
Competitors Tom, Josh, Jayden and Paulo discussing the day ahead (Laurie Bartlett)

**RIGHT TOP:** Girl power: Annoushka De Chelard, Belen Swart and Katie Barnes pushing up gliders on the grid. (Callum Rashleigh)

**RIGHT BELOW:** Tom Jamieson at Blackville airstrip after his outlanding. (Tom Jamieson)

# WAIKERIE NATIONALS OPEN, 18 METER AND SPORTS

BY CRAIG VINALL



**ABOVE: Waikerie on the southern bank of the flooded Murray River.**

**BELOW: Bernie Sizer came 2nd overall in Sports Class, with CD Mandy Temple.**

**BELOW OPPOSITE: Arnold Niewand in Open Class.**

This season, to match the Worlds at Narromine later this year, Australian competitions departed from the normal format of combining Club and Sports in one competition, and Multiclass Ballasted in another, in favour of 15 Meter, Standard and Club Classes at Narromine with Open, 18 Meter and Sports at Waikerie.

This may have been one of the contributing factors as to why one or more of the classes at each competition struggled to attract entries. The SGP held at Gawler just prior to the Waikerie competition also failed to attract a large field, with only six gliders entered.

At Waikerie, there was only one Open Class glider, ten 18 Meter entrants and only six in Sports. We had no entries for Sports up to November. Only by twisting a few arms and running the event unballasted, did we

manage to get six gliders. But still not enough to award a Champion Trophy. All of the Sports Class entrants, other than Bernie Sizer, either wanted to fly unballasted or could not fly ballasted. Thanks are due to Bernie, who agreed to fly dry, as it ensured another two entrants.

Open and 18 Meter were combined and flown as an Open competition. Of note, Adam Woolley elected to fly his Ventus in 15 Metre configuration in this class and Matthew Scutter entered his Diana 2 (15 Meter only).

But a smaller competition does have its advantages. There was no hurry in the mornings and briefings ran smoothly. Gridding and launches seemed to be effortless, and the chat around the bar and the evening meals were so enjoyable. It was just nice to be there.

## A GREAT TEAM

We were lucky to have such an experienced and competent team running the competition. Mandy Temple served as contest director with Peter Temple as task setter, and Matthew Scutter educated us about the weather. Matthew's weather briefings alone were worth the entry fee!

The result was that we flew on at least two days, where we otherwise might not have. They were well tasked for the weather, with the result that people enjoyed their flights on those days.

Scrutineering was efficiently carried out by John Ridge and David Jones and, to allow competitors to dump down if needed, each competitor was weighed every day. This procedure avoided any possibility of a penalty, compared to random weighing.



Thanks also to our tug pilots and the wonderful support from both the Adelaide University GC and Adelaide Soaring Club for providing tugs for the competition. Launching was efficient and quick each day.

## ENJOYABLE COMPETITION

We were also fortunate to have Jason and Sandy Goldup preparing evening meals during most of the competition. Jason's skills are well known to those in South Australia and we had very pleasant evenings around the bar with pre-dinner nibbles and great main meals and desserts. A particular favourite was Jason's freshly baked mini sausage rolls – exquisite!

The river was at peak flood during the competition,

offering some unique views of expansive areas of water. Apart from the odd road closure, the high river did not really affect the running of the competition. However, the high water noticeably affected flying conditions near the river, particularly down wind.

## STRONG WEATHER

We had some very strong cumulus days mixed with the usual 5,000ft blue days. In Open Class, three of the eight competition days had speeds in excess of 150 kph and in Sports, three days with speeds in excess of 120 kph.

A number of days were affected by southerly conditions resulting in an increase in the wind from the south in the early evening. This is typical of Waikerie.





starting so we flew the B task of 385km. Once it fired up, conditions improved very quickly, not super high at just over 8,000ft, but the climbs were big and strong, and generally beautifully smooth. South, then east, north then home. What a ride! I spent quite some time with David Pietsch who was motoring along just nicely and we had a ball!

"Matthew Scutter had a great day, enough to jump into first place overall for another Nationals title. I just pipped him in raw speed but stayed in second place for the day and overall. Sadly, Adam had a low spot and it took enough time to get up and running to drop him back into third place overall. He's been flying so consistently all competition and I was sorry to see him finish on a bit of a low note. It was the only day he was really off the pace all fortnight."

**WORKING HARD ON RELAXING**

Matthew described his last day by saying, "It's all over. The last day forecast was a ripper and I knew I needed to deliver something special. With both Bruce and Woolley in strong contention and Pete nearby, there was no way to cover everyone. The only solution was to ditch everyone and go for a big day win.

"I've been 'working hard' on relaxing in the glider because previously, I'd land exhausted and burnt out every day from being tensed up and focused the entire flight. But there was no relaxing allowed today. I dosed myself to the eyeballs on caffeine and sugar, tanked the glider to the gunnels and aimed to just keep running at cloudbase and hope Woolley and Bruce pushed too hard.

"I made some fake starts and waited and waited until everyone left so I had the sky to myself, then cruised 110kts all day and only took 6kts, never getting out of touch with the clouds.

"I've learned a lot this week from some excellent



competitors who've kindly punished me every time I blinked, and I'm very thankful to Waikerie Gliding Club, Mandy, Peter and many others involved in the organisation who ran a dream competition. We had almost the perfect task for every day, almost no outlandings and no hassle at all."

A sea breeze, sometimes extending as far as Broken Hill, produces an overnight influx of colder maritime air east of the Adelaide Hills. This causes a late start to convective conditions on the following day.

On the first day, we did not start launching until 2pm with some Open Class competitors not on task until around 4pm. But cumulus was forecast to the west and the task was set to maximise the conditions. Shorter tasks were flown to enable the later starts.

On the second day, while the Sports Class had an AAT generally south of the river, Open was a racing task to the east returning over Renmark on the prediction of tall conditions in the latter part of the day. This did not eventuate with sketchy conditions east of Renmark and downwind of the river. There was one outlanding and a number of technical outlandings called when engines had to be started.

Day 3 promised better conditions to the west, so AATs favouring the west were set for both classes. Conditions began to improve with cumulus and height to the east on Day 4. A day was strong for both classes, but was followed by a southerly change, which meant we lost the next two days.

Day 5 was difficult for our task setter. An approaching front was preceded by good soaring conditions, and strong winds were predicted after the front passed. A great task was set. A large wedge to the west allowed you to fly as far towards the front as you could, followed by a leg to the south east and back to Waikerie that aligned with the predicted front. Several pilots were able to connect with the front for much of their flight.

We lost another day, but then flew each of the remaining three days with the last day promising to bring strong weather again – 8,000ft with cumulus. Day 6 was blue at just over 5,000ft and Day 7 was

notable for cirrus and shaded ground, also 5,000ft.

Appropriate and achievable tasks were flown on all days, including the low blue days, but as is usually the case, the better pilots do well on those days and it sorts the field accordingly.

**SPORTS CLASS**

The competition for Sports Class honours was between David Collins and Bernie Sizer. I think this might be the first time we had the same pilot, Sid Nankivell, finish 3rd on every day flown. So, Sid had 3rd sown up! For the first three days, it was a close tussle between David and Bernie – David won the first day with Bernie winning the next two and moving into 1st overall. But David flew very consistently and won the next five days to finish well in front of Bernie.

Special thanks to Jenny Ganderton and Robert Smits, who agreed to stay for the competition after coaching week, and well done to Rodney van den Brink, who flew in his first National competition.

**OPEN CLASS SUMS IT UP**

The racing was tight over the first four days with day wins to Adam Woolley, Bruce Taylor, Matthew Scutter and Peter Temple. The lead changed each day until Adam came to the top on Day 4 and stayed in control until Day 7. But it is never over until the last day, which culminated in a dramatic change of fortunes. Going into the last day, only a few points separated the first three places with Adam on top, then Matthew followed by Bruce.

Perhaps it is best summed up by each of the pilots concerned.

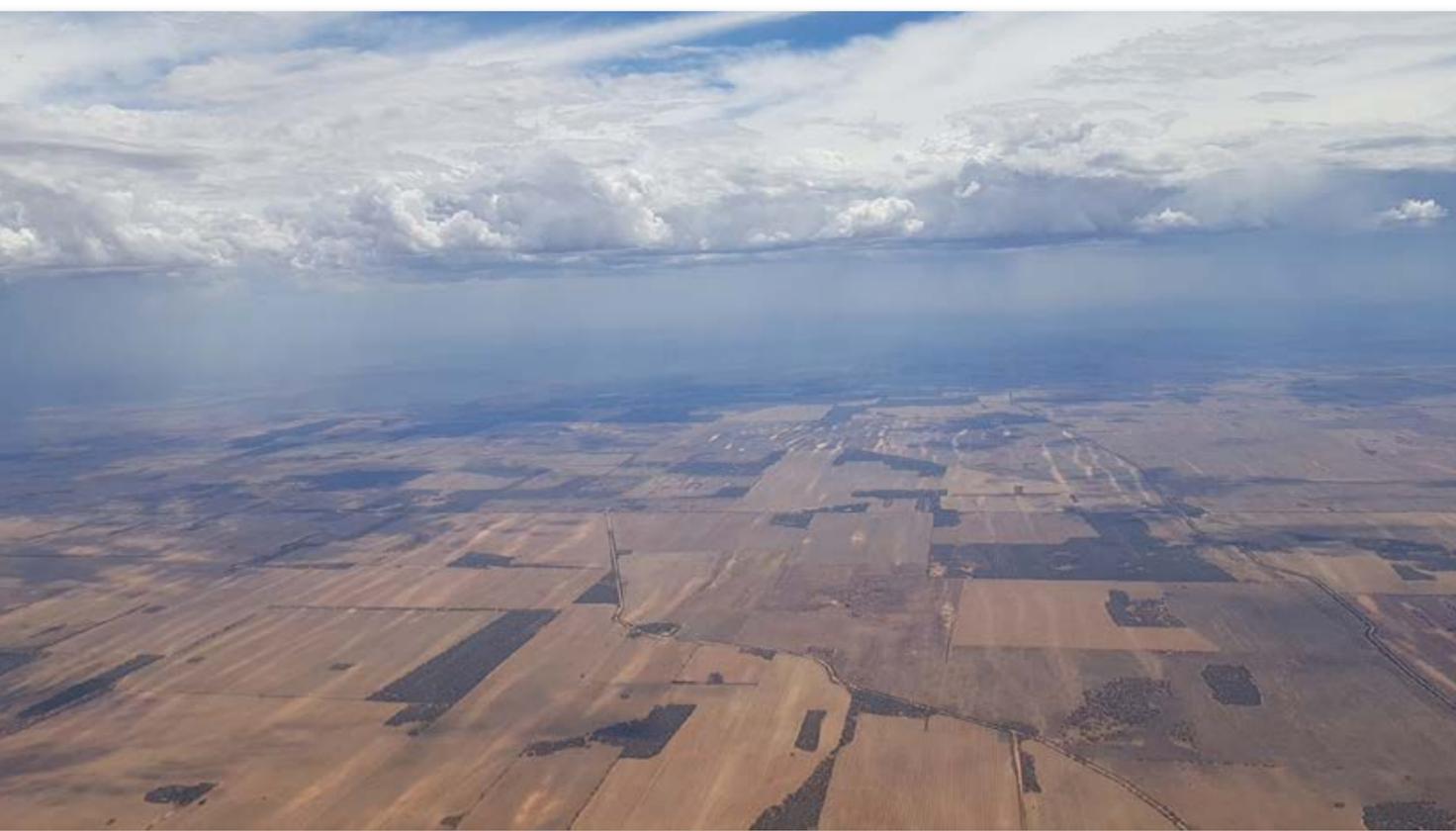
Bruce commented, "It was a smoking last day, and the best fun of the competition. Initially we had a 500km flight set, then it seemed to be very slow

**ABOVE: The Murray River in flood.**

**RIGHT TOP: Morning briefing.**

**RIGHT CENTRE: At the launch point.**

**RIGHT BOTTOM: CD Mandy Temple with Open Class champion Matthew Scutter.**



ABOVE: The wide open country near Waikerie.

**A CHANGE IN PSYCHOLOGY**

Adam's comments, "The last day, Taylor departed early. Scutter and I circled around at base, the last two to start. Scutter made a false start that I wasn't aware of. I waited three minutes and then headed off to chase. My preparation for the day and my mindset were still the same as the start of the comp - just fly a consistent flight, you are strong at these days, no need to push hard, and keep doing what you have done for the whole comp.

"Stay focused. Scutter zipped past in the opposite direction just 5km after I started. I knew he was going back for a re-start. Instantly, my mindset went back into old Adam ways - 'push like crazy, win every day, he's not going to catch me!' It was a classic Australian day, one that I could read really well. I get away with just about anything on days like this.

"The start was good, but then on the second leg, I descended into a different airmass that I hadn't experienced before, and wasted 30 minutes climbing away from 1,000ft agl. The rest is history. I went from 1st to 3rd in a matter of seconds, and it was all because my psychology changed. Lesson learned.

"Racing at its best. No quarter given and every mistake punished. Racing as it should be! It was a privilege to be just a small part of it and every pilot will have gained valuable experience. Can't wait for the next chance to have a go.



RIGHT: Adam Woolley came 3rd overall in Open Class, with CD Mandy Temple and Pete Temple, who came 4th overall in Open Class.

**AUSTRALIAN NATIONAL CHAMPIONSHIPS**

11 - 21 JANUARY 2023

**OPEN CLASS**

1 Matthew Scutter	Diana 2 FES	5,932
2 Bruce Taylor	ASG 29 E 18m	5,842
3 Adam Woolley	Ventus 3T 15m	5,703

**SPORTS CLASS**

1 David Collins	ASW 20	5,773
2 Bernie Sizer	PIK-20 B	5,444
3 Sid Nankivell	LS 3	4,695

Full results at [soaringspot.com](http://soaringspot.com)  
<https://bit.ly/3kxhw1S>

**AROUND THE CLUBS**



Congratulations to Max Suponya for finally achieving his first solo at Southern Cross Gliding Club. Well done Max!



We are thrilled that junior pilot Lachlan Pendarakis from Bathurst Soaring Club achieved his passenger rating, rear seat endorsement and C certificate. He quickly soloed the IS-28 prior to taking his dad, Alex, for a flight.



The gang from Bathurst Soaring Club were out at the Eglinton Country Fair with a glider and the NSW Simulator. The day was a huge success with lots of activity and interaction with show visitors.



Stefan, Dominique, Julie and Daniela making hot air on the flight line at Narromine. Bathurst Soaring Club were there in force for their cross country camp.

# GRAND PRIX AT GAWLER

BY SEAN YOUNG  
PHOTOS BY ALAN DEAN AND SEAN YOUNG



**ABOVE: Pete Temple flying a task.**

**BELOW: The flight line at Gawler.**

The Sailplane Grand Prix is a series of qualifying races held in countries around the world over the course of a year. The top one or two competitors from each qualifying event are eligible to compete in a grand final SGP. This is a global event with competitors from many countries, making the winner of the SGP final a world champion.

As the name indicates, the race format is a Grand Prix. All competitors cross the start line as a group, just like a motor or sailboat race. The first glider to cross the finish line is the

winner. All the gliders are 18M, there are no handicaps and all gliders have the same wing loading of 48kg/m<sup>2</sup>.

The initial goal of the competition was to make glider racing more accessible to the wider public. SGP pioneered live tracking of races combined with live video coverage and commentary. It has proved very successful over the years and is very popular with the competitors and the worldwide gliding community.



## SGP SERIES 11

SGP Series 11 began in Sweden in May 2022, quickly followed by contests in Poland, Lithuania, Italy, Germany, Bosnia and Herzegovina and France.

SGP Australia was held at Gawler in January this year, and was the 8th qualifying competition. The final qualifying event in the series was held at Worcester in South Africa in January. The SGP Finals will be held at Pavullo in Italy this coming September.

The maximum number of competitors allowed in each event is 20. In the post COVID environment, the number of competitors was down for all the qualifying events. Gawler was no exception with just five pilots competing for a place in the finals. But they were all top competition pilots and I looked forward to an exciting week of racing as I travelled to Gawler to help out with video and commentary for the event.

## GAWLER RACE DAYS

I hadn't visited the Adelaide Soaring Club at Gawler before, and found it to be a very friendly club with great facilities located just outside Adelaide. The weather in January can produce very strong soaring conditions with the possibility of 1,000km flights along the trough line. The region had seen higher than average rainfall this year, though not the extreme wet conditions that the eastern states had experienced. However, the Murray River, which flows from Wakerie 100km north of Gawler to the ocean to the east, was in full flood. It was an impressive sight to see.

The weather for the week looked good with a trough moving back and forth across the area in a typical January pattern. In the end, there were some low, blue but not too windy days, but also some strong thermal days with good cloud bases. The first race day was cancelled, as a trough crossed the area, but the next six days saw good racing conditions.

*continued over page*



**TOP and CENTRE: SGP Gawler winner Pete Temple.**

**BOTTOM: Matthew Atkinson in his Ventus 2cx.**



LEFT TOP : Geoff Brown won Race 1 in his JS1.

LEFT: You can watch video commentary and more from SGP Gawler at [australia23.sgp.aero/live-tracking](http://australia23.sgp.aero/live-tracking)

ABOVE: Mac Ichikawa landing on the final day.

RIGHT: Gliding Australia President Steve Pegler was the Tugmaster for the competition.

BELOW: The small but friendly lineup of competitors and the team at SGP Gawler.



Geoff Brown won the first race, completing the 235km course at 105 kph in his JS1. The second race was won by Pete Temple in his ASG29. Pete then went on to win the next four races, putting him in an unassailable position. Mac Ichikawa came 2nd on four days, securing his 2nd place overall. Geoff Brown took 3rd place overall with 17 points.

The fifth race had the longest task of 380.8km, which Pete Temple completed at the astonishing speed of 152.5 kph.

**MAGNIFICENT FINAL DAY**

After six races, Gawler brought magnificent soaring conditions on the final day. A trough crossed the task area bringing 12,000ft and higher cloudbases and climbs of over 10kt throughout the task area.

The 313.9 km task was won in style by Pete Temple with a task speed of 149.9 kph. Pete won five races in a row securing the top place in the Sailplane Grand Prix with a total of 30 points.

Everyone enjoyed a great atmosphere at Gawler, with lots of club activity especially at the weekends. An RAAus flying school also operates at the airport, and lots interesting aircraft can be seen. The contest was expertly organised and run by Contest Director Mandy Temple. She was aided by Referees Rob Moore and Michael Scutter and an enthusiastic team of volunteers from the Adelaide Soaring Club.

The SGP Finals are sure to be exciting viewing for Australian Pilots. Live video, tracking and commentary will be broadcast at [sgpfinal23@sgp.aero](mailto:sgpfinal23@sgp.aero) each evening, Australian time, 26 August – 2 September. Don't miss it.

**SAILPLANE GRAND PRIX GAWLER**

2 - 8 JANUARY 2023

1 Pete Temple	ASG-29 18m	30
2 Mak Ichikawa	Ventus 3T	19
3 Geoff Brown	JS-1 TJ Revelation 18m	17
4 David Pietsch	JS-1 TJ Revelation 18m	11
5 Matthew Atkinson	Ventus 2cxa 18m	6

Full results at [australia23.sgp.aero/results](http://australia23.sgp.aero/results)

# ACHIEVING GOALS AT NARROMINE

BY SEAN YOUNG



ABOVE: Flying over the Warrumbungles on the last day of the course.

The NSW Coaching Week welcomed 13 pilots and featured six coaches working in five dual-seat gliders. Serge Lauriou, the CFI of Bathurst Soaring Club, flew a lead-and-follow flight each day, which gave the pilots a terrific opportunity for some concentrated learning with dual seat instruction, lead-and-follow plus daily lectures.

In anticipation of a great flying week, I towed my glider 200km from Pipers Field up to Narromine to take advantage of the weather and the company of so many pilots.

The coaches from from Bathurst Soaring Club, Lake Keepit Soaring Club and Southern Tablelands Gliding Club had been lined up to fly in several Duo Discus and

Bathurst's DG505.

The course was headed by Robbie Bull, the Soaring Development Manager NSW. Robbie is a dedicated and skilled instructor and presenter. We could all see that he put his heart into the preparation and running of the course. He did an excellent job and I certainly hope that we can keep him in his role for a long time. He is a great asset to the Australian gliding movement.

### LECTURES EVERY DAY

The course started each day with weather briefing given by Richard Frawley. He gave an excellent analysis of the weather and spent time relating the forecast to what the actual thermal conditions were likely to be en route. He talked about thermal sources and trigger points that were likely to be prevalent on that day according to the airmass and weather forecast. This type of detailed information, gained through many years of experience, was invaluable for the course attendees.

Other talks were given during the week including 'Glider and Self Preparation' by Kerrie Claffey and 'Speed to Fly' from Matthew Atkinson. Richard Frawley presented 'AAT: How to make a meaningful flight using

potential thermal sources', and 'Flight Analysis using IGC Spy' came from Matthew Atkinson.

Serge gave a very important talk on Human Factors. He showed information and slides that are available on the Gliding Australia website in the Member Services section under Glider Pilot Certificate. Go to the Trainer Guides area [<https://bit.ly/3Smf4aU>] where you will find links to many useful and interesting PDFs available for download.

### NARROMINE WEATHER

Narromine had been enjoying good flying conditions. The NSW State Championships had just completed with six days of competition.

On the first day of the course, the weather looked blue to the west. To the north and east on the ranges, the sky quickly filled with cumulus to 8,000ft and the following day was even better. But on Tuesday, an unusual weather pattern brought a band of moist air from the ocean flowing over the ranges and into the plains. A large line of thundershowers developed and crossed the area from east to west. This made for a short flying day.

One pilot outlanded, leaving his glider drenched and covered in mud. The next day was a no fly day and was filled with



ABOVE: Course Organiser Robbie Bull with Valeriy Ogienko, who achieved his Silver Distance and Height during the course.

lectures for the pilots. However, they took time out to hose the mud off the glider and its trailer, inside and out.

This was followed by three excellent soaring days. Tasks of more than 300km were set each day, and a number of badge flights were flown. Several pilots were trying for 300km Gold Distance flights. Franco Spartaro flew more than his declared 300km, but due to logger problems, he is going to have to try again another day.

### BADGES

Among the successful badge flights achieved during the week are:

- Silver C -**
- Andre Kolodochka - RAAF Richmond GC**
- Silver Distance and Height -**
- John Lock - Lake Keepit SC**
- Paul Broderick - Lake Keepit SC**
- Valeriy Oglenko - Bathurst SC**
- Leo Nelson - Bathurst SC**

BELOW: Andre Kolodochka achieved his Silver C during the course.



**Stefan Kremer – Bathurst SC  
Gold Distance -  
Franco Spataro**

**NSWGA FUNDING**

The NSW Coaching Weeks have been receiving funding from NSWGA. GA Badges Officer Beryl Hartley said, 'These courses are very important, not just because of the flying coaching, but because pilots, and the coaches, learn how to prepare and declare their flights and put in a successful claim online. They will go back to their clubs and spread the knowledge of how to do this. Otherwise, very few people would actually know how it is done.

Beryl explained that NSWGA helps fund the travel and accommodation for the coaches. Also, all dual seat coaching flights are free to the attending pilots.

Once again, the Coaching Week concept has proven to be critical for progressing pilots from whatever skills they had, up to the next level of their flying careers. After a week of constant flying, excellent presentations and discussions, great company and camaraderie, the course concluded. Eleven outlandings occurred during the week as well, giving several pilots their first outlanding experiences.

**A GREAT EXPERIENCE**

Beryl and Arnie Hartley and Filip, their tug pilot for the season from Czech Republic, as always ran a smooth and professional gliding operation. The Narromine Soaring Club clubhouse is always a pleasant environment, and situated right on the airfield apron with beautiful 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**

**19 - 25 FEBRUARY 2023**

**COACHES**

- ROBERT BULL**
- ANDREW EDWARDS**
- KERRIE CLAFFEY**
- MATTHEW ATKINSON**
- RICHARD FRAWLEY**
- SERGE LAURIOU**



**LEFT TOP: Bathurst SC CFI Serge Lauriou conducted lead-and-follow flights during the course.**

**RIGHT ABOVE: Stefan Kremer flew his Silver Distance and Height.**

**LEFT BOTTOM: Serge demonstrates the theory of flight to Franco Spataro, who flew his Gold Distance during the course.**

**BELOW: The coaches and attendees gathered after briefing with 'blow in' Krzysztof Beczek from Bathurst SC.**



# NSW STATE CHAMPIONSHIPS NARROMINE

PHOTOS BY ROSS WHITTLE



The adverse weather in the eastern states in the early summer months resulted in the 'great event shuffle' of gliding events in NSW.

Furthermore, an unfortunate issue with operations at Temora airport resulted in moving some planned events to Narromine. The NSW State Championships were then planned and went ahead on the same dates.

The field of competitors was small, boosted by entries from Victoria and Queensland. A mix of experienced competition pilots flew, along with first time entrants and

a welcome entry of juniors.

The weather provided a mix of conditions resulting in the fastest time for a Club Class glider in the State Championships – Paul Dickson at 128kph – wonderful cu days and challenging blue days.

It was pleasing to note the number of supporters following the event online. Special thanks were expressed to the remote volunteers – Scorer Ian Steventon and Webmaster Ross McLean.

**BERYL HARTLEY**



**PAUL DICKSON**

Paul Dickson describes one of his NSW State Championships days as "one of the best days gliding that I have ever had -- 10,000ft cloudbase, great cloud streets in line with the task and the vario on the pegs."

"I was leaving thermals at 9kts to look for better climbs and at one point, when I got low, I had to force myself to slow down and accept a 7kt climb to get back in touch with the clouds. 462km @ 127kph in a dry (no water ballast) LS3."

Just magic Narromine weather!



## NSW STATE CHAMPIONSHIPS 2023

6 - 12 FEBRUARY 2023

**CLUB CLASS**

<b>1 Paul Dickson</b>	<b>Hunter Valley</b>	<b>LS3</b>	<b>4,410</b>
<b>2 Richard Frawley</b>	<b>Narromine GC</b>	<b>LS4A</b>	<b>4,110</b>
<b>3 Bernie Sizer</b>	<b>Tocumwal SC</b>	<b>PIK20B-W</b>	<b>4,077</b>

**SPORTS CLASS**

<b>1 Mick Webster</b>	<b>Hunter Valley</b>	<b>LS8</b>	<b>4,313</b>
<b>2 Miles Gore-Brown</b>	<b>Kingaroy SC</b>	<b>LS8</b>	<b>4,293</b>
<b>3 Kerrie Claffey</b>	<b>Bathurst GC</b>	<b>ASG29-18M</b>	<b>4,117</b>

Full results at [soaringspot.com](http://soaringspot.com)  
<https://bit.ly/3Z31fk7>





## ALLAN BARNES 1000KM



It was going to be a big soaring day. Skysight was suggesting a 920km out and return to the north with blue in the west and cu in the east. I decided to try for a declared 1,000km, and set my outbound waypoint at about 30km east of where the edge of the cu was forecast to be at 3.30pm.

I towed out at 9.20am for a 10am start but Andy Aveling was already on the grid and took the first launch at about 9.30. I was off at 9.45am and on tow when I realised my hat was still on the ground, but it was too late to turn back. As I was clearly late, and could probably have launched an hour earlier, we towed up to cloudbase.

The leg north was slow, with a 20-30kph headwind and nothing better than 4 to 5kt climbs. I almost bottled out of the task, but decided I would turn back at 3.30pm, wherever I was.

I got low twice on the shoulder of Mt Kaputar, but scraped away pretty well. My achieved speed of 67 kph was not reassuring. My rate of progress gradually improved and I finally got to the turnpoint just after 3pm, having achieved 98kph on task. The headwind evaporated and became a light westerly, so there was no tailwind for me on the way back. On the way south I almost got caught out by the regular 4pm westerly collapse, but scored a low save that got me into some fast cruising conditions.

I then had a great run south until around Castletop, where I dumped my water and took 2kt to base at 8,500ft. I scraped around the east



### A PILOT'S-EYE VIEW

For those who have not been to Horsham, the L-shaped airfield is very flat and is surrounded by very flat paddocks. Planning for cable breaks, or a messed up final glide, presents no problems. As the Club has over 30 tow ropes, every competitor gets a rope and hooks up prior to launch, which means a very quick launch with less tired ground crew.

Everything about the competition seems to be familiar and no hassle. A strong emphasis is placed on safety and, should any indiscretion occur, competitors are spoken to in a constructive manner. But issues rarely happen, as pilots leave each briefing clear as to what is expected of them each day.

The weather was OK this year, but not spectacular – until the last day! The few days prior to the week were cold. People were reaching for more layers and finding out where the heating was in their accommodation. But the trend was for warming weather and we managed five competition days with only one day, the third day, cancelled on the grid.

### CLASS WINNERS

The last day was spectacular with 10,000ft or higher cumulus. A clever task was set to make the best of the day and some fast speeds were achieved. Ryan Driscoll achieved an off the stick speed of 160 kph, but this was reduced to 145 kph after he came in 10 minutes under time.

Dominant pilots Ryan Hart in Open/18 Meter Class and Jack Hart in Club Class each won several days, and went on to win in their respective classes. However, the winner in Standard/15 Meter was not decided until the last day. Gordon Trollip led up until the last day but Neil Campbell, who had been there or thereabouts for most of the week, had a great last day to pip Gordon into second place.

Horsham Week remains a standout competition. Friendly, well organised and held each year at the same time, it opens each year on the first weekend in February. Do yourself a favour and mark it down in your calendar now.

MICHAEL HOGAN

The 57th Horsham Week was flown from 4 to 11 February, and while it may not be the longest running competition to take place consecutively in the one location, it can't be far off.

The event was well attended once again, with 31 entrants in three classes – Club, Standard/15 Meter and Open/18 Meter. Club Class was the largest of these with 16 entrants, with the remainder of the pilots evenly split between the other two classes.

Horsham Week takes place at the next level down from a National Competition, with a fun, relaxed atmosphere and achievable tasks. Mainly AATs are held for the Club competitors, but some racing tasks are included for the other classes.

### 57TH HORSHAM WEEK

#### 4 - 11 FEBRUARY 2023

##### CLUB CLASS

1 Jack Hart	Bendigo Gliding Club	ASW20B WL	4,260
2 David Meredith	Geelong Gliding Club	Jantar Std 2	4,031
3 Terry Cubley	Gliding Club of Victoria	Mosquito	4,030

##### OPEN/18M CLASS

1 Ryan Driscoll	Gliding Club Of Victoria	Nimbus 3T	3,767
2 John Orton	Gliding Club of Victoria	ASG 29 18m	3,759
3 Ulrich Buelter	Aero Club Emmerich	LS 8T 18m	3,531

##### 15M / STANDARD CLASS

1 Neil Campbell	Gliding Club of Victoria	ASW 24 WL	3,570
2 Gordon Trollip	Bendigo Gliding Club	LS 6	3,472
3 Graham Adams	Gliding Club of Victoria	Ventus bT	3,291

Full results at [soaringspot.com](http://soaringspot.com)  
[bit.ly/3EGRD6v](http://bit.ly/3EGRD6v)

of Mt Kaputar to the last good looking cloud, which disintegrated as I slid under it. I was still not on final glide, and I had to cut across to the west side and got a slow climb in the blue. My declared task was now assured, so I extended south towards Tamworth before turning back and landing at Lake Keepit a few minutes before sunset, for 10 hours in the saddle. It was my first completed 1,000km returning to Keepit. Very happy!



## TOMAS SUCHANEK 1000KM

Flying a Ventus 3T 18m borrowed from Adam Woolley, Tomas Suchanek flew an amazing 1,071.76km flight out of Narromine yesterday. It was that kind of day and he was in the air for over 8 hours 54 mins. Tomas originates from the Czech Republic and is a regular and much welcomed visitor to Narromine.



# COACHING WITH G DALE

BY G DALE



ABOVE: The clubhouse at Narromine Gliding Club.

RIGHT: G Dale with Jacob Bloom.

A long time ago, I followed John Williamson from the UK out to Benalla in search of a 750 diploma. John – a competition pilot, coach and the inventor of the John Willy calculator – had clearly realised that the best way to escape the British winter was to go work for a gliding club in Australia, and it didn't take long for the idea to trickle down to his students. Of course, I also had terrific fun. I won't bore you with the stories.

So as soon as I was in a position to get away regularly – and if you're working in gliding in the UK, there's precious little to do in winter – I started coming out to Australia to coach, first for individual clubs all over the place, then for Keepit and now, for the last few years, I've been at Narromine.

It's been fantastic. Although my heart lies in the mountains, for flat land flying and especially for teaching speed flying technique, Narromine has been a good venue. It's an easy site to operate from, the local town is just big enough for a couple of good coffee shops, the weather is reliable (yes, I know the weather has overall been ghastly but we've been better off than many sites) and I get great support from Beryl, Arnie Hartley and Ross McLean. Between them, they make all the courses happen. I just turn up, get the glider out and go flying.

## G'S COURSES – WHO, WHY, HOW?

So, who comes on the courses and how do they work? Lots of private owners attend who, having invested a lot of money in their kit, understandably want to get the best out of it. I also find a high proportion of middle aged pilots who've been off away doing other stuff for the last 20 years – raising a family, building a business and generally 'having a life', which is something I've generally avoided. The two groups have a big overlap.

Narromine also hosts courses for coaches, and facilitates coach-to-coach meetings and discussion sessions. I'm involved with helping put together the Diamond coaching syllabus at the moment, so there's plenty of synergy in this.

Generally, it's easiest for me, and I make the best progress with students, if I have them to myself, one-on-

one in a Duo Discus for a week. Days 1 and 2 we spend getting to know each other's flying styles and rubbing the corners off the personal relationship. Coaching is pretty intimate when you're locked up in a hot sweaty little cockpit working hard for hours on end. However, most glider pilots are really easy to get along with.

By Days 3 and 4, we're making progress. It takes a while to unlearn old habits and it also takes a bit of time for students to relax and fly naturally. It's hard when someone is looking over your shoulder all the time. By Day 5 we've probably had enough of each other and it's time for a break.

Sometimes, I have two or more on a course. It's a little more difficult but bear in mind that a coaching flight doesn't need to be very long, so I often do two sorties in one day. There's rarely time for more than that. Meanwhile, the second or third pilot can go and practise solo, often coming along with the Duo around the same task. It works well to have several pilots tackling the day's conditions and trying to work out what's going on. We have more interesting briefings and debriefings when there's more than just the two of us.

## MAKING SENSE – NOT MISTAKES

What do we cover? I usually start off with an introduction to human factors. My own slant on this subject centres on how one learns to cope with a performance environment. This means that when you're flying a glider, you can't stop and read the manual or take time out to look something up. You can't take a break. If you make a mistake, life just gets harder still: the more mistakes you make, the more difficult the task becomes, and therefore, the more mistakes you make. This process can result in poor decisions (yep, I've made a few) and bad outcomes (and again, done that, too). It's vital that a pilot can organise his workload and therefore, manage his arousal level. This sets the scene for the work to come.

As soon as I get in the air on the first day, I usually I find that my student can't climb properly. Sorry, but there it is. Flying with a coach adds to the stress but even so, many pilots can't turn the glider accurately at 45 degrees of

bank. Also, most pilots think that the vario tells them when the glider is going up, which it doesn't, at least, not well enough to direct you into the middle of the thermal.

Between these two problems lie a number of more or less faulty centring techniques. All cross country flying depends on a pilot's ability to fly the glider in tight little circles in the middle of the thermal. Once we can do that, then everything else starts to make sense – we can stay up, make progress, begin to understand the sky, and discriminate between good and bad thermals, fast and slow skies, difficult and easy situations.

If, on the hand, a pilot can't climb properly, then he can't even start on the rest of it. So we do a lot of circling work! This, in turn, often leads onto the subtleties of handling two-seat gliders in tight turns. They are significantly more difficult to fly than single seaters, and the conversion process takes a little time.

## SPEED AND RATE OF CLIMB

Speed flying, the great gambling game of cross country flying in thermals, is the next area. The theory looks complicated but remember – only three things are important about cross country technique: rate of climb, rate of climb and...yep, rate of climb. However, we have to understand the theory in order to understand the importance of climbing fast, and how thermal centring and selection are the foundation for all the other components of speed flying.

Now, I'm not as fast as some, but I've written up a solid and reliable speed flying technique which is teachable, learnable and repeatable. I'm pretty proud of that and, combined with the centering practise, this usually comprises 90% of the course work. It helps a lot if the students have read through the material first. Everything I teach is down there in volumes 1-4 of 'The Soaring Engine'. Having written the books also makes life a lot easier for me. I don't have to think too hard about the material, just about teaching it, and this becomes very relevant when thrashing through the merits of using water ballast or explaining how the circling polar works.

## A WORKING DAY

What about the flying? We don't need great weather and we don't have to fly long distances. Enormous booming thermals and huge long distance flights are great fun but a bit outside my remit. I'm trying to teach cross country technique, not show off with big scores on the OLC, so I'll usually keep the flights reasonably short, usually only three or four hours at the most. This gives us time in the morning to brief, time in the evening to debrief, and not so much time in the air that everyone gets worn out. Most students are toast after a couple of hours anyway. They work hard.

So we're not after long flights, but I need to get the following elements into a sortie – the launch and release – there's always stuff to work on there, the pre-start phase, doing the start, a couple of legs, a couple of turn points, a final glide and a safe arrival back at base. Each of these segments introduces many different teaching points.

If the weather is poor, we can do all the flying elements without going too far out of gliding range of the local airfields. Landing out is fun and a skill in itself, but generally I avoid it like the plague. We have too much stuff to fit into the week to want to spend time retrieving. That's for when I'm goofing off having fun in my own glider.



## INTENSE, FOCUSED AND FUN

So all in all, it's a reasonably intense and focussed week of work. It's fun, but a genuine training camp rather than just a few tasks and a bit of chat. At least, that's what I'm aiming for.

This has been a little introduction to the soaring courses. I'm planning to be back again in Spring '23, and at the same time I'm working on restarting as a mountain soaring coach at Omarama in New Zealand. That's a completely different ball game but still relevant to Aussie pilots, as the best mountain flying in the world is just a short flight away.

If you're interested in coming to Narromine, look on the club website for information. If you want to come fly in NZ, then you'll have to contact me directly. Finally, if you want to know more about cross country techniques, then read 'The Soaring Engine' volumes.

That's all for now but watch this space – I'll be back.

Safe soaring **G**





## VGA ANNUAL RALLY

Dave and Jenne Goldsmith

The first VGA Annual Rally at Millicent continued the tradition of flying vintage gliders just for fun. Generally, the weather for the week did not encourage long distance flights, leading to a more social atmosphere throughout. Local facilities are excellent, and club members went out of their way to ensure a good time was had by all – many thanks to their efforts!

Launching was carried out with the club's two-drum self-laying winch. The airfield was under a lucerne crop, so care had to be taken to stay within the mown cross-strips. It is very close to town, which includes a fabulous horse drawn buggy museum, and a ten minute drive to the local Tantoola limestone cave and other attractions – well worth the trip!

### A FINE START

Saturday 7 January brought fine weather as arriving VGA members rigged their gliders. Those out of winch currency were revalidated – many by visitor Ged Terry on his annual trip from England. Ged had warmed up to Millicent thermals on Friday with a 2 hour solo in the K7. Dave Goldsmith flew the family Ka6e in from the Geelong Club's Christmas Camp at Horsham, an enjoyable 234km flight that included a trip to the beach, at up to 8,600ft.

David and Rosie Howse's T21b Sedbergh made a spectacular arrival on Sunday in its open trailer on the back of a very long flatbed tow truck! David and Rosie arrived a shortly afterwards. Unfortunately, the trailer's coupling had detached during the journey, but luckily the T21b was undamaged.

In addition to the Ka6E GEA and T21b GUC mentioned above, gliders and pilots attending included –

- Olympia Yellow Witch GFJ, JR Marshall
- Schleicher K7 XJV, Millicent Gliding Club, owned by Mike Renahan
- Schleicher K8B GMA, Peter Raphael, owned by the Australian Gliding Museum

ES52B Kookaburra GRN, Cooper Pedy Gliding Club.  
 ES52 Mk 4 Kookaburra GNZ, Brian McIntyre  
 ES 60B Boomerang GTL, Michael Renahan  
 Hutter 17 'Fleetwings' GXV, undergoing a survey at Millicent, JR Marshall

Other members and visitors to attend included Ruth Patching, Geoff Hearn, Leigh and Sue Snell, Colin Collyer, Peter Bannister, who provided his usual highly accurate weather forecasts, George and Helen Buzuleac, Brett Renehan, Peter Champness and June, Stephen Kittel, Emilis Prelgauskas, Peter Brookman, Peter Weissenfeld and Michael Sudholtz.

### LOCAL FLYING

Local flights on the first Saturday included Ged with another 2 airborne hours, this time in the Olympia 'Yellow Witch'. Leigh Snell with JR Marshall in the K7, and Peter Raphael in the K8, completed flights of about one hour.

On Sunday, 13 flights were flown, mostly fairly short as new arrivals renewed their winch currency. On Monday a large team of members enthusiastically set about getting the T21b Sedbergh rigged. Only eight flights in fairly weak southerly conditions were flown, however, Ged was on a run with 1 hour 43 minutes in the K7!

Conditions on Tuesday continued to be weak. Even Ged only managed 13 minutes for the longest flight of the day. Many members spent the day visiting local attractions. Wednesday saw 11 flights, the longest lasting 15 minutes – by Ged. He made two unsuccessful attempts to try to improve on that! Thursday brought winds of up to 24 knots from the SSE, only a few flights were made but Ged did manage 1 hour 48, reaching 2,300ft.

Friday the 13th brought another day of circuits – enough said. However, that evening following a delicious dinner, including local fresh crayfish provided by Michael Renehan, the Vintage Gliders Australia Annual General Meeting was held.



### CONGRATULATIONS

Saturday, the last day of the rally, featured 11 flights and some nice thermals but also a gusty change late in the afternoon. Peter Raphael took the longest flight of the day in the Australian Gliding Museum's newly refurbished K8B, flying 68 minutes. The Wind-up Dinner of roast beef, turkey, vegetables and pudding was a magnificent presentation by local club members.

VGA President JR Marshall presented the trophies and awards, including the Concours D'elegance Trophy awarded to the Australian Gliding Museum for the K8B GMA, accepted by team leader Peter Raphael. David and Rosie Howse received the Best Two seater award for the Slingsby T21b Sedbergh GUC. Best Maintained Schneider Glider, the Schneider Trophy, was awarded to Michael Renehan for ES-60B Boomerang GTL. The Geoff Gifford trophy for the longest flight between rallies was awarded to Laurie Simpkins for 408kms in the Foka 5 at Warwick, Queensland

Special Guest Leigh O'Connor, founder of O'Connor Airlines, gave a fascinating speech after dinner about the successes and eventual closing of O'Connor Airlines, which at one time served up to eighteen destinations in South Australia.

Once again, the Vintage Gliders Australia Annual Rally presented a wonderful vintage gliding experience to members and friends, and we look forward to many more.

## WINGS AND WHEELS AIRSHOW

The Australian Gliding Museum attended the Bacchus Marsh Wings and Wheels airshow on 5th February 2023, with the Slingsby T31b on display (see photo below). There has been an increase in visitors to the museum in recent times, especially from car clubs, and many attendees to the Airshow expressed an interest in gliding and visiting the museum.



# WAGA STATE CHAMPIONSHIPS



The 2023 WAGA State Championship was held at Beverley. The first practice day and the first competition day were not flown due to poor weather conditions. As the first competition day was not flown and was designated a rest day. The remaining seven competition days were flown without a subsequent rest day.

### NEW CLUB HOUSE

The new club house was officially opened by the Shire President of Beverley on the first official day of flying, and it performed its duties admirably apart from some minor power and water issues due to the strain of having up to sixty people on site.

The competition ran smoothly with mostly good soaring conditions. Day 2 of the competition was especially challenging when the weather mid task, turned from flyable to unflyable. This led to 16 ground out landings, six technical out landings (engine starts), and only seven gliders making it home. Only one glider managed to complete the task.

**TOM HOLT**

## WAGA STATE CHAMPIONSHIPS 2023

19 - 28 JANUARY 2023

### OPEN CLASS

<b>1 Norm Bloch</b>	<b>Beverley SC</b>	<b>JS3 TJ 15m</b>	<b>6,444</b>
<b>2 Greg Beecroft</b>	<b>Beverley SC</b>	<b>LS 8</b>	<b>6,156</b>
<b>3 Don Woodward</b>	<b>Beverley SCy</b>	<b>Ventus 2b</b>	<b>5,767</b>

Full results at [soaringspot.com](https://soaringspot.com)  
<https://bit.ly/3DFuFMS>



# 20M DUAL SEAT NATIONALS



Taylor, who achieved a much faster speed than the other competitors, finishing the stats at 116.42 kph.

Thanks to Jenny Thompson, Aaron Stroop, Howard Gateley, Peter T, Wendy Medicott, Lumpy Paterson, Peter Murphy, Larry Jones, Marc Greyling and many others that have assisted in making this a safe and fun competition. We missed practice day but flew the next

The 20m Dual Seat Nationals had nine entries with 18 competitors. They flew seven task days. There was one 1,000 point day with a task of 369.54 km. The day was won by the overall champions Brad Edwards and Bruce

seven days in challenging to good conditions. Finally, Soar Corowa and Corowa Airport are on the map for Australian and International glider pilots to enjoy.

**KEITH GATELEY**

## 20M DUAL SEAT NATIONALS 2023 COROWA

19 - 25 FEBRUARY 2023

### 20M DUAL SEAT

<b>1 ZBE Brad Edwards &amp; Bruce Taylor</b>	<b>Lake Keepit</b>	<b>ASG32</b>	<b>5,232</b>
<b>2 FIG Keith Gateley &amp; Adam Woolley</b>	<b>Bathurst</b>	<b>ArcusM</b>	<b>4,982</b>
<b>3 GDV David Jansen &amp; Lesley Scott</b>	<b>Kingaroy</b>	<b>ArcusT</b>	<b>4,589</b>

Full results at [soaringspot.com](https://soaringspot.com)  
[bit.ly/3m9dQUm](https://bit.ly/3m9dQUm)

# THE RISKS OF NEW OR DIFFERENT

BY ANTHONY SMITH  
 CHAIR AIRWORTHINESS DEPARTMENT  
 cad@glidingaustralia.org



not standardised between manufacturers.

The rocket motor is a considerable hazard during maintenance. The rocket motor firing in the workshop or the hangar could be potentially devastating if the firing cable was inadvertently pulled on, or if an electric system inadvertently shorted. The rocket motor is also a considerable risk to first responders in the event of something unfortunate happening during a take off or landing.

Regrettably, a recent take off accident involved a sailplane fitted with a BRS. The

One of the major challenges of working in the Airworthiness Department is keeping up with new tools and techniques as they are introduced. They need to be learned, assessed to see if training courses need to be updated or new courses created, and assessed to see if Basic Sailplane Engineering or other manuals require updating. In some circumstances, MOSP 3 will need amendment.

Something similar occurs in the Operations Department. Combining the efforts of Airworthiness and Operations leads to safety outcomes when new or different approaches to our sport are introduced.

## BALLISTIC RECOVERY SYSTEMS

A Ballistic Recovery System (BRS) is a parachute system fitted to the aircraft so that the whole aircraft descends to the ground under the parachute rather than the just the pilot or pilots. The system consists of a parachute that is launched from the centre of the fuselage either by a compressed gas charge or, more often, by a small rocket to enable faster deployment of the parachute.

The activation of these systems vary between manufacturers. It may involve two switches in the cockpit – one switch to turn the system on, and a second to deploy it. More commonly, however, system activation is through a pull handle in the cockpit that pulls on a cable and activates the firing mechanism. Should the fuselage become badly damaged and deformed in an accident, this firing cable may be placed under a lot of tension, leading to a hair trigger scenario.

Ballistic Recovery Systems are not new, and were first developed in the early 1980s. However, while they do not feature in many sailplane designs, they are certainly different, and the majority of sailplane pilots and emergency services personnel would not recognise if one were fitted. Unfortunately, the warning decals and where they are positioned are

located requires review. The Airworthiness Department will consider what warning labels are required and where they should be located. Considering that events have occurred overseas, an international effort may be needed to standardise the warnings.

located requires review. The Airworthiness Department will consider what warning labels are required and where they should be located. Considering that events have occurred overseas, an international effort may be needed to standardise the warnings.

## ELECTRIC SELF LAUNCH / SUSTAINER

These sailplanes are relatively new. While the numbers of operational electric sailplanes in Australia is currently small, at least 12 are due to be delivered over the next two years. Operationally they are identical to internal combustion engine sailplanes. While a large percentage of the GFA membership will be familiar with the hazards presented by internal combustion engine sailplanes, very few people will be familiar with the hazards a high voltage battery system presents.

These sailplanes will have a master switch that will isolate the high voltage system. This doesn't mean that the system is completely safe, as a lot of stored energy remains in the batteries. Broken fuselages and wings will risk damaging either the high voltage power cables, control box or the batteries themselves.

## WHAT CAN BE DONE?

First responders will need to be able to recognise the systems and understand the risks. They will need to be able to isolate and mitigate these risks as best they can.

As an Owner / Operator: If you own or operate a sailplane that has a BRS, is electrically powered, or has another system that is new or unique and presents a potential safety risk, please consider the following --

Brief and demonstrate to your club members how to isolate the system. In the event of a take off or landing accident at the airfield that impairs you as pilot, it is the club members that are going to be the first responders.

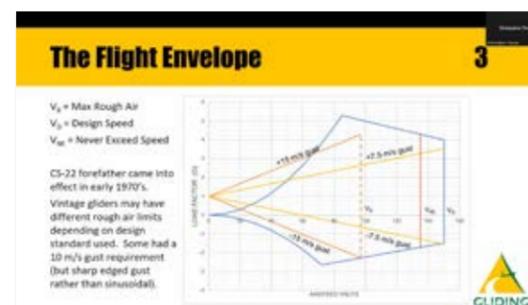
Invite your local emergency services to the airfield. Brief and demonstrate to the emergency service members how to isolate the system. These people are likely to be the responders in the event of an outlanding accident. Note: Many of the emergency service members will have some training for electric vehicles, but many will not realise that electric sailplanes are now operating. Take the opportunity to host a barbecue and perhaps offer some AEF flights to the emergency service members as well.

As a Member: Excellent advice is available from the Gliding Australia website for Gliding Related Accident Procedures. Go to <https://bit.ly/40Zlwc3>. It is well worth reviewing this document in case the unfortunate occurs and you are on the scene of an accident.

The Airworthiness Department: The lack of standardised warning labels and where they are



# AIRWORTHINESS WEBINARS



Anthony Smith has been adding to his Airworthiness Webinars with several new recordings online. He has covered subjects including undercarriage incidents, current health of the AW system flutter, flight envelope and propellor departure. They are essential viewing for any pilot involved in glider maintenance. Indeed all club members should check out these interesting videos and increase their knowledge of keeping our glider fleet airworthy.

You can see all these webinars and lots more at:

**GLIDING AUSTRALIA YOUTUBE CHANNEL**  
[bit.ly/3VykaS3](https://bit.ly/3VykaS3)

You can also see a range of webinars from prominent competition pilots and Mandy Temple covering subjects including distance flying, cross country soaring, nutrition and dehydration.

You can see all these webinars and lots more at:

## GLIDING AUSTRALIA WEBINARS

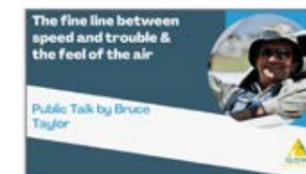
[glidingaustralia.org/webinars/](https://glidingaustralia.org/webinars/)



### Distance Flying for all levels

July 2022  
 Join Lisa Trotter for an expert look at distance flying for your level.

WATCH HERE



### The fine line between speed and trouble & the feel of the air

June 2022  
 Join Bruce Taylor for some expert advice on soaring techniques and the

WATCH HERE

# IN FLIGHT BATTERY FAILURE



In August 2022 I was flying my self-launching glider. I had decided to do a long power-on climb to about 6,000ft AGL to test the engine performance in a style of flight different to my normal usage. The engine started normally, the climb was uneventful and shut down and retraction as normal.

I flew about, gradually losing height, and planned on an engine restart at about 4,000ft AGL to test the systems again. I was about 10km upwind of the airfield when I commenced restart. The engine extended but did not crank over. I made a few attempts at starting before trying a retraction. The

engine failed to retract. I decided to return to the airfield and land engine up.

At this stage, I was annoyed but not overly worried. However, on descent I heard a popping noise from behind me in the aircraft and, getting a bit more worried, decided to expedite the landing.

Landing was relatively straightforward, using a long sealed runway into wind. I rolled off at a taxiway and exited the cockpit. Fumes could be seen exiting the battery box in the engine bay. I was now very concerned. I grabbed a pair of leather riggers gloves and a screwdriver and removed the battery (lithium type) from the aircraft and placed it on the ground about 30m away. It was clearly quite hot and the case was deformed. Other pilots in the vicinity started to show interest, possibly noticing the foul smell.

On the way home I had plenty of time to ponder the event. This is the closest I have ever been to needing to exit the aircraft in flight or possibly even becoming a sad statistic.

### A SOAR REPORT WAS LODGED

A few weeks later a replacement battery (AGM lead-acid) was fitted, and the charging circuit tested. The voltage regulator had failed and the Rotax engine was acting as a totally unregulated charger. The charging fuse was removed to disable the alternator and, until a new regulator is fitted, the battery is removed after each flight for charging.

Some discussion of how I ended up in this situation is warranted. I was aware that lithium batteries are generally not approved for use in gliders. The aircraft was an Experimental SLG designed to be operated at a Maximum Take Off mass of 322kg. The starting battery was mounted in an aluminium cradle in the engine bay aft of the C of G.

The previous owner had twice broken the rear fuse of the aircraft in ground incidents. These repairs had added weight to the rear of the aircraft and even a small reduction in battery weight was helpful in keeping the pilot weight range usable. I decided to try a lightweight battery and a motorcycle lithium starting battery was the best fit. In hindsight I should have considered the risks much more closely.

The aircraft had operated for a year with the lithium battery and then been laid up for some time. Last winter I returned the aircraft to use, planning on a trip with it in spring. I had starting issues after a few flights and replaced the battery with one of the same model. A few successful flights were conducted prior to this incident. I expect the regulator may have failed some time ago but when doing 2,000ft launches, the fault wasn't as apparent. The glider does not have a voltmeter fitted. There is room for improvement with the current setup, but it will not include a lithium battery.

### COMMENTS FROM THE AIRWORTHINESS PANEL

This story highlights the dangers of making unapproved alterations to a sailplane. It is disappointing that the owner of this sailplane was aware that lithium batteries weren't approved but chose to fit the battery regardless.

The problem was caused by the fact that the recharging system was not designed for a lithium battery. There are some very good reasons why the rules stipulate against inflight recharging of lithium batteries, unless approved by the sailplane manufacturer.

Lead-acid batteries have a high internal resistance, while lithium batteries have a low internal resistance. The higher internal resistance means lead-acid batteries will draw less current than a lithium battery during charging, unless the charger or regulator is smart enough to restrict current. Most are only very simple voltage controlling devices. As a result, when a lithium battery is connected, too much power is being drawn through the voltage regulator, which overheats.

**THE RATED MAXIMUM STANDARD CHARGING CURRENTS ARE  
LEAD: <0.4 X CAPACITY**



**LIPO: <1 X CAPACITY  
LIFEPO4: <4 X CAPACITY**

Assuming the batteries are similar capacity (but typically the lithium batteries are likely to be higher capacity), the lead battery voltage regulator is designed for only 40% of the charging current of a LiPo and only 10% of the charging current of the LiFePO4 battery. It should be no surprise that the voltage regulator fails.

**THE MAXIMUM CHARGING VOLTAGES ARE TYPICALLY:  
LEAD, 6 CELLS: 14.7V,  
LIPO, 3 CELLS: 12.6V,  
LIFEPO4, 4 CELLS: 14.4V.**

All batteries hate being over charged. A charging system set for a lead-acid battery at a maximum of 14.7V would be absolutely overcharging a lithium-polymer and will not do the LiFePO4 any good either. With the failure of the voltage regulator, the alternator could be producing much higher than 14.7 Volt, leading to potentially catastrophic battery damage.

Thermal runaway of a lithium battery, leading to combustion, can be very rapid. The fumes and smoke from the battery, wiring insulation and anything else nearby may be debilitating and highly toxic, even if no flames appear. The damage to the surrounding structure can be very serious and reduce the strength of the area considerably. GA

**LEFT TOP: Battery after removal from aircraft.**

**LEFT BOTTOM: Final state of battery after incident**

**ABOVE: Earlier fitted Lithium battery with cover removed. Same model number but slight difference in size and specification**



## 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/ltmko56](http://tinyurl.com/ltmko56)

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:		01/08/2022				
Date to:		31/10/2022				
<b>Damage</b>						
	VSA	GQ	NSWGA	WAGA	SAGA	Total
Nil		2	2	3	3	10
Minor	1	1	2	4	1	9
Substantial	1			1		2
<b>Total</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>21</b>
<b>Injury</b>						
	VSA	GQ	NSWGA	WAGA	SAGA	Total
Nil	1	4	4	6	4	19
Minor				2		2
<b>Total</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>21</b>
<b>Phases</b>						
	VSA	GQ	NSWGA	WAGA	SAGA	Total
Landing		1	3	3	1	8
Ground Ops	1			2	1	4
Launch		2		2	1	5
Outlanding				1		1
In-Flight	1				1	2
Thermalling			1			1
<b>Type of Flight</b>						
	VSA	GQ	NSWGA	WAGA	SAGA	Total
Local	1		2	1	1	5
Ground Ops	1			4	1	6
AEF		1				1
Training/Coaching	1			1	2	4
Cross-Country			1	2		3
Competition		1	1			2
<b>Total</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>21</b>

Level 1						
	WAGA	VSA	SAGA	NSWGA	GQ	Total
Airspace				1		1
Consequential Events					1	1
Operational	8	1	4	3	3	19
<b>Total</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>21</b>

### 21-AUGUST-2022 WAGA DG-500 ELAN ORION SZD-50-3 PUCHACZ

#### What Happened

Under investigation. During a dual tow endorsement exercise and at about 250ft AGL, the rope weak link connecting the two tow ropes to the tug failed. Both gliders under tow landed safely. During the prelaunch check the link was inspected and appeared to be in serviceable condition. However, it was evident after the event that the weak link had degraded over time.



### 3-SEP-2022 SAGA ASK21 RUNWAY EVENTS

#### What Happened

Under investigation. The winch launch crew gave the "Take-up slack" signal to launch a glider on a training flight when another glider was on short final. Fortunately, the winch driver was aware of the landing glider and reported this to the launch point. Launch commands were being given on the UHF, contrary to GFA recommendations.

### 8-MAY-2022 SAGA DG-500 ELAN ORION AIRCRAFT CONTROL

#### What Happened

The touring motor glider pilot had flown to a remote aerodrome in company with another motor glider. The forecast winds were light from the Southwest, so the pilot planned to land on RWY 24. Upon arrival at the aerodrome the pilot joined circuit for RWY 24 midfield at about 1,000ft AGL to assess wind direction from the primary and secondary windsocks. Both windsocks were hanging limp, indicating little to no wind on the ground.

The pilot reported "A lefthand circuit was initiated and during the circuit whilst flying over the dried dark brown clay lakebed to the South of the airfield, some turbulence was felt. Turbulence was also felt on the base leg, but this reduced once over the green fields whilst turning onto finals." The approach was conducted with the engine idling and the propeller in fine pitch. The pilot stated the aircraft touched down mid runway and he noted the ground speed was very high. Due to the high speed, the pilot had difficulty maintaining directional

control. The pilot reported "...Full main wheel brake was applied with full backstick to try and maintain control with the tail wheel. The aircraft veered to the right off the runway and the right undercarriage fibreglass wheel fairing contacted a white cone shaped fibreglass light marker." As the glider slowed, the pilot was able to steer the glider back onto the runway. While taxiing to the parking area at the end of RWY 24, the pilot observed the primary windsock was now indicating a strong East-North-Easterly wind, confirming the aircraft had landed downwind with a slight crosswind component. The secondary windsock was noted to be still hanging limp and may not have been serviceable. Discussion with other pilots revealed the lakes and surrounding terrain often generate a microclimate different to that in the surrounding areas. The aircraft was inspected by authorised inspector, who conformed the damage was isolated to the fibreglass wheel fairing.



### 24-SEP-2022 WAGA GROUND OPERATIONS ASTIR CS

#### What Happened

As the glider was being stowed following outlanding and derigging, the fuselage was pushed too far forward into the trailer which resulted in damage to the canopy. The pilot was conducting outlanding training into a local paddock. The pilot had flown with the CFI on an earlier flight where a successful outlanding was conducted. The pilot then embarked on a second outlanding in a single seat glider but misidentified the surface vegetation and landed in a crop. A trailer retrieve was conducted and, although a team of competent pilots went out, none were familiar with the trailer. The CFI advised that he had run a course on glider trailers the week prior using two different types but not this particular trailer. As a consequence of this incident, the CFI ran another course covering all trailers that are in common use at the club.

### 25-SEP-2022 GQ GROB G103A TWIN II ACRO LOW CIRCUIT

#### What Happened

A post-solo pilot had arranged with their instructor to fly from the rear seat of the club's Twin Astir and practice take-off and landing. As there was insufficient crew, the glider was launched by winch with the wing on the ground. At around 200ft AGL the pilot lowered the nose of the glider and released the cable. The pilot flying then conducted a low-level turn onto downwind, following which the turn steepened and continued until the runway heading had been achieved. The final turn was flown at very low height and less than 50 metres from trees on the side of the runway.

#### Analysis

The CFI reported that they had arrived at the flight line to observe the instructor sitting in the front seat of the glider in the process of conducting a wing-down winch launch on RWY 12 into a south-westerly crosswind. After

the aircraft landed, the CFI approached the instructor for an explanation of what had happened. The CFI was informed that the pilot flying had lowered the nose due to the airspeed being low and made the decision that there is a winch failure and released immediately. It was the instructor who directed the pilot to turn onto downwind, and then when the instructor realised the turn was low and flat, they took over. The instructor lowered the nose of the glider and performed a steep turn completing a 360 degree turn and then landed the aircraft safely. The CFI expressed concern that a launch would be conducted without a wingman, and that a landing straight ahead was not considered even though there was ample runway ahead. The CFI suspended the instructor's flying privileges for four weeks.

#### Safety Advice

##### Wing down take-off

There is no provision in GFA winch operations for gliders to be launched wing-down. While wing down take-offs can be conducted using aerotow launch, albeit with some risk, acceleration under a winch launch happens much more quickly and exacerbates the risk. With the wing on the ground the resultant drag is likely to cause the glider to commence a ground loop that will become a cartwheel. Once this process has commenced it can be so rapid that safe recovery is impossible even if the release is activated immediately. The result of the cartwheel on winch launch will almost inevitably be the glider rolling toward inverted and impacting the ground. Always use a wing runner to hold the wings level, and if the wing drops to the ground release immediately.

##### Too Slow

For safety reasons there is no signal for "too slow". If the launch speed starts to fall off, reduce the angle of climb. If there is no response and the speed continues to fall toward minimum safe speed of 1.3Vs, treat it as a launch failure and release the cable. Adopt 'safe speed near the ground' before manoeuvring and land straight ahead whenever possible.

##### Launch failure when airborne

The definition of the launch failure is the inability to

maintain the minimum winch speed on the launch during the climb, regardless of the reason. After a launch failure in flight you must maintain control of the aircraft and return it to a safe landing by performing the following actions:

Action 1. Regain and maintain the safe speed near the ground (1.5VS).

Action 2. Operate the cable release mechanism twice.

Action 3. Land ahead unless there is insufficient space to land safely.

**30-SEP-2022 QG  
NIMBUS 3T  
AIRCRAFT CONTROL**

**What Happened**

Under investigation. The pilot reported that after climbing to just over 5,000 ft, he did a normal engine test run of the sustainer engine. After about 40 seconds the pilot conducted a standard shut-down procedure, but the engine did not retract. The pilot stated:

"I tried resetting switches with no success, then I tried reaching under the panel to move wires etc. with no joy. The next decision was whether to go direct to land however, I decided that stopping the prop would be a good idea while I still had height. I tried reducing the airspeed however the prop kept turning. I then brought the speed right back while flying straight and level. The prop was still turning even when a mild stall started. The stall was recovered without major speed build-up. About a minute after this at around 60 Kts, the Glider entered a shallow left spiral with rapidly increasing speed. Attempts with rudder and stick did not help. With some back stick the spiral developed into a spin. Full opposite rudder and stick forward had no effect to slow the spin. Several resets and repeats were tried with no effect to the spin. With the ground coming up fast the decision to bail was made. Pull both canopy handles, canopy flew off whacking my head on the way. As the hands went to the canopy handles the Glider started to invert leaving me hanging by the straps, evacuation was easy as I fell out as soon as the buckle was turned. Free fall was brief with the chute opening quickly after pulling the handle. Parachute ride was gentle, but quite a bit of effort was required to avoid landing in a dam. The Glider landed upside down about 300 metres upwind."

**12-OCT-2022 WAGA  
LAK12  
GROUND OPERATIONS**

While towing the fully ballasted glider to the launch point at walking pace, the wing dolly struck an obstacle, causing the tail of the glider to turn towards the vehicle. The horizontal stabiliser struck the vehicle and was substantially damaged.

**Analysis**

During the morning briefing the pilot received a phone call from work and had to excuse himself. The phone call lasted for some time, which delayed his preparation for flight. By the time the pilot was ready to tow out, most of the fleet was lined up and he did not want to be last. In his haste to get to the flight line, the pilot did not observe a small, forked branch from a tree was lying in the path of the wing dolly. The wing dolly struck the branch, which lodged in the spokes of the wing dolly wheel causing the wheel to stop turning. The moment arm from the long wing and short tow bar resulted in the

glider's tail swinging towards the vehicle. The tail plane struck the rear of the vehicle and suffered substantial crush damage to the stabiliser and elevator, and the aluminium spar was bent. The main contributing factors in this incident was stress leading to the pilot's haste and a reduction in situational awareness.

**Safety Advice**

When dealing with stressful situations, one tends to focus on a particular concern to the detriment of situational awareness. Situational awareness means looking at your surroundings and assessing risks. In this case, in the pilot's haste to avoid being last on the grid led a failure to ensure the glider was being towed clear of obstacles. Doing things at haste also risks forgetting or missing vital actions that could compromise the safety of the aircraft and its occupants.

**12-OCT-2022 NSWGA  
SPEED ASTIR II B  
RUNWAY EVENTS**

**What Happened**

Shortly after touchdown the glider's port wingtip contacted high grass and proceeded to ground loop to the left. The pilot stated that he had recently conducted several wing-down crosswind landings in an ultralight aircraft, and this may have led him to subconsciously land with the port wing slightly low. The glider was undamaged. The CFI reported that there is some exuberant Patterson's Curse on the runway which stands above the pasture. In addition, the glider has a very low wing so is more at risk than most gliders. The glider was on an extended rollout to finish near the relevant hangar, and the event occurred at low speed during the rollout. It is common practice at this site for gliders to finish with an extended rollout for convenience, but the CFI noted that this does increase the risk of "taxiing" incidents and the matter will be discussed at the next instructors' panel meeting. The Club's summer mowing program is proceeding at best pace..

**31-OCT-2022 SAGA  
ASK 21  
MISCELLANEOUS**

**What Happened**

The CFI identified a club member had been flying gliders, including solo, up to two months after their GFA membership expired. GFA Operational Regulation 3.1.1 states: "An aircraft to which these Regulations apply must not be operated except by an individual who is a member of the GFA." Paragraph 8.1(a) of Civil Aviation Order 95.4 states that a relevant sailplane must not be operated except in accordance with the (Operations) manual of the relevant sport aviation body. With Regulatory breaches, CASA expects GFA to deal with the matter and achieve a suitable outcome in the first instance. Where GFA is unable to achieve a suitable outcome, the matter must be referred to CASA. In this case the person immediately renewed their membership, which was backdated to the expiry date, and was counselled by the CFI. Members are solely responsible for ensuring their membership is current before flight, and the GFA membership system sends at least two email reminders in the month leading up to the expiry date.

**CLASSIFIED ADVERTISING**

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

**WANTED  
GLIDER**

After the sudden loss of my glider I now find myself looking for another one. Ideally it will have good performance (big wings again would be nice) a turbo or self launch, flaps, paint or gel in very good condition maybe without trailer. I already have quite a nice one of those. And the hardest requirement It must fit within the budget set out by my good wife! Another option might be shared glider ownership. I have a hangar at Boonah SE QLD which has room for a large span glider. Boonah has year-round soaring with good access to the downs for thermal, local winter wave and awesome north south convergence.

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**VH-GNS Std Cirrus 75** recently completely refinished. Total time 1,820 hrs / 810 flights. Carbon fibre panel (new), Zeus 7.0 navigation with Era 80 vario / igc logger, Bohli vario, Air Control Display Altimeter (new), VHF radio, Airspeed indicator Winter (new), Power Mouse Flarm (new) and canopy cover. Solid box trailer. IMI tow out gear (new). Beautiful glider, ready to go racing. Price \$36,000 for more information: [george@coppercreek.com.au](mailto:george@coppercreek.com.au) or call 0434 413 963



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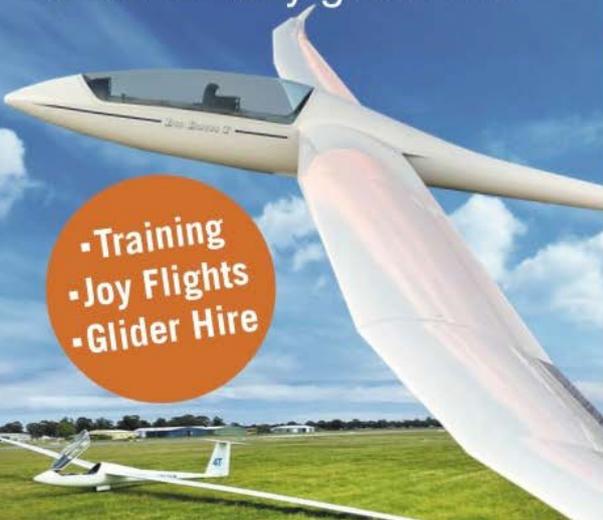




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