

GLIDING

AUSTRALIA

Issue 67 April - June 2024

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VENTURE TO THE MORNING GLORY

INGO RENNER CUP - CLUBS - COMPETITIONS - LAKE KEEPIT REGATTA -
SOARING DEVELOPMENT - SAFETY - SURVEILLANCE DEVICES



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GLIDING AUSTRALIA

MAGAZINE

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FROM THE CEO DOUG FLOCKHART

stock on the shelf, the plan is to have a club-specific AEF Form QR code, at the pie van or elsewhere on the flight line, that can be scanned with a phone or iPad and all details completed online, including acceptance of Terms and Conditions. A copy of the completed form is instantly emailed to the participant and to the club, with the billing for forms used actioned by the Gliding Australia office at the end of each month.

So, a paperless solution is hopefully not far away. A BIG thanks goes to the three clubs trialling it for us, and to Sarah Thompson for putting the required technology in place. Of course, the paper solution will also remain for those that prefer this option, and/or for those who might be challenged with lack of digital connectivity due to location. That reminds me that someone once said, "My Wi-Fi suddenly stopped working, and then I realised my neighbour hadn't paid the bill. How irresponsible - don't they know I depend on it?"

CONGRATULATIONS – JUNIOR WORLDS AT KEEPIT

I offer my congratulations to Lake Keepit Soaring Club, who have secured the prestigious 15th FAI Junior World Gliding Championships, set to take place in Club and Standard Class categories. This achievement marks a significant milestone for junior gliding in Australia, presenting an unparalleled opportunity for our junior pilots to showcase their skills on an international stage. Gliding Australia is committed to collaborating with gliding clubs and regions across the country, including the Australian Junior Gliding Club, YouthGlide, the Australian Air Force Cadets and our dedicated members, to leverage this event to its fullest potential.

In the coming months, we will be sharing detailed plans and opportunities for involvement. I encourage everyone within the Gliding Australia community to engage with this landmark event. Whether you're interested in participating, contributing or simply wish to learn more, we welcome your enthusiasm and support. Thanks also to Mandy Temple our Gliding Australia FAI Representative, for all her effort and representations that contributed to the success of the bid.

SKYWARD SEMINARS

As you read this, the first of a series of Gliding Australia Skyward Seminars has been scheduled for Brisbane on 20 April, with Perth, Western Australia, next in line. I invite all our members to participate in these events when they hit your town. You've told us you want "minimum interference – yet more face-to-face interaction" on things that matter. That's why we're running these seminars for you!

Also on the agenda are aviation safety, mixing it with others, and safeguarding our freedom to fly, all of which are critical to our future. We are also in listening mode – we wish to hear airfield grass roots feedback on what matters to you. A single day's investment in your skills and education around the sport you love, a day that assists with your currency and more, has to be a no-brainer. Be there or be left behind – I'm just saying!

As you read this, we are well into April and autumn, with the soaring season starting to slow down in the Southern states and maximum temperatures becoming more bearable. However northern NSW and Queensland skies, likes sirens of the deep, are still seducing those that want to venture afar - that is, when it isn't raining! In terms of extremes, what a summer it's been across this magnificent continent we call home, Australia!

My colleague, Executive Manager of Operations Dave Boulter, has been up to his armpits in SOAR reports this summer, which is a good thing by way of incident reporting that inevitability benefits us all – though possibly not his armpits. Thanks to all of you who make the effort to submit a Soar report, given the clunkiness of the system. Yes, it's on the 'To Improve' list and is a priority.

The overwhelming winner this summer in terms of the sheer number of incidents and accidents is 'ground handling'. In some cases, the carnage that has been inflicted and the cost to repair has been astronomical, not to mention the out-of-service time for the aircraft involved at a peak period. Disappointing and avoidable? Of course, we're all human and errors happen, however it should prompt a lightbulb moment for all regarding the need to conduct regular internal Operations reviews to ensure all is as it should be. Often, one shortcut to a procedure or process can lead to another and so on. It's a bit like Chinese Whispers, where the story eventually becomes so altered from the original that it is no longer recognisable.

FUN FACT

While we're talking about incidents and accidents, when it comes flying versus ground handling, it's interesting to note that from 2013/14 to 2022/23, 99.88% of Australian glider flights did not result in an accident – 582 accidents were reported against 504,606 total landings.

AEF FORM INNOVATION

At three clubs, we are currently trialling a 100% digital version of the Air Experience Flight (AEF) form. Rather than clubs pre-purchasing the paper based AEF forms and having

LET'S TALK CLUBS

Regarding clubs – specifically club development – it may be time for some tough love.

Jenny Thompson, whom many of you know, shared some thoughts with me recently and she really hit it on the head. "Gliding Australia is constantly looking at how to attract and most importantly, retain members," she said. "The Board sets the policy, and the Executive implements the policy, but the real coalface of culture is at the club level, and to an extent the Regions." Jenny also noted, "Members leave clubs, not Gliding Australia."

The Gliding Australia strategic plan clearly defines what you in clubland, in conjunction with us at Gliding Australia, should focus on, for example:

- Make all clubs places where people feel welcome, included and able to progress their flying,
- Develop suitable member retention approaches in line with Gliding Australia programs and support.
- Encourage clubs to minimise flight waiting times for trainees.
- Encourage and promote new ideas.
- Empower and support clubs to diversify their membership base.
- Promote pathways to gliding for the 40-60 year age group.
- Create opportunities for people to participate safely in an exciting adventure sport and to be part of something special, worthwhile and unique.

I therefore ponder why, every week since I've joined Gliding Australia, I receive emails or phone calls from those clearly aggrieved or distressed, who want to learn to glide, or those who wish to return to gliding after a hiatus, but are not made to feel welcome. Furthermore, if you're a woman or young girl, you may encounter yet another level of challenge.

Gliding Australia is running a series of Club Development Webinars facilitated by our Club Development Officer Amanda VanderWal. The first was held in mid-March, titled 'The Future Is Now' and, frankly, enrolments for this free course were very slim. Does the limited attendance, on a Monday evening for 1 hour, suggest therefore, that the majority of our affiliated clubs believe there is no room for improvement?



I'm reminded how social media portrays smiles and happiness, success, style and experiences. Yet, if you scratch the surface, what we're seeing is in fact not the reality – because life is not all smooth sailing, is it? In the case of some gliding clubs across Australia, the reality is not that glossy either.

Given that life is short, can I suggest the following:

ACTION: Noting that I also constantly hear that we need some new blood within clubs due to our ageing demographic, and that we're tired – if you don't want to retain members and/or grow your membership, then please ring or email me advising me of that fact, so we can direct our efforts and promotions towards those clubs that are 'open' for business.

If you think your overall offer to members could be improved, then please also email me, or pick up the phone, and let's discuss how Gliding Australia can work through the implementation of some Club Development initiatives with you and your team.

Without customers or members, you don't have a business or a club. If you don't provide those customers with a quality product, that meets or exceeds expectation, then they will leave and spend their hard-earned cash with someone who does. From what I see, respectfully, there is still a lot of work to be done at the coalface. Yes, your clubs are mostly resourced by volunteers who are often, like most of us, stretched! That said, even volunteers can be welcoming, can't they? Also note that more members means more potential volunteers – right?

Until next time... Stay safe, stay connected and continue to push the boundaries of what's possible in the world of gliding.

Ciao and warm regards,

DOUG FLOCKHART
CHIEF EXECUTIVE OFFICER
ceo@glidingaustralia.org





FAI GLIDING BADGES TO MARCH 2024

SILVER/GOLD DURATION

LEONARD FREITAG MELBOURNE GC
JAMES DWYER SC OF TASMANIA
REG MARRON SC OF TASMANIA

SILVER HEIGHT, SILVER/GOLD DURATION

JARED JACOBS SOUTHERN CROSS GC
VIKI BOURLIOUFAS SOUTHERN CROSS GC
YANIK ARMSTRONG SOUTHERN CROSS GC

SILVER HEIGHT

BARRY PADMAN BEVERLEY SC
ANDY DAVISON GC OF VICTORIA
KRISH JAYATILLEKE GEELONG GC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION

MARCEL VAN DE POLL BEVERLEY SC
XINYU QIN GC OF VICTORIA
PETER CROWHURST LAKE KEEPIT SC
SARAVANAN MADAVAMANI NARROGIN GC
STEPHEN ROSS SC OF TASMANIA
ZORAN MALCESKI SC OF TASMANIA
ANDREW JHAVERY SOUTHERN CROSS GC
JEAN-YVES PROVOST SOUTHERN CROSS GC
RYAN BELL SOUTHERN CROSS GC
YANNICK SASSO SOUTHERN CROSS GC

SILVER DISTANCE, SILVER HEIGHT, GOLD DISTANCE, DIAMOND GOAL

PAUL RODGER GEELONG GC
VITALIY BASCHLYKOFF GEELONG GC

SILVER DISTANCE, SILVER HEIGHT

PETER MILLER BEVERLEYS
AIDAN CORREA DARLING DOWNS SC
ANDREW BLAIR GC OF VICTORIA
PETER DE HAAN GC OF VICTORIA
MARK KEECH GC OF WA
RICK MARTIN LAKE KEEPIT SC
MATTHEW SWINN MELBOURNE GC
MICHAEL DONOHOE SOUTHERN CROSS GC

SILVER DISTANCE

IAN DUMMETT SC OF TASMANIA

GOLD HEIGHT, SILVER DURATION

RYAN O'CONNELL NARROGIN GC

GOLD DISTANCE, GOLD HEIGHT, DIAMOND GOAL

PHILIP DODD NARROGIN GC

GOLD DISTANCE, GOLD HEIGHT, SILVER/GOLD DURATION

JUAN MINAN BEVERLEY SC

GOLD DISTANCE, DIAMOND GOAL

TIMOTHY WILKIN GC OF VICTORIA
MILES PARK SOUTHERN CROSS GC
PETER BREW SOUTHERN CROSS GC

GOLD DISTANCE

CHRISTOPHER SMITH BEVERLEY SC

DIAMOND GOAL

JOSHUA DAVIS CENTRAL COAST SC
ZHEHAO TANG MELBOURNE GC
JAYDEN BASHFORD SUNRAISIA GC

750 KM DIPLOMA

CHRISTOPHER RONECKLES BEVERLEY SC
KARSTEN BOJESEN BEVERLEY SC

GA CALENDAR

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

WORLD GLIDING CHAMPIONSHIPS 18M,20M, OPEN CLASSES

14 August - 1 September 2024
 Uvalde Texas USA

wgc2024uvalde.com

SKYRACE 2024

27 December - 5 January 2025
 Leeton Airport
skyrace.com.au
 contact Nick Gilbert 0430 099771
 or info@skyrace.com.au

SGP GAWLER

5 - 12 January 2025
 Gawler

HCAP SCHOLARSHIPS

Elevate your aviation passion with two \$1,500 Gliding Scholarships for 2024-5, courtesy of the Honourable Company of Air Pilots Australia. Open to all Australian citizens and permanent residents under 30, this is your chance to support your training costs and achieve new heights in the world of gliding. Whether you're an aspiring pilot or looking to enhance your recreational flying experience, these scholarships are your gateway to the skies.

Apply now via the link to embark on an extraordinary journey!

tinyurl.com/HCAP-Scholarships

VIVIENNE DREW OAM



Congratulations to Vivienne Drew on receiving the Medal of the Order of Australia (OAM) in the General Division 2024 for service to gliding.

Viv has served the Australian gliding community with distinction including:

GLIDING AUSTRALIA (GFA)

Board Member (Gliding Victoria Regional Representative), since 2021.

Vice-President, 2020.

Chair, Governance and Integrity Committee, 2020-2022.

VICTORIAN SOARING ASSOCIATION

President, 2018-2022.

Vice-President, 1993-1994, 2017-2018.

Regional Board Member, representing Gliding Federation of

Australia, since 2018.

Victorian Government Liaison Officer, since 2018.

STATE GLIDING CENTRE VICTORIA

Board Member Victoria Soaring Association Representative, since 2018.

Chair, Committee of Management, 1999-2001.

Vice-Chair, Committee of Management, 2019-2022.

GLIDING CLUB OF VICTORIA, BENALLA

President, 1999-2001.

Vice-President, 1994, 1996-1998, 2002-2003.

Secretary, 2022.

Marketing Officer, 2018-2019.

Benalla Aeropark Liaison Officer, 2017-2019.

Coordinator, Women and Gliding Seminar, 1993.

Secretary, Clubhouse Committee, 1989.

OTHER APPOINTMENTS

Committee Member - Gliding, Victorian Branch, Australian Women Pilots Association, 2022.

Chair, Gliding Coordinating Committees for Avalon International Air Show, 1992 and 1995.

AWARDS AND RECOGNITION INCLUDE

Bill Iggulden Award, Gliding Federation of Australia, Services to Gliding Federation of Australia as a Volunteer, 2022.

National Gliding Award, Australian Women Pilots, 1994.

Gliding Club of Victoria Leigh Simpson Trophy, Most Outstanding Trainee, 1989.

Viv's passion and dedication to gliding are truly inspiring.

SAILPLANE GRAND PRIX GAWLER

SERIES 12 FAI SAILPLANE GRAND PRIX

The 12th series of FAI Sailplane Grand Prix (SGP) national contests will be held around the world during 2024 -5. The national contests are qualifying events for the 12th Sailplane Grand Prix final which will be held at St Auban in France 24 to 30 August 2025. The top pilots from each event will qualify to fly in the final contest with the victor being declared World SGP Champion.

The Australian SGP will be held at Gawler 5-11 January 2025. Entries are open to 18m, 15m and Standard class gliders - with handicaps to be confirmed - opening up the competition to many more pilots and gliders.

Adelaide Soaring Club at Gawler is at the southern end of the Barossa wine region and has ample accommodation in town and the local area. A large caravan park in Gawler has air-conditioned units available to hire, and accommodation and onsite camping are also available at the Gawler airfield.

Tasking will be predominantly over flat farming country with hills in the northern task area. The task area covers the Barossa Valley and extends north from



there, as well as east over the Murray River to Waikerie.

The contest period is in the peak thermal soaring season of the year. Adelaide Soaring Club will be holding a regatta during the same period and it will be a lively and interesting time to be flying at one of Australia's great gliding sites.

To find out more and register to take part contact

Mandy Temple at mandytemplecd@gmail.com

Ever Curious About Your Membership Covers? Here's a Start: 6 Essential Things It Supports!

Joining Gliding Australia isn't just about flying; it's about fuelling a passion and a community. Curious about what your membership contributes to? Let's dive into six crucial areas where your membership support makes a real difference:

- 1. Be a Part of the Bigger Picture:** Your membership is your voice in the sky. It's about having a say in the rules of the game. We're constantly in talks with the aviation authorities such as CASA to make sure that every rule and regulation works for you, making your gliding experience not just safe, but also more enjoyable.
- 2. Fly with Confidence:** Safety is our shared priority. Your membership strengthens our collaboration with the aviation key players, ensuring that every time you spread your wings, it's in the safest skies possible. Think of us as your co-pilot in maintaining the highest safety standards.
- 3. Your Safety Net Above the Clouds:** We've got your back with comprehensive liability insurance. This isn't just paperwork; it's your peace of mind. So, when you're up there chasing the horizon, rest assured that we're taking care of the risks, leaving you to enjoy the thrill worry-free.
- 4. Celebrate Your Sky-High Achievements with Badges and Records:** Every milestone you reach in the air is a cause for celebration. Your membership means your triumphs get the recognition they deserve. From FAI badges to record-keeping, we make sure your gliding achievements are heralded and remembered.
- 5. Join the Aerial Arena:** As a member, you're able to dive into competitions from local to international stages. Challenge yourself, measure your skills against others, and enjoy the camaraderie and spirit of friendly competition among fellow gliding enthusiasts.
- 6. Empower Your Local Gliding Club:** Your membership does wonders beyond your own gliding journey. It's a powerhouse for your local club, providing them with resources, strategic advice, and development tools. This means not just better opportunities for you but for every member of your gliding family.



Your membership does more than just support your passion; it's an investment in the future of gliding, the safety and growth of the community. So, when you renew your membership, remember, it's not just a fee; it's fuel for your passion!

But wait, there's so much more to discover! Gliding Australia membership has a long list of benefits and assistance to members.

MARTIN SIMONS 1930-2024

Martin died on 19 January after a short illness at Craiggcare Moonee Ponds. He was 93 years old. He was born in England, where he began his gliding career in his teens.

Martin was a tireless supporter of the sport and an author of many books on gliding. He was known for his passion for vintage gliders and, most of all, for his role as editor of the magazine Australian Gliding for much of the 1970s and 1980s. **TIM SHIRLEY**

THE FOLLOWING MESSAGE HAS COME FROM HIS FAMILY.

Martin was a member of the Waikerie Gliding Club from 1968 when he arrived in Australia until he gave up solo flying in 2000, serving on the committee for several years. He was an active competition pilot in the 1970s and 80s, owning and flying a Kestrel (XX), a standard Libelle (BV), and later an LS3.

He was a founding member of the Vintage Gliding Club and,

WARWICK VANCE KENNY 1948 - DECEMBER 2023

Warwick passed away on 15 December 2023, at the age of 75. He introduced Brad Edwards to gliding in the mid-1960s when both of them were at school at Armidale.

A third of his working life was spent with the airforce, first at Williamtown and then Laverton, working mostly instruments and RAAF gliding clubs, as well as experimenting with Winjeels for use as tugs in the 1974 Worlds at Waikerie.

Warwick devoted another one-third of his working life to teaching gliding at Lake Keepit in the 1980s and early '90s. He taught Bruce Taylor and, before his first solo, took him on a cross country flight to Werris Creek Gap and back. That cross country experience, ahead of going solo, inspired Bruce and perhaps hundreds of other students to pursue gliding.

If it wasn't cross country weather, he would often take students ridge or wave flying at Kelvin Range from a nearby farmer's strip. Warwick did his 750km in the early '80s in a 15m glider on his first attempt.

The last third of his working life was dedicated to bus driving for Brad Edwards.

Warwick's former students are scattered between the Whitsundays and Tocumwal, plus some in Tasmania, and many of these have become instructors, or competition pilots up to 30 years later.

His wife Judi, also a solo glider pilot, and son Brendon still live in the Newcastle area. All of us miss his quiet reassurance from the back seat. Warwick was probably one of the best-ever instructors at Keepit for getting students into gliding for the long term.

IAN MCPHEE

AJ YEOMAN

The AAC is sad to learn of the passing of Alan 'AJ' Yeomans at the age of 93.

Alan was an active Gilding Federation member and cross country coach in the late 1960s and early '70s, competing in several national competitions. He transitioned to power and helicopter flying over the decades and, on his 80th birthday, his wife Christina bought him a Pitts Special!



before he migrated to Australia, restored a Skylark 2A named the Phoenix, which he flew at the London Gliding Club.

Martin was the editor of Australian Gliding magazine (now Gliding Australia) for over a decade in the 1970s and 80s. He was also an enthusiastic aeromodeller and designed the Martini model, which was made into a kit.

Martin is perhaps best remembered for his many books and articles on gliding history and model aerodynamics.

He is survived by his daughters, Pat and Margaret, and four grandchildren.



Alan was active in the AAC until only a few years ago, last competing at the age of 90. We believe this made him the oldest active competition aerobatic pilot in the world at the time.

Alan passed away peacefully in the company of his family at the Gold Coast Private Hospital. He will be remembered as a true gentleman, aviator and sportsman to the end.

PETER TOWNSEND

NATIONAL PRESIDENT, AUSTRALIAN AEROBATIC CLUB

MARK TONTA

NOVEMBER 1962 - FEBRUARY 2024

Mark started his gliding career at Tocumwal under the watchful eye of Bill Riley and Ingo Renner. He took his first solo soon after his 15th birthday and loved his gliding, achieving his Silver and Gold C within a year.

Mark was always on a mission to become a commercial pilot and towing gliders was the way to get his hours up. He received his restricted PPL at 16 and started towing at Tocumwal shortly after. Every weekend and public holiday was spent in the Scout hustling for hours. At 17 he earned his unrestricted PPL, which meant aero tow retrieves and more hours. Over the following years, Mark became a regular tuggie at regional, state and national gliding competitions flying Peter (Griffo) Griffiths' Pawnee.

After getting his commercial license, Mark went on to fly for Griffo's Trailco Aviation business in Brisbane flying a Bonanza, Baron, Navaho, 690 Shrike and Super King Air and various other types.

After Trailco, Mark got a job flying for Skywest in Perth followed by a year in Gove doing coast watch.

He was accepted into Ansett and flew Fokker 50s and the Airbus A320 as a first officer before the demise of that company. The next few years were spent travelling the world chasing jobs in Europe, the Middle East and Asia before getting a position as a first officer on A320s with Dragon in Hong Kong. He also flew A330s for Jetstar out of Singapore.

Mark joined Narrogin Gliding Club with his daughter Kate. Both were members from 2007.

PAUL RODGER

AROUND THE CLUBS



After a successful WGC Narromine in December, Beryl Hartley was awarded Narromine Citizen of the Year. Congratulations, Beryl, on a very well deserved honour.



On a spectacular Friday at Kingaroy, duty instructor Greg Schmidt congratulated Gary following his first solo in a glider after a 30 year break from the sport. On his second solo, he climbed to 6,800ft.



The Rockettes and the Victorian Soaring Association held 'Soar in the Hills at Mount Beauty', a spectacular gliding event nestled in the picturesque hills of Mount Beauty over the Australia Day long weekend in January. The gathering of many girls and women achieved 34 flights.

A massive thanks to Victorian Soaring Association for collaboration on this initiative. Special thanks to Mark Bland, Phil Henderson, Ollie and Noah Tanzen from Alpine Soaring for all the help on the airfield.



Australia Day
Beryl Hartley was given the Australia Day 'Event of the Year' award for WGC Narromine from Narromine Council. L to R: Peter Hoogland, Mick Webster, Tracey Hoogland, Arnie Hartley and Beryl Hartley.



Congratulations to Kaleb, who went solo on his 15th birthday at Kingaroy Soaring Club.



At Narrogin Gliding Club, Mia gained her A certificate after her 5th solo flight.

At Southern Tabelands Gliding Club, Christopher Edwards (Jnr) took his first solo flight. As he prepared the glider, he was heard muttering, "Wilco must be crazy. He's sending me solo."





At Temora Gliding Club, the official opening of our new Temora GC Clubhouse on 24 January attracted a crowd to mark this milestone in the club's history.



The club President Greg Noack introduced Mayor Rick Firman OAM who addressed the crowd from a Council perspective and read Steph Cooke's message.

The plaque reveal (right) went without a hitch, which led into a very special part of the day with the surprise awarding of Life Membership to Tim Causer and Elvon King (Curly) in recognition of their vision and contributions to the hangar and clubhouse projects.

Photos by Stuart Ferguson



At Tocumwal Soaring Centre, the Boomerang and Blanik flew together over the mighty Murray River in a classic formation (top photo). Peter Brunton, 19 years old, had his first wooden glider experience in the Boomerang and managed a 5-hour flight (lower left). Czech pilot Michal enjoyed a great flight as well in Blanik L-13, also for around 5 hours.



Hunter Valley Club member Todd Longworth joined the outlanding club after launching at Narromine. He landed at Trangie airfield while attempting his Silver C distance. It was a tricky day, with overcast skies for much of the afternoon. Well done, Todd.



Congratulations to Holly, who converted into the Libelle at Temora GC. Holly also undertook outlanding training in the Grob 109, and enjoyed coaching with Coach Scott Lenonin in Canberra GC's DG1000S.



Congratulations to Gabriel who went solo in late February at the Gliding Club of Victoria, Benalla. The start of the journey!



Congratulations to Luke Muir on his qualification as a tug pilot. Luke is the first new tug pilot for Gliding Tasmania for some years, and the first new pilot to qualify on our new Eurofox 915iS tug. Well done, Luke.

Kara took to the skies at the Gliding Club of Victoria in Benalla for her third flight in February. She hopes to solo on her 15th birthday.



Congratulations to James Dwyer who completed his 5-hour task in the Club Libelle at the Soaring Club of Tasmania. Not only did James fly the required 5 hours but he smashed it with a flight of 5 hours 39 minutes. At about the 5-hour mark, James remarked that "the sky is pumping"!



Congratulations to Beverley Soaring Society's Tim Hutcherson, who recently flew his first solo. Tim said, "Absolutely stoked with the weekend events. Massive thanks to Geoff for sending me up ... very happy to be a new member of a great club!"



MY FAVOURITE LAPLANDER HE WASN'T BORN, HE WAS HATCHED!



BY KEVIN RODDA - CABOOLTURE GLIDING CLUB, BASED ON A STORY FROM NEIL WILSON

It's the end of an era. Bert Persson has sold both his beloved Atlas self-launching glider and his hangar in recent months and has now taken the decision to let his membership to the GFA lapse. He is a gliding legend in Australia, a world class glider pilot, a talented and very

experienced aeronautical engineer, a setter of gliding records and a Life Member at both the Alice Springs and Caboolture Gliding Clubs. He is also a maestro of glider repairs and maintenance, in particular aluminium gliders such as the L13 Blanik and the IS-28B2.

He has been a great friend and mentor to many powered and gliding aircraft operators at Caboolture, and returns regularly to his homeland Sweden to fly in their Nationals and thus qualify to represent his homeland at many World Gliding Championships.

In 2016 Bert was awarded a prestigious Presidential Recognition Certificate (Unsung Heroes Award) from the Gliding Federation of Australia ... "for 60 years of gliding involving repair and maintenance of gliders at two clubs".

NORTHERN LIGHTS

Bert grew up in Swedish Lapland, an area that is commonly known to many as the home of the midnight sun and the Northern Lights. Where he lived with his parents on the Arctic Circle, the sky was mostly always light through the summer months, with very little dark at night. However in winter, he left for school in the dark and came home in the dark. The family did not have a vehicle and he travelled to and from school on skis.

On leaving school, Bert began work in the tool room of a large manufacturing plant where he enjoyed learning many engineering skills and, once he had been working for a while, began taking gliding lessons in the summer of 1956. In the same year, Bert also became licensed to fly powered aircraft. One day at his place of employment, Bert witnessed an old man receiving a gold watch and the cost of a taxi home as a reward for fifty years of service. Bert realised that he wanted much more from life than that.

He then proceeded to sell everything that he owned to fund his airfare to Australia and, after a journey that took him from Sweden to England, the United States, Fiji and then Australia, he finally arrived in Sydney where he found work at an automobile factory.

WARMING UP

A short time later, he successfully applied for a position that involved maintaining the fleet of

a large Alice Springs transport company. He spent three days at their Sydney depot, proving that he could do the job, before the company flew him up to Alice Springs. But when they opened the door of the plane on arrival, he didn't know what had hit him. It was 40-something degrees outside, and when you have spent most of your life in Sweden, that comes as quite a shock.

Bert also discovered the local gliding club at Alice Springs and soon went there to do some flying. They sent him on a few check flights with an instructor, just high enough to do a circuit and land, to make sure that he could fly. On the third flight, they came across a thermal on the downwind leg and, in order to take advantage of the situation, he had to battle the instructor. They ended up climbing to 5,000ft and staying up for about an hour. It was during this flight that Bert realised the instructor had never been in a thermal.

Once he was accepted as a competent glider pilot, Bert pioneered cross-country gliding in the area and began to break records left, right and centre ... for absolute altitude, height gain and overall distance flown. Some of these records are still current and others have been broken.

22,000KM FLIGHT

After some time with the transport company, Bert went to work for South Australian Air Taxis. While there, he gained his qualifications as an aircraft engineer. From Alice Springs, Bert moved to Tocumwal where he worked with Bill Riley and Ingo Renner at Sportavia, continuing to amaze the gliding world with his ability to set records. One of Bert's many notable achievements was a trip he made in 1980 with Bill Riley and Bill Schoon. The three of them travelled to Romania to pick up three motor gliders and flew them back to Australia. This 22,000km flight from Brasov to Tocumwal took 154 flying hours and is recognised by many as a pioneering event in the world of gliding.

Bert relocated from Tocumwal to the Redcliffe Peninsula, south of Caboolture, in the 1980s and



TOP LEFT: Bert's test Ultralight TST10-M Atlas motorglider VH-GIM.

MIDDLE: Tiger Moth VH-UQH was back in the air at Caboolture in 2019 (photo: www.airhistory.net Ian McDonnell).

BOTTOM: The IS-28M motor glider.



ABOVE: Bert receiving his GFA 'Unsung Heroes Award' from Lindsay Mitchell, CGC President at the time.

RIGHT: Bert's records are also recognised by his home country of Sweden.



20M TWO SEAT NATIONALS TOCUMWAL

BY LUMPY PATTERSON



still enjoys the serenity of the Scarborough environment today.

When he first moved to the area, he had his Cessna 150 hangared at the Redcliffe Airfield but, after an invitation from the Caboolture Aero Club President Garry Poole, he moved it to Caboolture. For many years, Bert operated a Wittman Tailwind homebuilt light aircraft out of YCAB and operated his Atlas self-launching glider from there from 2005 until just recently.

SHARING SKILLS AND PASSION

Bert plied his exceptional aeronautical engineering skills as well as his vast knowledge and experience at Caboolture's Sandora Aviation for many years on major rebuilding/restoration projects such as Mark Carr's 1958 Commonwealth CA-25 Winjeel (VH-CZE) and 1939 De Havilland DH-94 Moth Minor (VH-CZB ex RAAF A21-42). He contributed to Ed Field's 1931 De Havilland DH-60M Gypsy Moth (VH-UQH ex G-ABHY), and the 1961 Schleicher

K7 glider (VH-GAB) now operated by the North Queensland Soaring Centre at Charters Towers.

Bert's biggest legacy however would have to be the knowledge that he has passed on to many others at YCAB including Bernard 'Speedy' Gonsalves. A huge amount of what Speedy now knows is the result of being taught, guided and mentored by Bert. In particular, Bert provided an enormous amount of support to Speedy during the world-class restorations of his K6 and K14 vintage gliders.

The following closing comments were contributed by Barry Collins, CFI at Caboolture Gliding Club -

"Bert has made a lot of friends during his long and illustrious flying career. He has mentored, trained and instructed many, all of whom have profited immeasurably from his influence in both their professional and sport flying activities. His presence will be sorely missed by all at YCAB, on the ground and in the air. He is the consummate aviator, the quintessential pilot, and a legend in his own lifetime. Indeed, some say that he wasn't born, he was hatched! The flying fraternity, the gliding group particularly, all wish Bert the very best for the future."

TOP: Moth Minor VH-CZB was unanimously awarded Grand Champion at the Watts Bridge 2009 Festival of Flight (photo: www.key.aero Moth Minor Miracle 2020).

LEFT TOP: The Romania to Australia flight in motor gliders was a pioneering event.

LEFT LOWER: Acknowledging one of Bert's achievements.

Tocumwal Soaring Centre proudly hosted this year's 20m Two Seat Sports Class Nationals. We had 18 pilots flying in nine gliders – two AS32, three Arcus and, making up nearly half the field, four Duo Discus, which was great to see.

We were keen to ensure some social activities and learning experiences at this event, having two junior representatives and another pilot entering his first competition.

Tocumwal has been fortunate over the summer period, at least in terms of gliding, having received very little rainfall, which has enhanced our season. However, other spots within the tasking area have encountered more than their fair share of rain. This made tasking during the competition a little challenging, but we were able to set some good distances in most directions and flew six out of the seven days.

We also had a group of glider pilots from Tasmania visiting us during the event, which gave the teams an opportunity to share their experiences with a wider audience.

Saturday night was the Welcome to Tocumwal Soaring evening with a great BBQ cook up by our CD Tom Gilbert, proudly sponsored by GliderStuff.com.au. It was a great way to get everyone together for a catch-up prior to the competition.

During briefings we were fortunate to have speakers willing to share their experiences in our amazing sport over the years and provide some insight into their preparations and thinking on competitive soaring. Their presentations were very well received by all pilots and guests.

SLOW HEATING

Day 1 featured a three-hour AAT Task with some thermals to 6,000ft. However, the day proved to be

rather challenging, with some high cloud slowing the heating, which took some time to get going. Everyone took their time on the first two legs, carefully making their way to the sunnier areas, and a few experienced some low spots along the way.

Most pilots only just managed more than the minimal distance on this day with Adam and Keith taking the line honours, followed very closely by locals Bernie and Chris in the Duo Discus. This was Chris's first competition - what a way to open the account! Sadly, juniors Josh and Jason fell a few kilometres short of the line but managed a well-executed outlanding and aero tow retrieve.

SPEED TASK

Day 2 saw a speed task of 389km with pretty good conditions, making the most of the trough sitting out to the east of Tocumwal. The forecast had a nice cu line which wasn't very wide but would be rewarding if it developed. This turned out to be the case as we

ABOVE: Circling over Tocumwal at the start. Photo by Ian Steventon

BELOW: Bernie Sizer and Chris Graham

continued over page





skirted along the controlled air space boundary in some fast flying conditions. The tricky bit for the day was the transition from the cu back into the blue for the last 110km home. It was still OK, but softer conditions meant the lead changed a few times on the final leg. Allan and Justin rolled into first place very closely followed by the rest of the gang.



GEAR CHANGES

Day 3 turned out to be very interesting for all of us, with a big square task heading up onto the Hay Plains. The forecast was to have the trough sitting over most of the task area with heights to 10k, however this didn't quite materialise. High cloud moved in faster than expected and some over-development resulted in a few spots of rain.

There were a few gear changes on this day, working between the storms and shadows. Those who read the play and left early had a better run than the later starters. Everyone managed to get home, which was a sterling effort, however one glider skipped the last TP to avoid a possible out landing, which was a good call.

Tuesday was also our quiz and trivia night, and pilots left much wiser than they arrived. It was great fun testing everyone's knowledge with a good mixture of questions about the local area, some Aussie icons and, of course, gliding.

MIXED BAG

Day 4 was either going to be very difficult or quite good. As it turned out, it was a bit of both, and a 3 hour AAT was set. Considering the experience of the day before, the task had some big circles to allow for any over-development that might have occurred. The day was influenced by some upper level wind along with cu, which saw lenticulars forming at the top of thermals. Nevertheless, it was a mixed bag with some great climbs, soft areas and some great energy lines that were used to maximum effect on the run home from the northeast, providing some good entertainment for all those in the air.

READING THE CLOUDS

A 3hr 45min AAT was set for Day 5, heading out west to start with, then up to the north towards the Hay Plains again, working our way home from the Urana area. Today, the trick was to read the clouds correctly and with that, you would be very well rewarded. The first half of the task was reasonably easy to work once the pilots connected to the cu, however, most hit a low spot while trying to reach them. It was a good run under the cu with heights of 8,500/9,000 agl reached for the second and third leg.

The third turn seemed to make or break the teams today. Some over-development occurred, and turning too early in the first and the second turn points pushed pilots deeper into the third, where shadows from cloud were spreading. Navigating the best route home seemed to make the difference in the speeds – some only needed a climb, while others in softer conditions required many. The Juniors had a great run

ABOVE: View from the cockpit of Bruce Taylor and Brad Edwards.

BELOW: Davis Jansen and Steve Evans. Dave and Steve won the competition. Dave will be heading to Uvalde to fly in the 20M WGC in August.

BOTTOM: Josh Geerlings and Jason Tang will be flying in the JWGC Poland in July.



in the Duo Discus, snapping at the heels of B1 and B2. Well done, guys!

Some very strong wind blew in from the southwest on Day 6 after the trough had moved through overnight and, with thermal heights forecast at around 3,500/4,500ft, a 2hr 45min AAT was set. The temperature was very slow to build up due to the cooler air, and the task area was also compromised with smoke from a bush fire in the Bendigo region. After consultation with the CD and SO, the day was cancelled.

FINAL DAY

Day 7 was still influenced by the cooler southerly air, which was coming up through the Kilmore gap, although much weaker than yesterday. For this last day, a 2hr 45min AAT was set heading down towards the northern end of the Warby Ranges, then up to the northeast chasing the better air with a run home from the northeast.

It was a fairly tricky last day, and it certainly paid off to have other gliders around if you could manage it, with 3 kts to around 4,000/4,500 agl. The big brown paddocks seemed to be working the best today and were frequent enough to keep most pilots in the air. Two pilots landed out, but everyone was home for the final dinner – no worries. The mighty Duo Discus made it onto the podium again, with Steve and John (Bob) keeping level heads on a day when it would have been easy to end up sitting in a paddock.

Congratulations to David Jansen and Steve Evans on winning the event – literally on the last day. Adam and Keith were able to stay on top right till the end by flying very consistently, but were just pipped at the post.

For the most part, the airmanship shown by all pilots was excellent and should be congratulated. No

incidents occurred during the event, and I'm sure that the format allowed for some great learning experiences for everyone, including visiting pilots.

The final dinner, held in the Drome Café and Museum on the airfield, brought a great atmosphere and was very well catered.

ABOVE: Photo by Ian Steventon

BELOW: The winning teams on the podium.



20M & TWO SEATER NATIONALS

TOCUMWAL
17 - 24 FEBRUARY 2024

20M		
1 Jansen & Evans	Kingaroy SC	ASG32Mi 5,523
2 Taylor & Edwards	Lake Keepit SC	ASG32Mi 5,477
3 Gateley & Woolley	Bathurst SC	Arcus M 5,346

Full results at [Soaringspot tinyurl.com/20m-Nationals](http://Soaringspot.tinyurl.com/20m-Nationals)

INGO RENNER CUP SPRING - SUMMER

As the Australian spring - summer soaring season draws to a close, it's a good time to look at the pilot rankings in the Ingo Renner Cup. This competition was set up as a decentralised contest by Gliding Australia on the WeGlide platform.

Now in its third year, the Ingo Renner Cup runs from 1 October - 30 September each year and is divided into two seasons. The Spring - Summer season, 1 October - 31 March, has just concluded.

To be included in the contest, all that pilots need to do is upload a flight to WeGlide and the flight will be automatically included in the rankings. The points from the three highest scoring flights flown by each pilot will be added together. The pilot with the highest total score will be ranked in 1st place, and so on.

There were approximately 442 Australian pilots who uploaded flights to WeGlide from October through March. Rankings are given for overall best score and also divided into the various classes - Open, 18m, 15m, Standard, Club, 2 Seat, Juniors and Women. Depending on the glider you are flying, your flight will automatically be scored in the appropriate class. For 15m gliders, there is a handicap number cutoff. All gliders less than 1.06 are in Club Class, and those ranked 1.07 and higher are in 15m Class. However, some overlap exists, with some pilots scored in both classes.

Many formal competition pilots find the experience of flying in all weather conditions, competing against top class pilots, deeply satisfying. But decentralised contests offer an interesting challenge, testing your skills against your personal best and other pilots who have flown from the same site, or even just the same state or country and day. There is the added challenge of reading the weather and being at the right airfield on the best day. It is a great way to improve your performance without having to fly on low, blue, windy days - unless you choose to.

The normal WeGlide scoring system is based on a combination of distance flown, speed with extra points given for the size and shape of the triangle flown and number of turning points, with six being the maximum.

The Ingo Renner Cup rules score four legs and there are other differences as well. You can see the scores for the IRC by clicking the Rank icon on the left of the WeGlide page, then the National tab, and finally the IRC tab.

The winners of the IRC won't be known until 30 September this year. So for those pilots who are able to, there is still time to beat your best result from the summer season and move up the table.

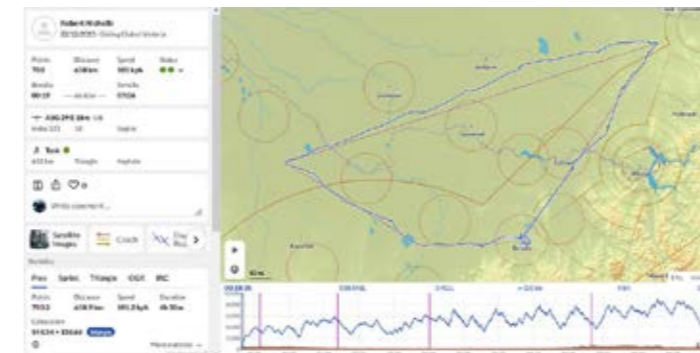
See the top results in each class below.
Full results at tinyurl.com/Ingo-Renner-Cup

Ingo Renner Cup 18m Class

1 Norm Bloch	Beverley SC	3,176.03
2 Lumpy Paterson	Tocumwal SC	2,920.93
3 Karsten Bojesen	Beverley SC	2,558.62
4 Robert Nicholls	GCV Benalla	2,295.21
5 Chris Runeckles	Beverley SC	2,175.89
6 Richard Traill	Melbourne GC	2,156.53
7 Ian de Ferranti	Bathurst SC	2,104.16
8 Bruce Cowan	GCV Benalla	1,975.54
9 Allan Barnes	Lake Keepit SC	1,913.83
10 John Grant	Narrogin GC	1,904.98
115 Competitors		



Karsten Bojesen Perenjori SCNW2 750 - Best Flight - 773 km 103 kph 1048.6 pts 12 Dec 23 Beverley



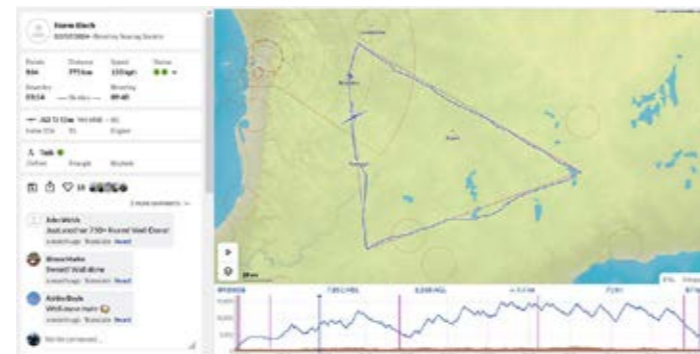
Robert Nicholls ASG29 E - Best Flight - 658 km 101 kph 892.73 pts 22 Dec 23 Benalla



Ryan Driscoll Nimbus 3T 25.5m - Best Flight - 861 km 105 kph 938.48 pts 22 Dec 23 Benalla

Ingo Renner Cup Overall Results 1 October 2023 - 31 March 2024

1 Norm Bloch	Beverley SC	3,237.62
2 Lumpy Paterson	Tocumwal SC	2,920.93
3 Karsten Bojesen	Beverley SC	2,558.62
4 Ryan Driscoll	GCV Benalla	2,372.88
5 Tobias Geiger	GCV Benalla	2,326.29
6 Robert Nicholls	GCV Benalla	2,295.21
7 Grant Heaney	Tocumwal SC	2,291.32
8 Jorgen Thomsen	Tocumwal SC	2,242.15
9 Allan Gartland	Beverley SC	2,220.05
10 Makoto Ichikawa	Temora GC	2,185.96
442 Competitors		



Norm Bloch JS3 TJ 15m - Best Flight - 775 km 135 kph 1110.02 pts 2 Feb 24 Beverley



Lumpy Patterson JS3 18m - Best Flight - 902 km 118 kph 1091 pts 21 Dec 23 Tocumwal

Ingo Renner Cup Open Class

1 Ryan Driscoll	GCV Benalla	2,372.88
2 Ojars Balodis	GCV Benalla	1,779.84
3 Ashley Boyle	Narrogin GC	1,751.28
4 Gerrit Kurstjens	Darling Downs SC	1,596.04
5 Glenn Hawser	Beverley SC	1,507.52
6 Christopher Thorpe	Beaufort GC	1,461.98
7 Rolf Buelter	Bendigo GC	1,439.65
8 Brink van Schalkwyk	Balakiava GC	1,407.44
9 Michael Durrant	Bendigo GC	1,238.30
10 Philip Ritchie	Adelaide SC	1,183.94
32 Competitors		

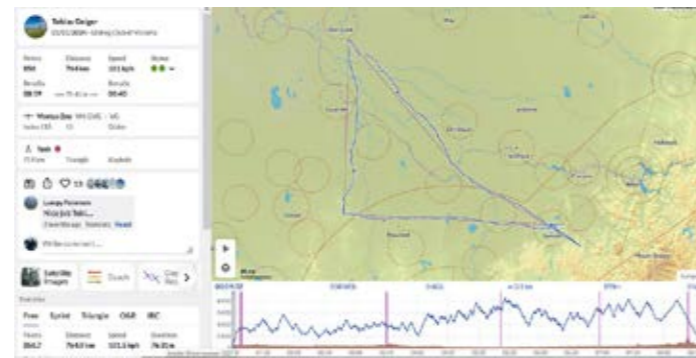


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Ingo Renner Cup 15m Class

1 Tobias Geiger	GCV Benalla	2,326.29
2 Daniel Summers	GCV Benalla	2,104.86
3 Yunhai Wang	Tocumwal SC	2,011.80
4 Chris Hostettler	Tocumwal SC	1,958.68
5 Lumpy Paterson	Tocumwal SC	1,911.54
6 Norm Bloch	Beverley SC	1,908.46
7 Steve Trone	Tocumwal SC	1,864.69
8 John Jurotte	Bathurst SC	1,665.31
9 Sidney Dewey	Beverley SC	1,654.97
10 Adam Woolley	Kingaroy SC	1,637.45

91 Competitors



Tobias Geiger Ventus 2ax - Best Flight - 764 km 101 kph 893.82 pts 1 Jan 24 Benalla

Ingo Renner Cup 2 Seat Class

1 Jorgen Thomsen	Tocumwal SC	2,242.15
2 Lumpy Paterson	Tocumwal SC	2,001.95
3 Leo Davies	Lake Keepit SC	1,958.91
4 Yannick Bourdeau	Verdon France	1,620.40
5 David Jansen	Kingaroy SC	1,600.12
6 Brian Rau	Adelaide SC	1,590.23
7 Allan Barnes	Lake Keepit SC	1,476.26
8 Mathias Kopp	Lake Keepit SC	1,457.82
9 Keith Gateley	Bathurst SC	1,436.44
10 Justin Smith	Lake Keepit SC	1,399.53

141 Competitors



Jorgen Thomsen Arcus M - Best Flight - 749 km 111 kph 848.28 pts 12 Feb 24 Tocumwal

Ingo Renner Cup Standard Class

1 Grant Heaney	Tocumwal SC	2,291.32
2 Allan Gartland	Beverley SC	2,220.05
3 Makoto Ichikawa	Temora GC	2,163.81
4 Akemi Ichikawa	Temora GC	1,906.83
5 Tim Causer	Temora GC	1,737.49
6 Sophie Curio	Kingaroy SC	1,737.13
7 Kengo Matsumoto	GCV Benalla	1,681.95
8 John Hutcherson	Beverley SC	1,656.21
9 Scott Lennon	Temora GC	1,652.88
10 Geoff Overheu	Beverley SC	1,553.19

117 Competitors

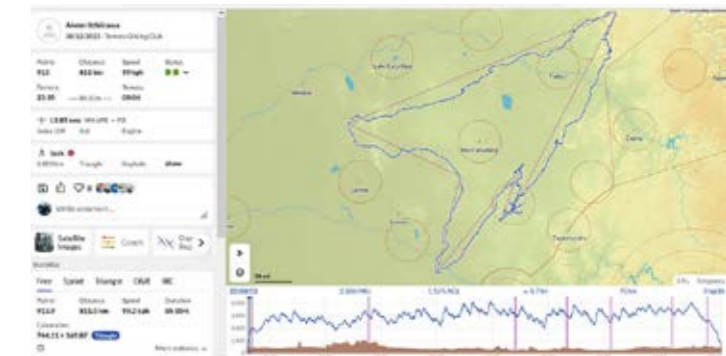


Grant Heaney Discus a - Best Flight - 707 km 109 kph 847.94 pts 12 Feb 24 Tocumwal

Ingo Renner Cup Women

1 Akemi Ichikawa	Temora GC	1,906.83
2 Jenny Ganderton	NT Soaring	1,772.04
3 Sophie Curio	Kingaroy SC	1,755.02
4 Jo Davis	Darling Downs SC	1,385.53
5 Lisa Trotter	Kingaroy SC	1,375.39
6 Pam Kurstjens-Hawkins	Darling Downs SC	1,302.76
7 Kerrie Claffey	Bathurst SC	1,222.98
8 Ailsa McMillan	GCV Benalla	1,213.02
9 Dominique Brassier	Bathurst SC	1,170.89
10 Leonie Furze	Temora GC	1,083.71

23 Competitors



Akemi Ichikawa LS8T Neo - Best Flight - 811 km 99 kph 729.77 pts 28 Dec 23 Temora



Allan Gartland Discus a - Best Flight - 681 km 119 kph 859.82 pts 2 Feb 24 Beverley



Ingo Renner Cup Club Class

1 Ross McLernon	Beverley SC	2,131.59
2 Bernie Sizer	Tocumwal SC	1,969.17
3 Nathan Johnson	Temora GC	1,855.38
4 Les Kinsley	Temora GC	1,792.59
5 Tommy Kalsbeek	Adelaide SC	1,651.80
6 Simon Marko	Beverley SC	1,607.23
7 Juan Minan	Beverley SSC	1,588.18
8 Stewart Mcvey	Beverley SC	1,586.32
9 David Booth	Bendigo GC	1,562.51
10 Geoff Wood	Adelaide SC	1,544.36

139 Competitors

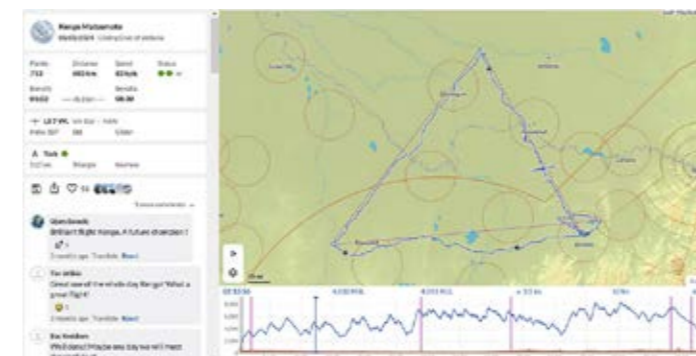


Ross McLernon Jantar Std 523 - Best Flight - 85 km 85 kph 870.17 pts 17 Dec 23 Beverley

Ingo Renner Cup Juniors

1 Kengo Matsumoto	GCV Benalla	1,681.95
2 Ethan Blunt	GCV Benalla	1,487.09
3 Peter Brunton	Darling Downs SC	1,099.62
4 Noah Tanzen	GCV Benalla	1,097.88
5 Ghazi Satriando Humaid	Lake Keepit SC	1,056.97
6 Kento Kojima		991.94
7 Aidan Curtis	Kingaroy SC	924.60
8 Inaba Hiroto	Adelaide Uni GC	666.21
9 Ryan Bell	Southern Cross GC	597.61
10 Tadhg Fitzpatrick	Darling Downs SC	435.99

20 Competitors



Kengo Matsumoto LS7 wl - Best Flight - 603 km 83 kph 826.68 pts 1 Jan 24 Benalla



NATIONALS AT BENALLA

BY TERRY CUBLEY



With the advice that December and January would be hot and dry, GCV at Benalla was keen to run the national championships in January. However, as it turned out the weather was well below expectations for most of the summer season across most states except WA.

We offered to run the Multi Class nationals with Open, 18m, 15m and Standard classes, but entries were very slow and early on we started to wonder if running all classes was going to be possible.

The world comps at Narromine were very successful in December but it appeared to impact on the number of Aussie pilots able to fly the Benalla nationals, with many potential competitors having used up their annual leave when helping out at Narromine. The poor weather down south through November and December was certainly impacting on our confidence. We gradually lowered our expectations when pilots withdrew, dropping off classes and combining those that remained. In all, we ended up with a total of 14 entries, with 11 gliders in 18m class and 14 in Open class.

We expected to have a combined 15m and Standard class but again entries were very slow and once we started to combine the classes a number of entries withdrew. It seems that flying an older 15m glider or Standard class glider just doesn't cut it with the higher wing loading and speeds of the modern 15m and 18m gliders.

Steve Trone was more determined and flew in 18m class in his Mini-Nimbus, an old 15m glider which has a wing loading of 47 Kg/m². He had some good flights, keeping up with the gaggle for part of the task, but each time he would drop off the bottom of the gaggle and come home 20 kph slower than the LS8s. A great battle and he showed much endeavour.

Allan Barnes flew his LS8 with 18m tips and Greg Beecroft flew his 15m LS8 having flown this glider to the Silver medal in Standard class at Narromine worlds. He placed 3rd in the Benalla nationals and was very difficult to beat.

WORLD CHAMPIONSHIPS SELECTION

The main drawcard was selection for the World Championships to be held in Uvalde, USA in August 2024 in Open and 18m classes, so despite the low number of entries at Benalla the quality of the competitors was high. The 2 seat nationals at Tocumwal in February would select entries for the Uvalde World Championships in 20m 2-seat class.

VOLUNTEERS

Pete Gray volunteered to be CD, Richard Kalin (one of our British instructors) agreed to be Ops and Safety; John McWilliam (another of our British team) did the weather with Tim Shirley, John Orton was the task setter, Bruce Salter was the tow master. Justin Gray managed the marshalling and launch team. Scrutineering and Weighing was well managed by Russel Edwards and Steve Noujaim (also British). We had a reasonable number of members to help with launching, luckily because most of the pilots did not have crew.

Launching of the fleet was quite simple with only 14 gliders, and two of those were self launching, so the whole launch only took 30 minutes. GCV has 3 Pawnees so we are able to handle all the towing with these.

We usually have to cater for the 'Great white flock' comprised of our training fleet and a large number of private gliders, including our visiting pilots from the UK and a group from Japan. The difficulty is to give them access to launching amongst the competition launch which normally lasts 1 hour, but this year the flock was rather small due to the weather so it was never an issue.

The weather for the competition was low and stable, although we did manage to fly six days with only one being devalued. The first three days were Assigned Area Tasks with the final three days all being fixed racing tasks.

It is worth looking at the daily results on Soaring Spot.

AAT

The first race was a 3.5 hour AAT via Corowa, west to an area around Echuca, South to Elmore and then East via Dookie back to Benalla.

The Day winner was David Jansen in the ASG 32 at 109 kph, followed by Bruce Taylor, Pete Temple and Greg Beecroft. The track to Corowa was OK although weakish climbs to 4,000ft AGL, then they had to head west. There were two approaches, some went due west staying in Victoria and others took the route along the Murray in NSW. The northern route was weaker and lower, with quite a few struggling to make progress due to a lot of water near to the river. Once past Elmore conditions improved with some 5 kt climbs to 4,000ft AGL.

BLUE AGAIN

Day 2 was another blue 3.5 hour AAT, SW to Euroa, North to Strathmerton then East to Corowa, before heading home by Wangaratta. Pete Temple won the day at 112 kph, with Ryan Driscoll, Geoff Brown and Allan Barnes close behind.

There was weak wave before the start which took some to 5,000ft but with the start altitude limit requiring pilots to come below 4,000ft after the gate opened made it difficult. Heading south was weak with climbs to 3,000ft AGL, but after Euroa they were able to climb to the dizzying height of 4,000 ft AGL. Thermal strengths improved on the way home, but not much higher.

Day 3 was a slightly shorter 3 hour task but still blue. The first leg was north to Jerilderie then southwest to Picola and then back southeast to Benalla. A day win for Bruce Taylor at 95 kph, followed by Lumpy Patterson, Greg Beecroft and Phil Ritchie.

Very similar story at the start, wave to 5,000ft, then could not get above 4,000ft AGL going through the start line. Not much delay with the start, with Greg Beecroft starting at 13:35 and everyone else starting between 14:00 and 14:10.

The run to the north saw 2 to 3 knots to 3,500ft AGL although with the occasional look at 1,500ft AGL. Conditions then remained fairly constant through to the end of the task.

LOW AND BLUE

Day 4 was also low and blue with a 240 km fixed task to Tocumwal – Numurkah - Peechelba – Benalla. Only 7 pilots completed the task. Pete Temple had his second day win at 88 kph, followed by Norm Bloch, David Jansen and Greg Beecroft.

The task was flown between 2 - 3,000ft, which was quite frustrating for those watching on the live tracking, and much more frustrating for the pilots. There was one outlanding and four engine starts.

There were a few low saves, and the rules now set a lower limit on thermalling (at 500ft AGL) and one pilot was penalised for thermalling below this height.

After a day off due to weather pilots were set a 350 km task to the north, via Rand and Blighty and Dookie for the 5th race. Greg Beecroft won the day at 103 kph, ahead of Norm Bloch at 112 kph, Geoff Brown and Ryan Driscoll.

Thermals went a little higher today with 5,000ft north of the river and 4,000ft south of the river.

FINAL RACE DAY

After another two days off, the final task offered a better day. 370 km fixed task with multiple turnpoints (8) to keep the pilots within the available soaring area. Flying SW to

BENALLA NATIONALS



Euroa and Shepparton, East to the Warbies, NW to Numurkah and back to Corowa before running down the Warbies to Glenrowan and then home to Benalla.

David Jansen had his second day win. He started at 5000ft AGL and flew to Euroa arriving at 2,000ft. Climbs were good between 2,000 - 6,000ft, averaging 4.5 knots. Some cumulus helped to keep them all happy.

The first three places were the three Open Class gliders – David Jansen, Ryan Driscoll, and Phil Ritchie who achieved the highest speed of the comp at 124.9 kph, followed by Norm Bloch.

FINAL STANDINGS

The Open class gliders cannot seem to consistently beat the 18m gliders so the winners of 18m class were also the winners of Open class, a typical scenario in recent comps.

Thank you to all competitors for making this a tricky but successful championships.

OPEN-18M NATIONAL CHAMPIONSHIPS BENALLA

16 - 26 JANUARY 2024

18M CLASS

1 Peter Temple	Adelaide SC	ASG 29 18m	5,528
2 Bruce Taylor	Lake Keepit SC	ASG 29 E 18m	5,411
3 Greg Beecroft	Beverley SC	LS 8	5,379

OPEN CLASS

1 Peter Temple	Adelaide SC	ASG 29 18m	5,390
2 Bruce Taylor	Lake Keepit SC	ASG 29 E 18m	5,277
3 Greg Beecroft	Beverley SC	LS 8	5,242

Full results at soaringspot.com tinyurl.com/Benalla-Nationals

VENTURE TO THE MORNING GLORY

WORDS AND PHOTOGRAPHS BY JOHN RIEDL



For me, flying the Morning Glory was an unforgettable life experience, one of those rare events that etches itself into your consciousness as something wonderful, different and forever memorable. It's something that few people have ever experienced, maybe just 200-250 on the whole planet, far fewer than those who have climbed Everest.

The whole experience isn't just 'the Glory' per se, but the entire trip through some of Australia's most desolate and fascinating country to the continuously unfolding beauty of the Gulf Country on the way up, and the spectacular Queensland Coast on the way back.

The journey revealed an Australia that I never knew existed and doubt that few Australians have ever seen or appreciate. It's just so much a sensory overload of endlessly changing terrain, seen in detail at low altitude. If you ever have the chance, go!

Flying the Glory is a great thrill for a glider pilot, but also an achievement that requires significant preparation of plane and, in my case, pilot. I had only logged a lifetime total of 120 hours and was not yet

solo in the Stemme, when I flew out. I came back fully certified.

My journey began when I took a week's ab-initio flying course at Camden in 1986. My instructor was Ray (Rope-Break) Morton, an ex-RAF pilot who famously chose his life's partner after an unscheduled, overnight stop with her on the shores of Burrinjuck Dam – after the tow mysteriously parted.

Ray supervised my 19 flights (7hrs 21min), including two solos, all in the ASK13. Busy at work, I then stopped flying for 35 years, returning in November 2021 to learn to fly again over a much-changed Camden landscape. After a few flights, and re-visiting a favourite 1970s photobook, 'Australia – The Greatest Island', about an aerial circumnavigation of Australia, I decided that I wanted to make the same trip. I purchased a Stemme touring motor glider the following month, December 2021.

LEFT: John Riedl and Rob Hanbury ride the Morning Glory wave to cloud to 6,500ft, as another Stemme passes below.

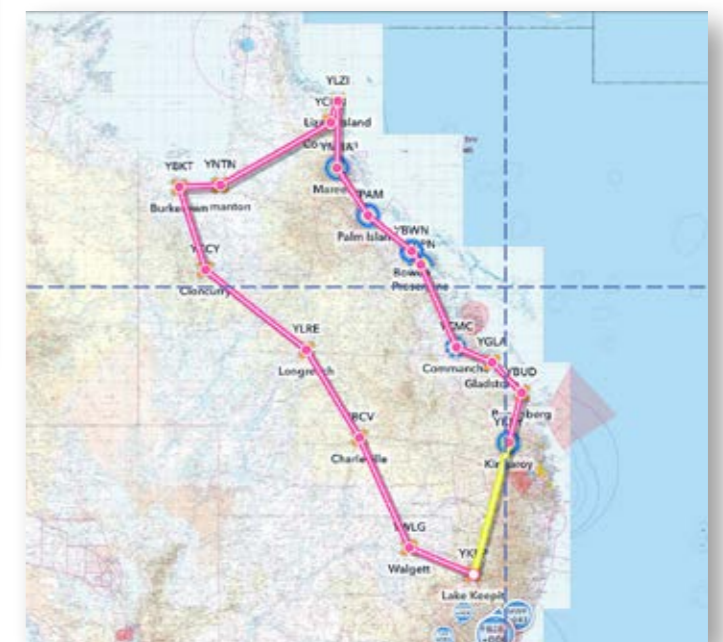
CONTROVERSIAL STEMME

My Stemme S10V was manufactured in Germany in 1995. It has 23m folding wings, 50:1 glide ratio and a folding variable-pitch propellor driven by a Limbach 2.4 litre engine situated at the C of G. The engine is behind the pilots, who sit side-by-side under a large canopy with excellent visibility. The propellor is driven via a gearbox, clutch and a 2m carbon-fibre shaft between the pilots. There is an electric undercarriage, and the aircraft must self-launch. Fuel consumption is about 14 litres an hour from wing tanks totalling 90 litres, and it maintains a cruising speed of 85-90 kts. Flaps range from +16 for landing, +10, +5, 0, -5 and -10 (for 80 kts plus cruising). Vne is 146 kts.

Buying the Stemme was somewhat controversial, and not just with my family. I was effectively an ab-initio trainee at age 77, with no qualifications. I rapidly attracted a large number of people telling me that I was crazy to attempt to fly again at my age, that a Stemme was far too complex and difficult for a first aircraft, that 23m wings and a narrow undercarriage would not allow take-offs and landings

BELOW: The route took them up the interior of NSW and QLD and back to Lake Keepit via the QLD coast.

continued over page





9,000ft and blessed, cool, calm air with the vario yodelling, and the needle jammed off-scale over 12 kts. The desolation was different now. The land was still almost completely unlandable and questionably survivable, with the odd remote cattle station and waterhole for the tough Brahmin cattle that can resist the voracious northern ticks.

SERPENTINE RIVERS

Then we entered the riverine Gulf Country, much greener and more photogenic, gliding without motor at 200 kph to land at Burketown and start the Morning Glory part of the trip.

Here we had three serpentine rivers, snaking with endless turns through tidal flats and mangroves, and no shortage of water. Dendritic shapes were revealed in all the innumerable creeks, fires in the scrub on the horizon and Burketown ahead. Burketown, as in Burke and Wills, marks the northernmost point of their expedition, where the mangroves finally stopped them.

We found the Barramundi capital of the world sitting on a billabong, cut off from the river by an inconvenient new bend but otherwise navigable to the sea. There was one good lodge, one caravan park, one pie shop and one pub – and not a lot else. Large frogs were living under the loo seat, cane-toads inhabited the garden and wallabies skittered past so quickly that it made me weep for the footballer version.

A FEW HAIL MARYS

On our third day at 4.15am, we went cross-country to the airport, trying to avoid wombat holes and steep, flood-eroded channels. The Milky Way, an incandescent ribbon, illuminated the moonless sky. We keyed the CTAF frequency and the aerodrome lights came on, allowing us to DI and prep the aircraft.

At first light of 6.06am, eight gliders climbed towards the glow on the horizon, searching for Glory. Some pilots wore life jackets, while others considered that, with 20ft Salties on what passes for beaches and 12ft sharks in the shallows chasing Barramundi with a side of aviator, the best thing would be to ditch in the deep and try a few Hail Marys. We were heading 50km off-shore before sunrise, with zero thermal lift, and were happy to have spot trackers and beacons. We climbed to 8,000ft to

preserve glide to Sweers Island, or the mainland – our 50:1 wings felt good at that time.

The engine purred. No drama, no luck, no Glory, but a long final glide and a nice Barra Burger at the pie shop. Rehydration then involved beer as the day progressed. At night, one unfortunate pilot asked a rather butch waitress, who is new to Burketown, if they had had a Morning Glory that week. The resulting indignant fracas took some sorting out.

WALL OF CLOUD

The next day, we had luck. We came down to the airfield to find the gliders dripping wet – the next best sign after condensation on a beer glass the



ABOVE: Flying over the lush farmland after leaving Lake Keepit on the first leg of their journey.

in anything more than 3kts of crosswind and so on. I tell the story to encourage others to persist.

I first had to re-qualify in conventional gliders. This was logistically, rather than technically, difficult. Every time I got close to going solo, after about 20 flights each time, we were shut down for months by Covid, endless rain or major flooding, or simply by continuing bad weather. After each enforced stoppage, I had a new instructor, who wanted to start at or near the beginning, every time.

RE-QUALIFIED AND FULLY LOADED

I attained my A, B, C Certificates, GPC, DI, passenger and cross-country ratings and my independent operator certification by 2023 and started flying a PW5, an ASK21, a Duo Discus, a Ximango and a Dimona, with only a small number of flights in the Stemme, which I could not fly without an instructor. The problem was that only three or four instructors in Australia were qualified for it, and weren't necessarily located anywhere near where it was hangared in Lake Keepit. It wound up there as the cost of a new T-hanger for 23m wings proved prohibitive in Camden.

Many people helped and, by mid-2023, I could gratefully fly the Stemme quite well, but not yet solo. Then, Rob Hanbury, an experienced Stemme pilot and instructor, and I took off fully loaded from Lake Keepit on 24 September 2023 on the way to the Morning Glory. This first flight was to be 8,000km with 60 hours in the cockpit.

The first segment was over beautiful, well-irrigated farmland and blue skies, 246km from Keepit to Walgett, a rough town with a crime problem and everything locked up. Its airport and surrounds were ominously empty. Then, after two and a half hours and 453km, we arrived at Charleville, flying into slightly increasing haze at 6,500ft. We encountered

more farms, but the land had become drier with different farming patterns, with clay roads in strange patterns cutting up vast areas. We refuelled and headed off for Longreach, the home of Qantas.

DESOLATE

On this leg, we flew over really desolate country – low, scattered scrub, very dry and hazy, unfriendly, unlandable and vast, just vast. Thermal activity increased, the bumps forcing us up to where it was cooler and more comfortable at 6,500ft. We dolphined, pulling up and slowing to 55 kts in rising air, speeding up to 110 kts in sink, to average about 170 kph. As I looked at the hostile land, I felt glad to have a lot of water aboard and two satellite phones. There is often a cellular connection, but no habitation for 80 to 100km at a time. After 2 hours 45 minutes, we final glided 50km into Longreach.

Longreach has the Qantas Museum, with aircraft from a DC3 to a Lockheed Constellation and a 747. It also features the largest caravan park and motel complex I have ever seen, with swarms of little songbirds breakfasting on insects as we took off in a 20 kt, gusty wind. We were now over the Channel country where cattle stations lay at 80km separation and vast numbers of intertwined dry creek and riverbeds were left from the wet season. A few mines appeared, but were desolate and abandoned. Tough people somehow traversed this sun-blasted land over past ages. 500km took us to Cloncurry, gliding the last 50km as we did on all our legs.

More wind and heat now prevailed – 40 degrees on the ground. We took off to cruise-climb, very slowly, in low density air with a lot of thermal activity. The Stemme's 23m wings mean that it has a slow roll-rate and, compared with a PW5, it is a bit like waltzing with an elephant. But on that day, a single turn centred a thermal at 500ft, which took us to

ABOVE: Rob Hanbury (left) and John Riedl flying the Stemme.

BELOW: Taking off at Lake Keepit.

continued over page



ABOVE: Tidal Flats on Day 3 as we head out from Burketown to the Gulf of Carpentaria, searching for Morning Glory.

previous night at the pub. We cleared the ground at 6.16 am and headed for a faint line on the horizon 50km away.

Passing Bentnick and Sweers Islands, where there is a strip, the Glory stretched from horizon to horizon, its base at 500ft and top at 2,500ft. It was clumpy, cumulus-like, with a leading edge rising at about 75 degrees to the horizontal. It was also bigger and further out than we had thought, taking 15 minutes longer to reach than expected. With a wall of cloud to the right, we gingerly felt for the lift, shut down the engine, housed the propeller, retracted the nose cone and entered the rising air at the leading edge, as a glider.

The vario, mournful at first, yammered away as we moved down the front face of the cloud to the stronger lift. Flaps at -10, we increased speed to 140kts in beautifully calm air and after 25 minutes, came to the end of the cloud. The wave probably went further on – it certainly went well in front of the cloud at times – but we wanted to stay with what we could see.

SKI SLOPE

Reversing direction over a leading edge that flattened into a glorious ski slope, we skimmed the

surface – it really was ridge soaring – changing from near Vne at 1,000ft, to 60kts at 2,500ft, as the whole, fantastic assembly swept towards the land at 40kts. We were very close to the cloud, a skier following the slope contours, one hand/wing-tip occasionally touching the cloud, even disappearing momentarily into it.

Tendrils of cloud reached up, the inverse of the dags under cumulus, and the glider shuddered as they whipped past the canopy. Near Vne, the vario yammered joyfully and the whole glider thrummed and sang with a resonant note as it reached the limit of its capability.

We made six runs and found ourselves far inland and 150km from Burketown, with the sun now up and our crew hungry for breakfast. The Glory was breaking up now, its energy largely spent, and so we glided to a second Glory further out towards the sea, and stole a ride, prior to starting our engine and heading home over more unlandable terrain, and a final glide of 50km by 9am. We had completed 451km in 2hrs 52mins and done something unique, all before breakfast. What a privilege. It was good to be alive.

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ABOVE: Dendritic drainage pattern on tidal plates on one of the rivers near Burketown

SOUND OF BROLGAS

First light on the 10th day saw eight powered gliders, one just leaving the ground as another came to full power behind it. The gliders had been covered in condensation, dripping wet, when we arrived to the sound of Brolgas in the swampy land behind the airport. It was an auspicious sign of a Morning Glory.

Several eagles flew patrol overhead, eyeing the gliders with suspicion. The sun just broke the horizon as we reached the coast, our 3,000ft height bringing the dawn early.

This Morning Glory looked different, much bigger than the last one. Stretching from horizon to horizon, it was just vast and, with the engine off and propeller folded, we initially rode the lift above the cloud at 200 kph, later descending to play near the surface. You can't see the scale from the photo, but it is immense, like the breath of God!

The pilots radio chattered their positions to each other, as gliders closing at 250+ kts in opposite directions can be hard to see. The cloud passed over a large island, which took a huge bite of the energy of the centre of the cloud, dividing it into two, with a turbulent, clear-air bridge between them. There was still lift, but suddenly no cloud.

Then the cloud swept from the sea to the land, which fed hungrily on its moisture and energy, until it was a small fraction of its former self. We made 10 runs along it, from end to end, but each one was shorter as it headed inland and shrank in from the ends. Some of these Glories can be 1,000km long.

Then we turned for Burketown and breakfast, gliding down from 5,000ft over brown land after starting on a wine-dark sea.

COWBOYS

Burketown was suddenly full of hundreds of cowboys, bulls and horses for the annual rodeo, where white and aboriginal kids mixed, playing and hugging each other with no affectation. It was great to see. The country music was not quite so welcome.

The bulls came boiling out of their stalls, routinely unseating their riders onto the red dust, and then nonchalantly turned immediately out of the nearby gate and went back to the cattle yards with no urging. They had done this before and knew the drill.

The local population got slowly and convivially plastered in the rodeo heat, with three times as many at the bar as at the bull and horse ring, where indignant horses were now working much harder at

pulverising their riders than their heavier bovine cousins had earlier on. There was a super community spirit. The pilots went to the best restaurant in town, the pie shop – also known as the pilots' waiting room – and swapped notes. Everyone should visit Burketown.

2 TRILLION TONS OF AIR

That night brought a special change in the weather. There are 2 trillion tons of air sitting above the York Peninsula on any one day. That day, a quarter to a third of this was heated by the sun and rose, leaving a low-pressure zone, a partial vacuum. The colder, denser air over the sea and ocean on both sides of the peninsula, rushed in to fill it and collided, head-on, in a line down the middle, sometime after nightfall. The shock wave propagated up and out, billions of tons of it, rolling and roiling and collecting vast amounts of humid air as it raced, in our case, across the Gulf of Carpentaria.

One massive component, a true Monster of a Morning Glory had come to us, just a few kilometres from the airfield as we took off in the pre-dawn light of our 11th day.

This one was the largest by far, and well over land by 6am, very low and quite menacing, but stunningly smooth, with a turbulent second and higher wave behind it, slowly catching it. I don't know how to convey the scale, power and energy release as it swept over the foggy land, absorbing the fog that sat like spiderwebs on the ground. The moisture and its latent heat, released when it turns into the water drops that are cloud, is what drives the Glory.

I am a skier and I thought, this is the perfect slope. Angels probably ski on stuff like this.

The following angry, secondary wave loomed, just behind. As we skimmed along at speeds up to 270 kph, our redline for structural integrity, the sun rose...

Moving to the front of the wave, we descended from 2,000ft to 800ft, well below where we would normally be thinking of nothing but landing. The lift was strongest here and we could fly at or near the redline in smooth lift, the vario yammering, with no engine.



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ABOVE: The 'Meringue Pie' created when the secondary wave caught up with the primary Morning Glory.



ABOVE: Entering the lift in front of the first Morning Glory on Day 4.

ABOVE: Incoming Morning Glory, Day 11.



expended in our rapid climb. We were making an emergency engine start when we crept over the edge and escaped down to the strong lift at the front of the Glory. The second, turbulent Glory then caught up with the first, turning its perfect smoothness into something that looked like a meringue pie near one newly created end of what had seemed to be an endlessly rolling, tubular mountain range of smooth white, just an hour earlier.

We tried to fly near this, but it was like flying through a tumble dryer. We very quickly quit and went back to the smoother parts that were now breaking up. We had completed 400km and 5 legs in 2 hours.

Under power, we crossed to the secondary wave to test the lift there, but without much luck, and so we returned to the primary, which was very much waning. We

then left the cloud, which had travelled 80km downwind since we joined it and flew 110km north to breakfast on Sweers Island, some 40km off the coast. Making a challenging landing on a narrowish, gravel strip in a 15kt crosswind, we stopped for a great breakfast, lunch and exploration of the island.

SERIOUSLY BIG

Twelve gliders jostled to be first off at 5.59am on our 12th day to meet another ground-stomping Glory, running inland and parallel with the coastline. Everything was dripping wet with humidity, canopies fogging till the ground dropped away. No smooth cloud was to be found here. In the distance, it looked like the Rockies.

Closer and to the south was the typical smooth Glory but, attached to it was the secondary, turbulent wave and a third looming very close behind. It was a wide mountain range moving voraciously over the land.

We headed south, leaving the meringue pie of the northern peaks to others more adventurous than us.

But even the 'smooth' part here was not as smooth as the perfection of yesterday, not even close, but showed a complex pattern and internal structure. It was joined to the secondary wave making it very, very wide. I have no unused superlatives left, but this was seriously big.

We turned off the engine, shrouded the propeller and gingerly felt for the lift, which was strongest in the middle of the 'blue' ski slope at the leading edge.

GOING HOME

The lift today was stable and moderate, probably due to the now linked secondary wave sucking energy from the primary. Flying more conservatively today, with an unknown type of double wave, we skimmed close to the surface, following the hills and

hollows, cliffs, bumps and features, with a wingtip almost touching, like a good skier extending a knee to the snow in a sharp turn.

When we zoomed up and further to the front of the cloud, our companion Stemme showed up beneath and slightly in front of our wing tip. The weather started to change and the smoothish cloud got messy further to the south as all three clouds merged into a roiling mess, which we stayed well away from.

Four runs north/south, and 370km in 2hrs 20mins, took us back near Burketown, with thickening cloud everywhere, forcing us to power up – or rather, down – low under the massive grey ribbon of the now decaying cloud as our only visible way home.

Passing hundreds of cattle at a waterhole towards Burketown, we had completed 25 runs on the Glory over four days.

The trip home via Lizard Island and the Queensland Coast, was also just stunning and will be explored in a separate article.

GA

This story was first published in the Southern Cross Gliding Club journal.

ABOVE RIGHT: Rodeo at Burketown.

RIGHT: The best restaurant in town - the Pie Shop also known as 'the pilots waiting room'.

BELOW: Flying past Lizard Island on the east coast of Queensland on the way back to Lake Keepit.



ABOVE: Bentinck and much smaller Sweers Island 40km off the coast from Burketown. John and Rob flew in for breakfast on Sweers Island after flying the Glory.

MERINGUE PIE

The energy release was colossal, enough to lift every glider in Australia, ten times over, all at the same time.

The details of the land were very clear here, cattle too and moving very fast, just below.

Zooming back above the cloud to take a video in the streaming sunlight there, briefly distracted, we blundered by going too far to the lee side and found ourselves very close, too close, far too close to a vast, flat surface that was moving as fast towards the leading edge as we were. Now in weak lift at less than 60kts, almost all of our kinetic energy was



FRIENDLY SKIES AT LAKE CUMULUS



VAL PHILLIPS

The 24th Annual Regatta was held at Lake Keepit Soaring Club between 24 February and 2 March. A few dropouts at the last minute left us with 21 competitors.

The Regatta is run as a single class event primarily as a fun and supportive comp to encourage the newer members and lower hours pilots to develop their skills as cross country pilots in a friendly, fun and, yes – very competitive way. Our more experienced members share their knowledge acquired over many years while our less experienced pilots learn what not to do!

The week started on a somewhat sombre note. Our good friend and club member David Holmes was taken from us far too early due to a short illness. A lovely memorial ‘celebration of life’ was held in Grant ‘KeepitGliderTech’ Nelson’s hangar on the evening prior to the start. The Regatta had been David’s favourite event. He loved the long flights and therefore, a new trophy has been created in his name, titled ‘The David Holmes Memorial Trophy’, for the longest flight in the Regatta.

The weather was an unusual mix of thermal and wave, and unexpectedly humid for Keepit. Gone was our lovely morning cool katabatic easterly, replaced by a somewhat oppressive stillness. Nonetheless, the days were very flyable without giving pilots an easy run for their money on every occasion. Throughout the week, the talk was of who would be the rooster today and who would be the feather duster as they jostled for position on the scoreboard.

It was good to see so many early glider cross country pilots on the list. We have a recent cohort of ‘ex hangies’ making an excellent addition to the club. Cameron Tunbridge, Bruce ‘Wise Maggot’ Wynne, Mark Berry and Rick Martin are all fairly new to the joys of a rubber and metal undercarriage and slightly less wobbly wings.

Overseas members from the UK, task setter Ayala Truelove and weather guru Simon ‘I ate all the scones’ Harding, put on a good show for the Brits. Ghazi (Ando) Satriando from Indonesia has flown from LKSC five times and has the honour of being selected to represent Indonesia in the FAI Junior Worlds next year. I believe he is the first pilot to have ever been selected to fly for Indonesia.

Everyone mucked in and helped out with the numerous tasks involved in running such an event. Patricia Healy fed us for the entire week with help from Marie-Christine Kop, so much so that there was talk of handicapping some who had taken on too much ‘personal ballast’ in an unballasted comp.

Huge thanks to all organisers, helpers and members for making it such a fun week.

continued over page



TOP LEFT: On the grid for another great cumulus day.

LOWER LEFT: Brad Edwards at briefing.

RIGHT CENTRE: CD David Fagan on the launch line with Brad Edwards.

RIGHT: Sunset at Lake Keepit club house.



DAVID FAGAN, CD

The Lake Keepit 2024 Regatta kicked off with a heartfelt tribute to our dear friend David Holmes, who recently left us. Amid our sadness, we chose to honour and celebrate his life.

On the Friday before the Regatta started, we had 36 delightful Year 9 students from Carinya School in Tamworth. This is the second year Carinya has made the trip to LKSC as part of their studies in Aeronautical Engineering. The students were divided into three groups, rotating between the simulator, sitting in the gliders and some theory.

They were shown Wise Maggot's (Bruce Wynne's) hang-glider, and one fortunate lad took the opportunity to experience what it's like in the harness.

The Regatta was a week of fun and extremely hot temperatures. The spirit of the event is a melting pot of fun competition, valuable learning, hospitality and camaraderie.

The Regatta is one of the most loved events on Lake Keepit's soaring calendar, where it attracts pilots of all

types. It's like a magnet, drawing pilots of all skill levels, from fresh-faced XC rookies to seasoned world champions.

But, regardless of experience, we're all united by our love for gliding, sharing the sky and helping each other to share a common bond of gliding. That bond is strengthened even more at the end of the day, where the social connection among the competitors is built on conversations of the day's flying over good food and a cold beverage.

Our precious David Holmes Memorial Trophy for the Longest Flight was awarded to Brad Edwards and Wayne Yeomans, for 421.66 km.

The Golden Towball for outlanding, which was tightly contested by several pilots, went to Ricky. Congratulations to all.

TOP LEFT: From the cockpit of Andey Eveling who was flying hors concours.

LEFT CENTRE: Satriando Humaid from Indonesia on his fifth visit to Lake Keepit.

LOWER LEFT: Lake Keepit member Bruce Wynne

TOP: Lake Keepit with water and greenery.

ABOVE: Matthew Atkinson

LEFT: Ranjit Pheelan and Ian McPhee

LAKE KEEPIT REGATTA
LAKE KEEPIT
24 FEBRUARY - 2 MARCH 2024

SPORT			
1	Ayala Truelove	Lasham LS 6	3,990
2	David Fagan	LKSC JS1C TJ 21m	3,829
3	Matthew Atkinson	LKSC Ventus 2cx 18m	3,641

Full results at Soaringspot tinyurl.com/Keepit-Regatta





ABOVE: Narromine Cup Winner 2023 Richard Traill with Beryl Hartley.

LEFT: Mark Barnfield's SZD 55 with a Narromine shower approaching.

NOT NOVEMBER NARROMINE CUP

For 23 years the Annual Narromine Cup has been held over the last full week of November.

Sadly, due to Covid we missed the event in 2022, and this last season in 2023, the World Championships were run at Narromine during that period instead.

By popular demand, we were asked to hold our 2023 Cup week later in the season, so the first week of March was set for the gathering.

Narromine Cup is not a regular competition. The gathering serves as a briefing and launch, with a social atmosphere and presentations, to a diverse group of pilots ranging from first cross country student pilots to record holders and world class competitors.

The Cup is awarded to the pilot with the best score from three flights lodged on WeGlide.

This year the field was smaller than usual. The weather was kind with six flying days. The pilots choose their own tasks to achieve either maximum WeGlide scores or the FAI badge awards.

Two seaters were popular, with friends flying together and coaches flying with early cross country students.

The competition was fierce between the pilots seeking to win the Cup, and the planning and task setting excellent for the badge flying pilots.

Richard Traill edged out Mark Hunt to win his second Narromine Cup. Neil Doherty was a challenger to the two Melbourne club members.

The Silver, Gold and Diamond badge achievements were completed to great acclaim.

Once again, we thank Ed Marel for his well studied advice on the weather. It's a bonus to have the weather man flying on his own forecast.

The 2024 Narromine Cup will be held over the last full week of November 2024. We hope to see you there.

BERYL HARTLEY



ABOVE: Jason Tang who came 2nd overall on the grid at Joeyglide in Narromine.

JOEYGLIDE

NARROMINE

7 - 13 JANUARY 2024

CLUB CLASS

1 Joshua Geerlings	Narrogin GC	LS 4b	4,779
HC Jayden Bashford	Sunraysia GC	Kestrel 17m	4,573
HC Ryan Driscoll	GCV	Nimbus 3 25.5m	3,849
2 Jason Tang	Melbourne GC	Discus CS	3,667
3 Anoushka de Chelard	Grampians SC	Std. Cirrus	3,349

Full results at SoaringSpot tinyurl.com/JoeyGlide

BEVERLEY REGATTA

BEVERLEY WA

10 - 17 FEBRUARY 2024

OPEN

1 Chris Runeckles	JS1 18m	3,321
2 Ross McLernon	SZD-48 Jantar Std.	2 3,167
3 Greg Beecroft	DG 1000S 20m	2,472

Full results at SoaringSpot tinyurl.com/Beverley-Regatta

SKYRACE

LEETON

3 -12 JANUARY 2024

F1 CLASS

1 Scott Lennon	Standard Libelle	37
2 Jasper Jansen	Standard Libelle	33
3 Nick Gilbert	Standard Cirrus	21

F2 CLASS

1 Jack Hart	ASW-20	22
2 Tony Condon	Discus	18
3 Steve Jinks	Mosquito	10

Full results at <https://skyrace.com.au>



RIGHT: F2 Class winners from left, Steve Jinks, Jack Hart, Tony Condon. Tony flew for the USA at WGC Narromine in December.

HORSHAM WEEK

3 - 10 FEBRUARY 2024

OPENCLASS

1 Ryan Driscoll	GCV	Nimbus 3T	5,106
2 Craig Vinall	Waikerie GC	AS33e/18	4,722
3 Bruce Cowan	GCV	JS3-RES 18M	4,360

STANDARD - 15M CLASS

1 Jack Hart	Bendigo GC	ASW20B	5,457
2 Gordon Trollip	Bendigo GC	LS6	4,878
3 Neil Campbell	GCV / Horsham FC	ASW 24 WL	4,695

CLUB CLASS

1 Steve Jinks	Bendigo GC	Mosquito	5,012
2 Jaroslaw Mosiejewski	Geelong GC	PIK 20B (WL)	4,768
3 Terry Cubley	GCV	Mosquito	4,579

Full results at soaringspot.com tinyurl.com/3verjs2d



ABOVE: James Nugent with the winners in Open class, from the left, Bruce Cowan, Craig Vinall, Ryan Driscoll.



SURVEILLANCE DEVICES

TRANSPONDERS - TCAS - SKY ECHO - FLARM - POWER FLARM



SkyEcho is a portable ADS-B transmitter. It can also receive solution ADSB signals but needs a separate display solution.

The world has changed over the past decade with a plethora of devices to aid Air Traffic Control and pilots to identify collision risks and warn accordingly. Which devices should glider pilots install and how can they help or hinder a pilot to avoid a collision?

LOOKOUT

Lookout is, and always will be, the primary way to avoid a collision with other aircraft. Your eyesight, scanning and situational awareness are primary to this method, and are well covered in the Training material. However, we now have to deal with Regional Airlines, many more GA and RAAus aircraft and, soon, other unmanned aircraft. Some of these are small, fast moving targets, which sometimes makes them difficult to see. It can be quite a surprise when they appear out of nowhere.

SURVEILLANCE EQUIPMENT

Surveillance equipment initially consisted of Primary Radar for Air Traffic Control (ATC) to detect a signal bounced off metal aircraft, and gave a bearing to the radar. ATC could direct aircraft via radio accordingly. These Primary Radars still exist today but are fast diminishing. Secondary Radars send out a signal that a transponder in the aircraft receives and responds to with a signal that, as a minimum, identifies the aircraft. Altitude and other information may also be embedded in the return signal.

ADS-B sends out a signal periodically, about once a second, with the identification of the aircraft, its position and sometimes other information derived from a GPS source. It sends its signals out on the transponder frequency with an extended code called an extended squitter.

ADS-B SOLUTIONS

All IFR aircraft in Australia now have ADS-B and are transmitting ADS-B signals. So if IFR traffic is a hazard in your area, it's a good idea to have a device capable of seeing these signals. Power Flarm can see them and at this stage is the easiest way to equip a Glider. Sky Echo can receive them but needs a display screen. Electronic flight bags and phone apps can fill the gap, but require mounting another device in the cockpit. If you are using an Android phone and XCSOAR as your main navigation device, then the Traffic app is an integrated solution.

It is not compulsory for IFR aircraft to have ADS-B IN (receivers), so if you have a Sky Echo, those pilots may not see you, even though you are transmitting. On the other hand, most airlines do have ADS-B IN screens and the Sky Echos show up, but the pilots are sometimes too busy to look at the screen. Also, ATC can switch on and off the low powered ADS-B, so they won't necessarily warn airliners of glider traffic.

These procedures are slowly changing, so keep using the Sky Echo. GA and RAAus aircraft are using electronic flight bags with ADS-B IN and they can usually see your Sky Echo, which is good. CASA are encouraging VFR aircraft to equip with Electronic Conspicuity devices such as the Sky Echo, and the uptake has been very good.

TRANSPONDERS

Transponders in Australia are all on 1090Mhz, whereas in the USA, some are on the UAT frequency of 978Mhz. Don't buy these for use in Australia as they can't be used. Because of the ADS-B upgrade going on in Australia at the moment, a lot of old Mode C transponders are being discarded. Don't buy them, as they will be of no use in accessing additional Airspace nor can they be seen by ADS-B.



TCAS (traffic collision avoidance systems) are installed in most airlines. However ADS-B, including the Sky Echo, won't reply to TCAS and will not give avoidance advice.



Many GA and RAAus aircraft are using electronic flight bags with ADS-B IN, and can usually see Sky Echo.

If you want to access controlled airspace - that is, not a wave window under a letter of agreement - you will need to get clearance and will need a fully approved transponder for the class of airspace you want to access. A number of Mode S transponders are available for gliders now such as the Trig TT22 and, with a suitable GPS source, can be used for ADS-B.

Getting clearance into controlled airspace for a glider in Australia is not common, so expect delays or denial. It's best to talk to Airservices about what you want to do beforehand. It is common in other parts of the world for gliders to use controlled airspace - for example, in New Zealand - and ATC can be very helpful particularly if you are trying to break a record or achieve a goal.

TCAS

Traffic collision avoidance systems, or TCAS, are installed in most airlines in Australia and use S mode transponder/receivers to interrogate the transponder of the other aircraft. The transponder/receiver pair sends out a signal and decodes the reply like a secondary radar. Avoidance advice is given accordingly.

TCAS only works with S and C mode transponders, as they reply with a signal to the interrogation. ADS-B, including the Sky Echo, won't reply to TCAS, so the system will not give any avoidance advice. Don't think the airlines will automatically avoid you if you have a Sky Echo. It's best to give a position report on the radio if one is in your vicinity and there could be a collision risk. Regional airport CTAFs are the usual hot spots.

FLARM

FLARM is not a required or approved device for use in any airspace but is a great aid for see-and-avoid at close distances and slow speeds. FLARM has been used in Australian Gliding for many years and has proven to be a great safety aid. FLARM is a very low powered ADS-B type device, whereas it periodically transmits a data stream that contains the aircraft identification, position, expected position at a time in the future and lots of other position related information.

The position is derived from the GPS and barograph. The receivers use the signals to compare with the current and expected position of the glider and alarm accordingly. The FLARM protocol and collision algorithms are proprietary, so it will not work with anything else that is not FLARM approved.

HORSES FOR COURSES

There is a fair degree of overlap in functionality between ADS-B and FLARM, however, both are currently needed to meet gliding needs. Airlines, GA and RAAus aircraft will not usually be FLARM equipped as its range and speed capability are not suitable. The FLARM alarm for an aircraft coming head on at 150 knots would be of the order of 10 seconds if you were stationary, worse if you are moving towards it. The range of FLARM is usually 3km or so for the small antenna installed in the aircraft and the low powered transmitter of 10milliwatts.

ADS-B, on the other hand, transmits at 250 watts for a certified system and down to 20 watts for the Sky Echo, so its range can be hundreds of kilometres, and tens of kilometres for the low powered ones. However, because ADS-B does not currently have sophisticated collision warning algorithms in any of the electronic flight bags, it isn't much use for thermalling gliders.

So, horses for courses - FLARM for the close-in stuff, with ADS-B for fast moving powered traffic, seems like a sensible set-up.

POWER FLARM / SKY ECHO COMBINATION

A power FLARM with a Sky Echo will have you covered if you fly with lots of powered traffic in your area. If you have a straight FLARM and a Sky Echo, then there are work arounds to get the ADS-B IN signals and see the powered traffic, but they can be clumsy. In any case, it's worth having the SKY Echo in order to allow a reasonable chance the powered aircraft will pick you up.

Remember that all these devices should not replace or distract you from the primary eyeball surveillance and radio assisted situational awareness.

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ABOVE: Sky Echo can be displayed on Android phones with XCSOAR and the Traffic app installed.



Power Flarm receives ADS-B signals and all IFR aircraft in Australia now have ADS-B advice.

NATIONAL SAFETY CONVERSATIONS

DREW MCKINNIE
SAFETY MANAGER
safety@glidingaustralia.org

'INCREDIBLE. IT'S EVEN WORSE THAN I THOUGHT IT WOULD BE.'

Marvin the Paranoid Android, from The Hitch Hikers Guide to the Galaxy, by Douglas Adams

The comedic appeal of Marvin lies in his sense of deadpan pessimistic irony – and the fact that robots are not supposed to have feelings at all.

Many aviators, glider pilots included, take some delight in reading accident reports, often referring to them as 'crash comics'. When misfortune happens, buzzes spread with viral speed, sometimes mutating and taking on legendary dimensions.

From time to time, we lose one of our brothers or sisters in gliding accidents. We grieve, we seek answers to cascades of 'why?' questions, seek information and hypothesise. Sometimes fingers are pointed, other elements of the aviation community rail against 'gliding cowboys' with scant regard for families, friends, or club colleagues. Some blogs take on sewer-like qualities, muddled with misinformation.

Yet in the morass of online data, we also find valuable reports and resources, insights from ATSB, CASA and overseas counterparts, international gliding associations and gliding YouTube channels. We participate in international gliding safety and technical working groups. Enlightened members share lessons learned every flying day.

Gliding Australia are seeking to improve our IT systems and member user interfaces, and over the coming year refine and better integrate our SOAR and SDR reporting systems, improve feedback to originators and members, derive insights from data analysis, and produce occurrence summaries.

We are working with CASA to organise an online Safety Webinar event, for all aviators, where we will address the timely topic of mixing it safely with other forms of aviation, improving commercial, general and sporting aviators' awareness of gliding operations and limitations.

This webinar, and follow-on safety awareness materials and online recordings, will also tackle the need for respectful safety conversations between groups of aviators. We have to counter ignorant blamestorming and misconceptions.

Gliding Australia member surveys highlighted the high value attributed by members to safety seminars and dialogue. Areas for improvement were cited, and are being addressed, but one recurrent theme was the need to renew face to face (F2F) safety seminars, with many stressing that wider audiences beyond operations and airworthiness office holders should be able to attend.

Hence our push to renew safety seminars in 2024 and beyond, commencing with the 20 April Skyward Summit in Brisbane. Our strategic intent is to then convene regional

safety seminars in WA, SA, VIC and NSW, with priority being afforded to more remote regions. Gliding Australia and Regional Association members will soon confirm dates and venues for these events. We will refine the Brisbane presentations to ensure similar scope.

We are pleased that CASA and ASAC members will support the Brisbane event, giving members opportunities to build relationships and enjoy dialogue on issues that matter to us all.

No, this is not a one-sided lecture session, rather an opportunity for providing information of value to clubs, and listening to feedback on concerns and insights. Listening to club members who have lost valued friends is most important.

We are not just focussed on errors. Over 99.9% of flights have safe outcomes. Great people work hard in clubs to enjoy our sport, safely. Building and better sharing our body of safety knowledge, building positive safety ingredients, collective safety strategies, are key themes of our national safety conversations.

Your ideas on improving our collaborative efforts on airworthiness, operations, competitions, events, personal safety, inclusion, integrity, administration, promotion and image of our wonderful sport will be appreciated.

Every Gliding Australia department is committed to this. Any ideas? Email safety@glidingaustralia.org - or other departmental officers will welcome contributions. Let's go!


'I WANT TO GO SOMEWHERE I'VE NEVER BEEN, AND I'D LIKE TO GO WITH YOU.'

Trillian, from The Hitch Hikers Guide to the Galaxy, by Douglas Adams.

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Gliding Australia

The Gliding Federation of Australia
Inc. trading as Gliding Australia



Safety Management System
Safety Bulletin

No. 02/24 20th March 2024

Safety Differently 2 – Improving Collective Safety

Purpose: This Bulletin provides information for ALL members on positive collective safety strategies that can build safer outcomes. Collective safety includes behaviours that encourage vigilance and interventions to ensure well-being of others, beyond our own safety. This bulletin is intended to foster positive safety dialogue within and between clubs, underpinning improvements in safety culture.

Be sure to download and read the latest Safety bulletin at

tinyurl.com/2cda73du

GLIDING AUSTRALIA SKYWARD SUMMIT

Elevating Safety and Community in Gliding
Brisbane, Saturday 20 April 2024



The summit will include a mix of edgy presentations, and discussions led by prominent figures in the field, focusing on the latest in safety protocols, technological advancements, and community-building strategies. The day will start at 8:30 am for a 9:00 AM kick-off, concluding with networking drinks until 4:30 pm. *Doug Flockhart, CEO Gliding Australia*

Networking

Opportunity to meet other glider pilots, GA department heads, CASA sporting and stakeholder officers.

Discussion

Thinking Beyond the Seminar: discuss and stimulate new thoughts to plan for the future.

Who Should Attend?

Committee Members, CFIs, Assistant CFIs, Safety Officers, Instructors, Tuggies, your club's members



BOOK TICKETS
Scan the QR Code or go to
tinyurl.com/GA-Skyward-Summit



Australian Government
Civil Aviation Safety Authority

SOARING DEVELOPMENT

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
csdp@glidingaustralia.org

It's been a little while since I took over this role, but it seems like a lifetime! Many thanks to Jenny Thompson who did a sterling job for more than five years, through particularly difficult times as well.

I feel like I am slowly learning the ropes. A four-year stint as the Soaring Development Manager for SA and the NT helped prepare me for the role, but it has been a difficult and challenging time coming out of Covid. There is much work to be done and many problems to be sorted.

It has been a busy flying season for me with duties at the Waikerie SAGA Coaching Week and helping to run the SAGA State Championships. The year was completed with attendance at both the Benalla Multi-class Comps and Horsham Week. Apart from the enjoyment of flying and competing, hopefully, this flying experience gives me a good grounding in dealing with the issues that present to our group.

For those not familiar with the Soaring Development Panel (SDP), we are the group that has responsibility for developing and promoting the sport of soaring. The roles include the SDP chair, National Competition Committee (NCC) chair, the National Coaching Manager, the FAI Badge and Records Officer, the International Gliding Commission representative, the International Teams Manager and Soaring Development Managers from each region.

We have been working hard to develop the sport and make it easier for you to achieve your sporting goals. Read below for some of the more recent activities supported by the Soaring Development Panel and how you can expand your participation in our great sport.

WEGLIDE

For many years the OLC has allowed pilots to share their flights online. OLC still provides this but more recently WeGlide offers enhanced services including the Ingo Renner Cup – the annual Australian decentralised competition. We encourage you to submit your flights to WeGlide – it's fun to see how and where you flew relative to other pilots on each day and you can learn a lot from analysing your flights and those of other pilots. See how we support WeGlide at <https://glidingaustralia.org/weglide-is-here>.

FLYING BADGES

Claiming FAI badges is now simpler with a streamlined online claim system. Simply go to <https://glidingaustralia.org/badges-records/> and fill out the form. What is stopping you? Go out, have some fun and claim your badges. You will need an official observer and the list in JustGo under Reports/Customer Reports/Official Observers will help you find one in your club. If you want to help pilots achieve their badges, consider becoming an official observer. That's simpler now too – see <https://glidingaustralia.org/officialobservers>.

COACHING TO DEVELOP YOUR SKILLS AND KNOWLEDGE

Each region has one or more coaching events, coaching weeks or similar, and I encourage you to participate in

these events. You will learn a lot and they are fun.

We have been working hard to improve coaching and train soaring competencies. There are now 130 Silver Coaches to assist with soaring and cross country flying training up to the GPC level. If you want to find coaches in your region, look in JustGo under Reports/Customer Reports/Coaches. Also if you would like to train as a Silver Coach, speak with your Soaring Development Manager.

If you already have a GPC, then Diamond coaches can help you to improve your soaring skills and help you with flying in competitions. On the administrative side we have considerable work to go on developing the Training Manual and we are also working on an Advanced Training Manual with the support of G Dale, that will assist you in reaching your soaring goals.

COMPETITIONS

There are many opportunities to fly in state competitions and other regional competitions. Even if you are not a competitive person, these competitions are enjoyable and a great way to improve your skills and pit yourself against some of the best pilots.

At the top level of our sport in Australia we have our national competitions. It will be apparent to everyone that recent national competitions have been poorly attended. The Benalla Multi-class comps is an example where 18 Metre class was the only fully subscribed class and all classes – Open, 18 Metre, Standard and 15 Metre had to be combined into a single class. Yet many other competitions had participation at the same level as previous years or even more. Horsham Week was well supported, for instance.

Clearly, we need to consider changes to the format of national competitions. Options include a centralised location, shorter competition periods and reducing the number of competitions. The aim will be to attract a larger number of competitors to each competition, which will in turn make it more enjoyable for both the serious contenders as well as those that want to improve their cross-country skills.

TRACKERS AND THE OPEN GLIDER NETWORK (OGN)

Prior to the OGN, trackers using the mobile phone network were an important means of promoting gliding as a competitive sport. It allowed people to view a competition as it was being flown and share in the excitement. This tracking has generally been somewhat delayed so that it cannot be used for tactical advantage.

In recent years we have seen the growth of live glider tracking through the OGN and the development of many associated apps. This is fantastic for watching your fellow club pilots fly, for safety, and provides live tracking for competitions. For competitions, we are considering the future of using dedicated trackers in the developing OGN environment. How does the coverage compare, which offers the best viewing experience, and what is the fairest

for the pilots? Is it appropriate to ask all pilots to ensure they are visible on OGN? We need to balance promotion of the sport, safety, competitive fairness, and the cost and time to maintain a tracking system.

The SDP would be grateful for any guidance and comments from the members.

INTERNATIONAL TEAMS

What a fantastic result for our Australian team at the Narromine World Gliding Championship! The result is a testament to the dedication and focus of the whole team.

The teams representing Australia for the coming world championships have been selected with congratulations to the following pilots:

BERYL HARTLEY HANDS IN HER BADGES

In Australian gliding, few names attract as much respect and admiration as Beryl Hartley's. Known to everyone as the 'Badge Lady', there have always been many more strings to her bow. For decades, she and Arnie have been stalwart figures, not just in the gliding community but in aviation as a whole. Now, as she announces her retirement from the position of FAI Officer, it's an opportune moment to celebrate her significant contributions to the sport.

Beryl's involvement in gliding has extended far beyond mere participation. She has immersed herself in a great many roles, at state level as well as nationally. Her dedication and expertise have earned her widespread recognition and respect within the gliding community and her local community of Narromine.

Though always a strong advocate for the sport of gliding, in 2009 she was recognised specifically for her eminent services to gliding over a long period of time, when she was awarded the FAI Pelagia Majewska medal.

Other awards include the Bill Iggulden Award in 1996, the Paul Tissandier FAI Diploma in 2022 and is a Life Member of Gliding Australia. She has crewed or captained for Australian teams on numerous international competitions and has most recently been the principal organiser for the 2023 World Championships in Narromine.



JUNIOR WORLD CHAMPIONSHIP OSTROW (POLAND) 13-27 JULY

CLUB CLASS – JOSHUA GEERLINGS
TEAM CAPTAIN ARNOLD GEERLINGS

UVALDE (USA) 14-31 AUGUST

18 METRE – MATTHEW SCUTTER AND LUMPY PATTERSON
OPEN CLASS – DAVID JANSEN AND GEOFF BROWN
20 METRE CLASS – ADAM WOOLLEY/KEITH GATELEY

Team captains will be Allan Barnes assisting in Australia and Ron Tabery in the US, leading up to and during the competition. There will be a mountain of work for all of our pilots to get to these competitions, so we wish them the best.

In addition to her contributions to the flying side of the sport, Beryl has contributed immensely to gliding administration. She has served as President and Vice President of Gliding Australia and held the position of Treasurer. She has also held administrative roles in NSW Gliding but most importantly, has held the position of FAI Badge Officer since 1995. Her insight and leadership have been instrumental in shaping the direction of the sport and ensuring its continued growth and success.

Tim Shirley has agreed to take over the position of FAI Badge Officer from Beryl. Tim has been part of a small group of volunteers that has assisted Beryl with trace analysis, ideally positioning him to take on the role. Also, while Beryl is retiring from the position of FAI Officer, she will remain a member of the group and act as Records Claims Officer. Peter Brunton, a recent recruit into the group, will mentor under Tim.

In celebrating Beryl's lifelong involvement with gliding, now more than 50 years, we pay tribute not only to her achievements but to enduring contribution that is so important to our sport. As one chapter ends and another begins, we thank her for her invaluable contributions and wish her all the best for the future.

BELOW LEFT: Beryl receiving Citizen of the Year award at Narromine. RIGHT: Beryl receiving her Paul Tissandier Award at the opening ceremony of WGC Narromine



MEDICALS AND THE NEW CASA CLASS 5 MEDICAL

MEDICALS

You may be aware that CASA Medical Class 5 has now been released. This is good news for General Aviation pilots. It is also good news for our Tow Pilots. More on CASA Class 5 medicals later.

In this article I will outline the medicals we use in Gliding Australia at present and how they apply to our different forms of flying. It is important to remember the different forms of medical certificates or declarations are CASA required and approved.

This can be confusing, and the Gliding Australia office can help. If in doubt, before approaching a medical professional for a certificate, call our office and discuss it with our staff. We are very happy to help you navigate the process, especially when it may be your first time.

I AM NOT A SOLO PILOT, OR I DO NOT WISH TO FLY AS PILOT IN COMMAND, WHAT MEDICAL SHOULD I USE?

In this case you would add a Medical Credential to your JustGo profile. In the Medical Credential you will be asked: "Do you intend to fly solo/in command?" You select No. The medical will record your intention and will present the message: "Not intending to fly solo/ in command. This declaration is valid for 12 months. If you are going to fly solo/in command a new credential will have to be created."

I AM A SOLO PILOT, WHAT MEDICAL SHOULD I USE?

The first step is to check the medical conditions list that excludes you from making a Gliding Australia Declaration of Physical Fitness. If none of the below apply, you can make a Gliding Australia Declaration of Physical Fitness. The conditions are:

- Heart failure within the last 3 years
- Cancer in the last 5 years
- ECG changes
- Insulin dependent diabetes
- Transient ischaemic attacks (sometimes referred to as a mini stroke)
- Multiple sclerosis, cerebral palsy, Parkinson's disease
- Significant head injury
- Renal calculus disease (kidney stones)
- Vestibular disorders (vertigo)
- Inability to hear conversational voice at a distance of 2 metres (a hearing aid may be used)
- Physical limitations or disabilities

If you have one of the conditions mentioned or you may be suffering from any physical condition that would preclude operating a glider as pilot in command, you will need either:

- CASA Class 2 or higher medical certificate
- Gliding Australia Medical Practitioner's Certificate of Fitness
- A Foreign country medical that is a ICAO Class 2 or higher Medical Certificate issued by your licensing country.

I AM A GLIDING INSTRUCTOR, WHAT MEDICAL SHOULD I USE?

CASA and our Gliding Australia operation rules, MOSP 2, require Instructors to have a higher standard of medical certification. This applies to AEI, Instructor L1,L2,L3. To act in these roles, you will need:

- CASA Class 2 or higher medical certificate
- Gliding Australia Medical Practitioner's Certificate of Fitness
- A Foreign country medical that is a ICAO Class 2 or higher Medical Certificate issued by your licensing country.

I AM A TOW PILOT, WHAT MEDICAL SHOULD I USE?

If you are flying a VH registered tow plane, you may use:

- CASA Class 2 or higher medical certificate
- CASA Class 5 self-declaration medical certificate
- A Foreign country medical that is a ICAO Class 2 or higher Medical Certificate issued by your licensing country

If you are flying a RAAus registered tow plane, you may use:

- RAAus medical certificate

I AM A TOW PILOT AND A GLIDING INSTRUCTOR, WHAT MEDICAL SHOULD I USE?

Because you are an instructor, the instructor medical requirements apply. See above.

Because you are a tow pilot, the tow pilot requirements apply, See above.

Typical combinations of medicals for this category are:

- CASA Class 2 or higher medical certificate
- Or
- A Foreign country medical that is a ICAO Class 2 or higher Medical Certificate issued by your licensing country
- Or
- CASA Class 5 self-declaration medical certificate, plus
- Gliding Australia Medical Practitioner's Certificate of Fitness

I AM A SPORTS COACH, WHAT MEDICAL DO I USE?

Coaches are required to be an AEI, except for High Performance Let's talk about two of the certificates, CASA Class 5, and the Gliding Australia Medical Practitioner's Certificate of Fitness.

CASA CLASS 5

CASA Class 5 was released recently, and it allows pilots of VH registered aircraft to self-declare their medical status. You must meet the fitness and eligibility requirements, complete and pass online training and self-declare and operate in accordance with specified operational limitations. Operationally, there are conditions:

- Day VFR only
- MTOW 2000kg
- 2 POB
- 10,000 feet ceiling
- No aerobatics

Full information is available at:

tinyurl.com/CASA-medicals

Gliding Australia Medical Practitioner's Certificate of Fitness is a benefit to Gliding but is not easily understood by our pilots and General Practitioners. The key to this is the standards used are the Austroads standard. The form that is required to be signed is the Gliding Australia Medical Practitioner's Certificate of Fitness form. Gliding Australia Officers do not have the authority to accept any other form. If you have failed a CASA Class 2 Medical, you may obtain a Gliding Australia Medical Practitioner's Certificate of Fitness if you meet the Austroads standards.

General Practitioners may feel they are being asked to approve a person to fly an aircraft, that is not correct, they are asked to assess the pilot against the Austroad standard. Education of your GP before the visit is key. Sending the form and the **OPS_F006(d2) – Medical FAQs-GPs** document ahead will assist in educating the GP. This document is available from the Gliding

Australia office and will be placed on the website shortly.

CASA Class 5 medicals are limited to 10,000 AMSL and no aerobatics. That restriction is okay for Tow Pilots; however, it is not okay for Instructing.

The medical for Instructing in gliders requires one of the following:

- CASA Medical Class 2 or above
- Gliding Australia Medical Practitioner's Certificate of Fitness
- ICAO Class 2 or higher medical certificate

The medical for Tow Pilots requires one of the following:

- CASA medical Class 5
- CASA Medical Class 2 or higher
- CAO Class 2 or higher medical certificate
- RAAus Medical – if flying RAAus tow aircraft

WHAT IF YOU ARE A TOW PILOT AND AN INSTRUCTOR?

Please log into JustGo and add a Medical credential. When you get to the question: "I intend to Instruct and fly Tugs":

Occurrences & Incidents

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

You can read the full SOAR report at tinyurl.com/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 soaring season is moving closer to the end and with that should be a reduction in the number of incidents reported in our SOAR system. Firstly, thank you for submitting SOAR reports. These reports are treated confidentially. They are investigated to confirm the facts, analyse what happened and most importantly devise safety outcomes that help us all going forward. Sue to the workload of Part 149 implementation our SOAR report investigation and documenting published reports is behind. I have engaged some assistance from experienced investigators and club CFIs are helping a lot. I am focusing on producing Occurrence Summaries for 2022/2023 and 2024. These are available on the Gliding Australia website. 2022 and 2023 are incomplete, at this stage but still valuable.

For this season, there have been 98 reports since 1st October 2023. The main issues encountered were:

- **Airspace infringement**

- **Incidents during landing: out-landings, heavy/hard landings**

- **Ground handling**
I have chosen three 2023 incidents to highlight.

DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
emo@glidingaustralia.org

1. If you have a CASA Medical Class 2 or higher, upload that and use the dates on that medical, or
2. If you have a CASA Medical Class 5, you will also need a Gliding Australia Medical Practitioner's Certificate of Fitness
3. If you have a RAAus medical, you will also need a Gliding Australia Medical Practitioner's Certificate of Fitness

NOTE:

a. In relation to points 2 and 3 - please Upload both documents, and

b. The end date to be used, is the shorter of the two documents

The JustGo system has been modified and is ready to accept your new medicals.

In advance, thanks for your consideration and assistance.

If you have any issues you can email returns@glidingaustralia.org we will get back to you as soon as possible.

DATE: 4/1/2023

REGION: VSA

CLASSIFICATION LEVEL 2: GROUND OPERATIONS

What Happened:

After conducting the Daily Inspection, the wing dolly was re-installed to the glider and tied down to the cable run on the apron to attend the daily briefing. At the selected marshalling time the pilot loaded the glider with gear and hooked up the tail dolly and towing bar to the vehicle but forgot to untie the wing dolly. The aircraft suffered minor damage when the pilot attempted to tow the glider to the launch point.

Safety Advice:

Ground accidents are very common. Take your time. Rushing to the flight line usually results in forgetting something or worse damage to the glider.

DATE: 8/1/2023

REGION: QLD

AIRCRAFT TYPE: ASW19 B

CLASSIFICATION LEVEL 2: AIRCRAFT CONTROL

What Happened:

The pilot landed without lowering and locking the undercarriage on the third day of a mini-Grand Prix event at the club. In the three days of the event the pilot completed 12 hours of cross-country flying in hot weather conditions of about 30 degrees Celsius every day. On the day of the incident the pilot participated in a lead-and-follow coaching flight of 3-and-a-half-hour duration. Heights of 9000 Ft were achieved in strong thermals reaching +11Kts strength. After landing, the pilot discovered the undercarriage issue while disembarking.

continued over page

Fortunately, the glider sustained minimal damage as the landing occurred on a grass glider strip.

Analysis:

The pilot failed to follow standard circuit management procedures, specifically neglecting to conduct pre-landing checks before joining the circuit and during the circuit phase. The investigation highlighted the importance of considering human factors, especially in prolonged flying sessions in hot conditions. Factors such as dehydration, inadequate hydration during flight, sustenance, and cumulative fatigue from multiple days of flying may contribute to lapses in standard operating procedures. The pilot after taking time to reflect on what was discussed during the post flight debrief and subsequent investigation agreed that lack of hydration management, nil urination management used or in place, nil hypoxia management systems used or in place, and the cumulative effect of the above factors on the day, and also from the preceding two days contributed significantly to the onset of fatigue that led to non-standard management of the circuit resulting in landing wheel up.

Corrective Actions:

The pilot was asked to research hypoxia management and hydration management (including urination) prior to and during flight. Also, to read OSB 01_14 - Circuit and Landing advice and CASA Human Factors resource material. On going support was provided to the pilot around what things are being considered/ implemented in preflight management to mitigate the risk of the same thing happening again. The pilot underwent a check flight to standard as part of remedial action.

Continuous education:

Clubs should promote continuous education on human factors, emphasizing the impact on pilot performance and the importance of preventive measures.

DATE: 12/2/2024

REGION: NSW

AIRCRAFT TYPE: JS 3 WITH SUSTAINER

CLASSIFICATION LEVEL 2: TERRAIN COLLISIONS

What Happened:

The Pilot outlanded in a paddock 2.3 km from the airfield while attempting to finish a cross-country competition task. The glider sustained minor damage to the undercarriage doors and the underside of the left wing. In an attempt to cross the finish line, the pilot flew into a non-maneuvring area before attempting to start the sustainer jet engine at about 250ft AGL. The pilot reported: "At the 3 km finish point (approximately 250 feet AGL) it was obvious that to make the airfield, trees would need to be cleared and it was not possible to clear the trees due to lack of height AGL and lack of airspeed to gain height. I lowered the undercarriage, turned away from the trees (180 degrees) toward paddocks (that were not checked for out-landing), and turned on the jet sustainer. The aircraft was approximately 200 feet AGL. Whilst the jet sustainer engaged its startup procedure, the aircraft ran out of height and landed in a freshly ploughed paddock. There

were fences in the paddock at close proximity and due to the fortunate circumstance of a freshly ploughed field and very quick stopping with the soft earth there was approximately 50 m of clearance to the fence. At the time of landing the jet was fully engaged (about 45 seconds had elapsed from time of turning away from trees and landing in the field)."

Analysis:

The pilot did not have a Low Level Finish endorsement. This endorsement provides training in energy management that must be considered for a safe approach and landing after a cross country or competition flight. Without that training, at a safer height, consideration to outland was warranted. The glider was equipped with a jet sustainer. The start sequence for this relatively easy and quick, compared to older sustaining systems. But there is a time lag between activation and the jet producing the power required. Due to the above there was no adherence to standard outlanding procedures. Paddocks were not assessed. On examination of the IGC trace, the height of turns into the paddock was concerning. The pilot's inability to manage energy effectively during the approach, resulted in a critical lack of altitude and airspeed necessary to clear obstacles and make a safe landing at the airfield. The delay in recognising the need to activate the jet sustainer further exacerbated the situation. Failure to conduct out-landing checks until the last moments reduced the pilot's situational awareness and limited the available options for a safe landing. The pilot is lucky the paddock was soft slowing the glider quickly.

Safety Advice:

Pilots must adhere to established procedures, including conducting out-landing checks well in advance of critical decision points. This ensures that safety margins are maintained, and adequate options are available in case of emergencies or unforeseen circumstances. Winning a competition or concluding a distance task is not worth the risk of damaging your glider or damage to yourself. The incident underscores the importance of adherence to procedures, effective energy management, and proactive risk assessment in mitigating the risk of outlanding incidents during cross-country flights. By prioritizing safety, maintaining situational awareness, and following established protocols, pilots can minimise the likelihood of similar incidents.



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VH-GGU Glasflugel Standard Libelle 201B, 2960 hours. LXNAV S7 vario, new instrument panel, near new harness. Form 2 October 2023. New tyres and tubes. Newly built trailer ramp for easy rigging. Recently flew in NSW State comps. Hangared at Boonah. Contact jeremythompson213@gmail.com **0403679995**. \$10000



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Equipped with Flarm and Borgelt B 500 Vario. Mylar seals. Power outlet for phone or Oudie. (Oudie is optional). Parachute, recently packed, on condition

Notes: B 500 displays wind, final glide plus bearing and distance to waypoints, audio tones for lift/sink and speed to fly.

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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.

The videos are online at: magazine.glidingaustralia.org/aw
Alternatively, view any of these webinars and



others at **GLIDING AUSTRALIA YOUTUBE CHANNEL** bit.ly/3VykaS3

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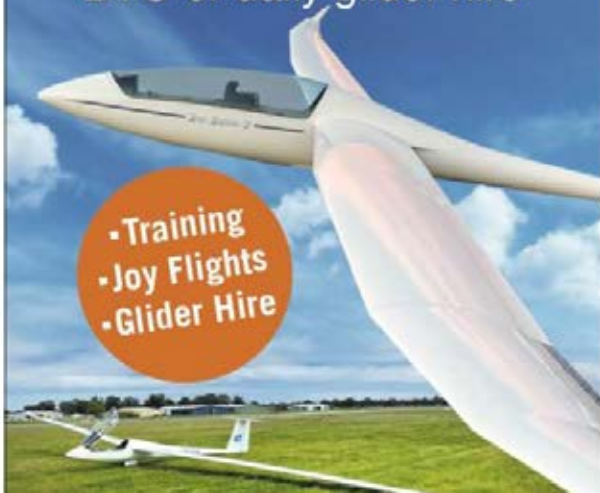
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