

GLIDING

AUSTRALIA

Issue 68 July - September 2024

magazine.glidingaustralia.org

PATHWAYS IN THE SKY

HIGH IN THE SIERRA AT MINDEN

75 YEARS OF GFA

SEA BREEZES - VISITING JONKER - SOARING SAFARI - AWPA



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GLIDING AUSTRALIA MAGAZINE

No. 68 JULY - SEPTEMBER 2024

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

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

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SUBSCRIPTIONS
Non GFA members are welcome to subscribe to Gliding Australia. 1 year is \$64 inc. GST. www.glidingaustralia.org/shop1

WS Media Design & Publishing Services info@westsunsetbooks.com

Official publication of Gliding Australia - Gliding Federation of Australia Inc. ABN 82 433 264 489 (GFA).
The Gliding Australia ia a member of the Fédération Aéronautique Internationale (FAI) through the Australian Sport Aviation Confederation (ASAC)

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Print Post Publication Number PP 381712/02675

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FROM THE CEO DOUG FLOCKHART

OTHER EVENTS OF NOTE THAT YEAR...

- The Nationality and Citizenship Act was passed. Rather than being identified as subjects of Britain, the Act established Australian citizenship for people who met eligibility requirements.
- Australia's domestic counterintelligence and security agency, the Australian Security Intelligence Organisation (ASIO) was established.
- Indigenous Australians who are eligible to vote in state elections in New South Wales, Victoria, South Australia and Tasmania are also given the right to vote in federal elections.
- A seven-week coal strike began, involving 23,000 miners and broken by the sending in of troops.
- Construction of the Snowy Mountains Hydro-electric scheme began.
- Daryl Braithwaite (singer), Rex Hunt (media personality), Red Symons (Skyhooks and media), Hector Thompson (boxer), John Farnham (singer), Dennis Lilly (cricketer), Shane Bourne (comedian and actor), were all born in this year.
- The Australian Grand Prix was held at Leyburn, and was won by John Crouch driving a Delahaye
- Foxami won the Melbourne Cup
- NSW won the Sheffield Shield
- Waltzing Matilda took line honours in the Sydney to Hobart Yacht Race.

That year the Gliding Federation of Australia, now Gliding Australia, was formed on 26 June 1949.

Gurth Kimber (Canberra Gliding Club) chaired the first meeting on 26 June 1949 attended by about 40 gliding people from around Australia, upon which it was decided to form a federation of State Gliding Associations, the Gliding Federation of Australia, or more commonly referred to as 'The GFA'. (Source – Australian Gliding Museum)

PRO-TERM OFFICERS ELECTED WERE:

- Mervyn Waghorn (President)
- Fred Hoinville (Secretary)
- Plus, two representatives from each state

A committee was required to draft and submit a constitution to State Associations within three (3) months. The Technical Committee formed was...

- Geoff Richardson
- Norm Hyde
- Kevin Sedgman

LEFT
The attendees of the annual Panels Meeting.



First, for those of you reading the print edition of this edition of Gliding Australia Magazine, thank you for your support and enjoy the read! I'm excited that we could facilitate the return of the printed magazine for you, and of course there's still the opportunity for those of you who have not yet subscribed, to do so via Just Go.

History is often overlooked in today's fast moving society, so I think it's important we reflect on where we've come from and the journey that got us to where we are today.

THE YEAR 1949 WAS A BIG ONE FOR AUSTRALIA...

A federal election was held. The incumbent Australian Labor Party led by Ben Chifley was defeated by Robert Menzies' Liberal Party. On 18 December, Prime Minister-elect Robert Menzies announced his cabinet, including Dame Enid Lyons as Australia's first female Cabinet Minister.

FIRST GLIDER CLUB?

The first Australian glider club was probably the pre-war Queensland Aero Club and Glider School which was formed in 1910 – it had about 40 members and several gliders.

The Geelong Gliding Club was the first 'gliding only' club established by Percy Pratt and others on 18th June 1929. The Geelong Club faded out by the mid to late 1930s, although Percy Pratt continued with a gliding school and associated gliding activities on Belmont Common. In the 1950s the current Geelong Gliding Club reactivated the original gliding club of 1929

Congratulations, Gliding Australia, formed in 1949 and now 75 years young!

PANELS MEETINGS

Each year, Gliding Australia holds a two-day, in-person Panels Meeting to review the past year, set future directions, and establish actionable goals.

This year, the panel office holders in attendance included Airworthiness Chair Anthony Smith, Operations Chair Aaron Stroop, and Soaring Development Chair Craig Vinall. They were joined by Safety Manager Drew McKinney, Executive Manager Operations Dave Boulter, and Executive Manager Airworthiness Dennis Stacey.

Many highly qualified individuals volunteer their time and expertise to serve on the panel groups, benefiting our members and the sport as a whole.

As a first-time attendee, I can attest that the contributions from everyone involved were thoughtful, respectful and truly beneficial for our sport and its members. I'm pleased to report that many actions were agreed upon and will be implemented in the coming months. Special thanks to the Australian Air Force Cadets (AAFC) management team for their valuable participation throughout the weekend.

While virtual meetings via Zoom or Teams have become the norm, they can't replicate the unique benefits of face-to-face interactions.

On a lighter note, as a Queensland, I found the cold quite challenging. Yikes! It's no wonder 54,472 Australians chose to move to Queensland last year. Just saying!

NEWS...

● A 'spruce up' of the Gliding Australia office including updated signage has now been completed. For those that live in Victoria, or members if you're visiting Melbourne, please feel free to drop in and have a cuppa with Tanya and Fiona and enjoy the new furnishings and colours. While there, check out the updated trophy cabinet.

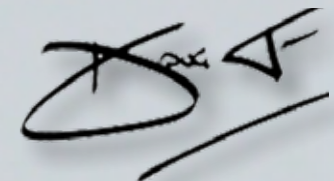
● Gliding Australia Chairman Steve Pegler, Safety Manager Drew McKinney and I recently made the trek to Canberra to meet with CASA CEO, Pip Spence. Issues discussed were Part 149, Aviation Safety, Integrity Policies, and the Safety Seminars we're rolling out across Australia.

● Honourable Company of Air Pilots Australia (HCAPA) graciously offered two scholarships co-hosted through Gliding Australia, to be delivered by associated Gliding Clubs in Australia for applicants under 30 years of age. As I write this article, we've had 21 applications for the two scholarships, with shortlisted 'finalist interviews' currently being held. Good luck to all those who applied!



Until Next Time... Stay safe, stay connected, and continue to push the boundaries of what's possible in the world of gliding and happy 75th anniversary. Ciao and warm regards,

DOUG FLOCKHART
CHIEF EXECUTIVE OFFICER
ceo@glidingaustralia.org



GLIDING AUSTRALIA HAS A NEW SECRETARY

After many years serving as the Secretary of our association Terry Cubley is retiring. Terry has been a forever contributor to Australian Gliding in many ways. He did a great job as Secretary and I'm sure you would all join me in thanking Terry for his contribution in that role.

It is now my pleasure to announce that James Nugent is taking on the role of Gliding Australia's Secretary. Of course, the Board is not something new to James as he previously served on the Board as the Juniors' Board Representative.

James, who resides in Victoria, is an Aeronautical Engineer. Many of you would know that at the World Gliding Championships at Narromine last year, he beat the best glider pilots in the world from 21 nations to win the first World Gliding Championship title for Australia since 1991. With a performance like that, just imagine what he can achieve as Secretary.

The Board is delighted to have James on board, and we wish him well in his new challenge.

STEVE PEGLER
CHAIR OF THE BOARD

Ranking Position	Rating Score	Name	Country	Best Performance	Class	Year	Place
26	973.1	Adam Woolley	AUS	37th FAI World Gliding Championships	15m	23	7
1941	668.4	Chris Woolley	AUS	Australian Nationals	Sportsclass 19		5



FAI GLIDING BADGES TO JULY 2024

SILVER/GOLD DURATION
MICHAEL DONOHOE SOUTHERN CROSS GC

SILVER DISTANCE - HEIGHT
CLIFFORD HOLDOM NARROGIN GC
ALISON SWART ADELAIDE SC
WILLIAM JOHNSON BALAKLAVA GC

IGC PILOT RANKINGS

The International Gliding Commission (IGC) Pilot Rankings have now been updated for all Australian state, national and WGC competitions for the 2023/24 season.

Australia has moved up 7 places to 8th most successful gliding nation.

Australia has four pilots in the World Top 100 and 546 ranked pilots in total.

Matthew Scutter is in 48th, up one

place, having won 8 of the last 11 IGC-ranked competitions that he entered.

Tobi Geiger is at 35th, up 190 places, after his top-10 placing at WGC Narromine

Adam Woolley is at 26th, up 85 places, after his 7th place WGC Narromine.

James Nugent, winner in Club Class at WGC Narromine, has soared up 389 places to 9th in the World.

The biggest Australian mover was Andrew White, who moved up 3031 places after his 8th place result in the NSW State Championships. Congratulations to all pilots.

All pilots who have entered an Australian State or National Championships will have an IGC ranking.

Full details can be found at igcrankings.fai.org
ALLAN BARNES

GA CALENDAR

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

CANBERRA GLIDING CLUB-WAVE WEEK

14 - 22 September 22
 Canberra Gliding Club
 Bunyan NSW
canberragliding.org

QLD STATE CHAMPIONSHIPS

Darling Downs SC
 22-29 September 2024
 McCaffrey Field, Bowenville QLD
ddsc.org.au

MULTI CLASS NATIONALS

Lake Keepit SC
 23 November - 4 December 2024
 Lake Keepit NSW
keepitsoaring.com

NSW GLIDING CHAMPIONSHIPS

Temora
 7 - 14 December 2024
 Temora Airport NSW
 GP style comp
 Club, Std, 15m, 18m, Open Classes
temoragliding.org.au

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

QUALIFYING SAILPLANE GRAND PRIX 15M & 18M

Gawler
 5 - 12 January 2025
 Adelaide Soaring Club SA
 Registrations
stadium.crosscountry.aero/eventRegistration/85
 Contact Mandy Temple
mandytemplecd@gmail.com

MULTI CLASS NATIONALS

Lake Keepit SC
 23 November - 4 December 2024
 Lake Keepit NSW
keepitsoaring.com

CLUB CLASS NATIONALS-20 MTR 2 SEAT

Temora
 15 - 23 February 2025
 Temora Airport NSW
temoragliding.org.au



Murray Bridge Gliding Club celebrated its 65th birthday this year by holding its dinner at the Great Eastern Hotel at Littlehampton where the founders had their first meeting in 1958.

Originally named Great Eastern Gliding Club, the name was changed to Murray Bridge Gliding Club in 1970 when the club moved to Pallamana becoming the first tenant on what is now a busy light aircraft aerodrome.

40TH ANNIVERSARY CELEBRATION

For 40 years at Monarto South, 15km away, gliding people from all over South Australia have been progressively developing a resource base with a library, museum, workshop and storage for two dozen airframes made available by a wide range of individuals and syndicates.

A wider program is seeking to establish a permanent state based airworthiness training workshop under SA RMO. The resources at Monarto South are helping the initiative with provision of wood, metal and FRP airframes.

This is seen as one of the elements in helping at the coal-face of gliding, by injecting skills and motivation into airframe care at the same level as flight training and cross country / contest coaching and helping the gliding movement to grow and prosper.

EMILIS PRELGAUSKAS



75 YEARS OF GLIDING AUSTRALIA



I wonder what our founding fathers would think of the development of gliding in Australia. Would they be happy to see the evolutionary direction that our organisation has taken and the way in which our great sport has developed? Hopefully they would be, although it may not have unfolded exactly as they envisioned.

The Gliding Federation of Australia was formed in 1949 with an amalgamation of state gliding associations and their member clubs. In the early days, Australian gliding developed at a head-spinning rate with peak membership in the late 1970s. We are certainly a smaller organisation now, but we are still just as passionate and dedicated to our sport, with a maturity that only experience can bring.

The past 75 years have seen incredible changes in aviation and gliding is no orphan. Sailplane technology has developed until it now provides a performance level that would have been difficult to envisage 75 years ago. So has the regulatory and bureaucratic reach, but perhaps that's what helps keep us safe.

If there is one thing that is constant, it is change. Change brings challenges which must be addressed and overcome, and if handled successfully, improvements

will follow. I guess the things that haven't changed are the very things that bring us all to gliding – our sport is exciting, mentally stimulating, exhilarating and forever challenging – we never stop learning. The aircraft we fly remain at the forefront of aviation technological development and in that regard, we lead the world.

Perhaps the most underrated and undervalued aspect of our gliding community is the mateship and collective effort that are the glue that keeps us together. Volunteerism has been the cornerstone of our creation and, I believe, our ongoing existence. As we face the next 75 years, our biggest challenge will be how to develop as a group of like-minded individuals that are willing to volunteer their time and expertise for the common good of all. Our future and our continued freedom-to-fly will depend on how effective we are at maintaining our collective, synergistic, volunteer effort.

Who is Gliding Australia? Some might just say it is GFA, but it is really the two and a half thousand passionate gliding people who choose to be members of our association. This year we are celebrating our 75th birthday – 75 years young. Happy birthday to all our Members, Clubs and Regional Associations.

Let's all work hard together at keeping the party going!

STEVE PEGLER
CHAIR OF THE BOARD

THE WAY WE WERE

TERRY CUBLEY GFA PRESIDENT 1991 - 94

The 1980s and '90s were a very active time in gliding and brought significant changes to the structure and management of GFA. This is just a short summary of some of the activities undertaken at the time that I was GFA president from 1991 to 1994 and the years leading up to that.

I joined the Geelong Gliding Club at Bacchus Marsh as a 15 year old in November 1968 and progressively took on roles in the Club, including President and CFI, over the first 12 years. Of course, I did lots of flying, too, averaging 100 hours per year.

In the mid '80s I became Victorian Soaring Association (VSA) President and took on roles in the GFA including Convener of the Sports Committee. I became active in International gliding, competing in world championships in the USA at Hobbs, Italy at Rieti and Australia at Benalla.

Australia had run a world championships in Waikerie (SA) in 1974 and we ran the world comps at Benalla in 1987. These events helped to promote our sport with an ensuing growth in activity and memberships.

GFA MEMBERSHIP NUMBERS

These numbers were based on club returns, and quite a few clubs did not submit any data, so the number were probably higher than reported.

The Australian Gliding magazine was produced in South Australia and they effectively became the membership database for GFA.

- As best as I can find, GFA membership in 1969 was 2,207 (about the same as in 2024).
- 1972 – 2,338 including 52 women
- 1975 – 3,000
- 1977 – 5,100 (impact of the Waikerie WGC)
- 1989 – 4,054

Unfortunately, there has been a slow but steady decline in membership since 1990.

GFA MANAGEMENT

GFA ran an Annual Council Meeting (ACM) that members were invited to attend. It was the equivalent of our current AGM, but much larger. The GFA structure comprised of an Executive and two councillors from each state, with a number of other officers attending. It was typically held over two days.



Communication across the GFA was much more difficult, and relied on many handwritten letters and postage, which was improved by the use of Fax. Some of the handwriting has to be seen to be believed.

In the 1990s we introduced a strategic planning event labelled the 'Cobbitty Accord' at Roger Woods' place in Cobbitty, NSW. It saw many new ideas reviewed with many implemented, and it was good fun also. We were well hosted by Roger and Brenda Woods.

Memorable topics addressed at ACMs in the 1980s included

1. ES65 PLATYPUS

A proposal was made for GFA to purchase the rights to manufacture the ES65 from Harry Schneider (I recall that the

continued over page

OPPOSITE: Brad Edwards after winning the 1991 World Gliding Championships in 15m class at Uvalde Texas.

RIGHT: The 1985 GFA Award winners listed in the Australian Gliding Yearbook.

1985 TROPHY AND AWARD WINNERS

by Col Churches

Dr. Mervyn Hall trophy	A.G. Tabart	VIC
Bill Riley trophy	A.G. Tabart	VIC
Edmund Schneider trophy	A. Pybus	NSW
Dr. Heydon trophy	I. Renner	VIC
QE II Jubilee 15M class teams trophy	A. Pybus, P. Mander, B. Edwards	NSW
GFA Std. class teams trophy	I. Renner, T. Cubley, J. Coutis	VIC
Sports class teams trophy	W. Lewis, M. Forster	SA
Sports class trophy	A. Campbell	VIC
Two Seater class trophy	J. Viney, R. Tyers	VIC
AG trophies	N. Roediger	SA
Wally Woods trophy*	No claim	
Martin Warner trophy*	G. Hoersnell	24,320 ft. NSW
W.A. Iggulden Tasman trophy	C. Day (Aust) V. Harrison (NZ)	NZ won
W.P. Iggulden medallion	R.A. Woods	
Fred Hoinville medallion	J. Rowe	
Harry Ryan medallion	J. Merrill	
Sir Donald Anderson medallion	No award	

* Year ending 31/12/84

At the '84 annual council meeting it was decided to present plaques to the winners of some of the trophies to keep as a memento. An amount of \$1,000 was budgeted for the dies which cost \$100 each.

To date, plaques have been made by Herbert Schade for the Mervyn Hall, Bill Riley, Edmund Schneider, Heydon, Sports class, two seater class and AG trophies.

A further decision has to be made regarding the remaining trophies, one of the points to be considered is that for each team trophy there should be three plaques.

Should plaques be made for the remaining trophies, the cost will be \$800 for dies, hence \$1,500 per annum for plaques, costed on today's prices. Each year the established medallions (eg Iggulden, Hoinville, Ryan) cost nearly \$250 making an annual cost of \$1,750 for trophies and awards.

So many points must be considered before making the next lot of decisions. The quality and appearance of the present plaques is of the highest order and examples are illustrated in this edition of AG.

GLIDING FEDERATION OF AUSTRALIA IS FORMED

Gliding Australia was officially formed on 26 June 1949, during a meeting of around 40 supporters from across Australia. The attendees decided to form a federation of state gliding associations, leading to the establishment of the Gliding Federation of Australia.

The first elected officers of the new federation were Mervyn Waghorn as President, Fred Hoinville as Secretary plus two representatives from each state.

Over the following months the committee drafted a constitution for the governance and operational framework. A Technical Committee was also formed and included notable figures such as Geoff Richardson, Norm Hyde and Kevin Sedgman.

THE FIRST GLIDING CLUB IN AUSTRALIA

The Geelong Glider Club was founded by Percy Pratt and others on 18 June 1929. The modern Geelong Gliding Club, formed in the 1950s, maintains a continuous heritage of gliding in the region.

PIONEERING GLIDERS & LAUNCH METHODS

The Taylor hang glider, successfully flown on 5 December 1909 on the sand dunes of Narrabeen, is generally accepted as the first pilot-carrying glider in Australia.

Other early experimenters included Allan Betteridge from Adelaide, who built and attempted to fly a hang glider in June 1905, managing several short hops. John Duigan constructed a Wright-type glider in 1908, which he flew in March 1909.

Early pilots flew Primary gliders. Launch methods evolved over time, starting with pilots running into the wind from sand dunes, assisted by wingmen, as with the Taylor glider. In the late 1920s and 1930s, primary gliders were launched using rubber shock cords (bungees) from hills. On level ground, car towing and winches were introduced for greater height and better launches. Advanced gliders like the Grunau Baby were later launched using tug aircraft.

25 years ago

From Australian Gliding, April 1966

Two-seater O&R record: An account by John White tells how he and Garry Speight of the Canberra Gliding Club raised the national two-seater out-and-return record from 138km to 341km on 16 January.

Flying the club's Longwing Kookaburra, they took off from the club's site at Gundaroo and flew to Temora and return. Limited by local height restrictions to only 4000ft agl at the start, they gradually moved westwards and higher, eventually reaching cloudbase at 12,400ft near Murrumbidgee. Turnpoint photos were taken over Temora at 4pm and the flight was completed at 6pm after 7 hours in the air.

New devices committee: The GFA has formed a new sub-committee known as the new devices committee. Its aims will be to promote and assist the development of new aids to gliding in the form of both new techniques and gadgets.

It will work with the national gliding school and the GFA design and development committee, both of which may be involved in finding the best way to apply new developments.

Blank assessment: Gary Sunderland gives an assessment of the latest two-seater to begin operations in Australia, the L13 Blank. He is mildly critical of some design features but in general considers it to be a good trainer with a satisfactory performance. The only criticism of its handling in the air is that it is noisy at high speed which,

he says, could cause communication problems when teaching aerobatics.

WA training course: The second West Australian gliding school was held at Cunderdin during early March. It was attended by eight trainee instructors and six trainee ground engineers, under the instruction of Ray Baird and Jack Clark (flying) and Frank Hawkes and Dave Woodward (engineering).

Highlight of the first day was an official visit by the Regional Director of Civil Aviation, Mr W. Boud.

Clare club progress: The past year has seen a lot of progress for the Clare Soaring Club. Members have gained 3 diamond goals, 4 gold distances, two gold heights and six complete silver badges. A second club house has been built, plus a vehicle shed. A second hangar will be built soon. The club fleet includes a Mk4 Kookaburra, Kingfisher, Kaf and Boomerang. Among recent first solo pilots is Cec Crowell, aged 64.

Kingaroy club is active: At the Kingaroy Soaring Club in the past year, Max Howland has completed his three diamond legs (the first full diamond in Australia), Ian Aspland got his second diamond in the Mucha, Marj Pegler and Harold Powell completed their gold badges in the Kaf and Mucha respectively. Jim Moore completed his silver badge by flying 113km in the Grunau Baby.

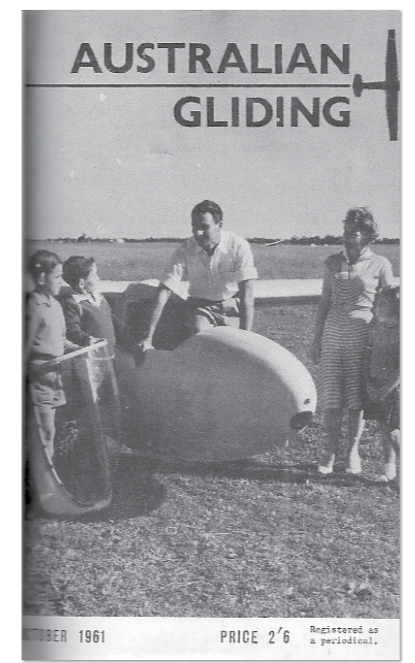
The club tried some slope soaring when they took the Kookaburra and Grunau Baby to a seaside cliff site.

HOMEBUILDING?
Sets of drawings are available on loan from the GFA Secretariat to help prospective builders decide on a suitable project.



The only National record broken during the year was for goal and return. It was set jointly by Jan Wight (pictured here) and Noel Roesdiger, both of the Adelaide Soaring Club. (Photo: Pat Crowe)

AUSTRALIAN NATIONAL RECORDS			
AS AT 12.3.1985			
OPEN			
Straight Distance	I. Renner, 30.9.82, Nimbus 3	1096.05km	
Straight Distance to Goal	I. Renner, 30.9.82, Nimbus 3	1096.05km	
Goal & Return	N. Roesdiger, 13.1.85, LS3	1015.16 km	
	I. Wight, 13.1.85, Mini Nimbus	1015.16 km	
Distance around Triangle	R. B. Tuncks, 7.2.82, Mosquito	1063.703 km	
Speed around Triangles			
100 km	I. Renner, 14.12.82, Nimbus 3	195.3 km/h	
200 km	I. Renner, 13.11.82, Nimbus 3	152.3 km/h	
300 km	T. Cubley, 10.12.80, Cirrus 75	143.32 km/h	
500 km	I. Renner, 22.1.83, Nimbus 3	152.09 km/h	
750 km	R. J. Rowe, 15.1.77, Nimbus 2	134.0 km/h	
1000 km	I. Renner, 6.11.82, Nimbus 3	129.68 km/h	
Speed over			
300 km O & R	G. Hayes, 7.2.82, Mini Nimbus	136.84 km/h	
Speed over			
500 km O & R	I. Renner & U. Krauss, 21.1.79, Calif A21	130.38 km/h	
Gain of Height	D. B. Wrenford, 3.1.84, Twin Astr	6980 m	
Absolute Alt.	D. B. Wrenford, 3.1.84, Twin Astr	8915 m	
15 METRE CLASS			
Straight Distance	Karla Karel, 21.1.80, LS3	949.69 km	
Goal & Return	N. Roesdiger, 13.1.85, LS3	1015.16 km	
	I. Wight, 13.1.85, Mini Nimbus	1015.16 km	
Distance around Triangle	R. B. Tuncks, 7.2.82, Mosquito	1063.70 km	
Speed around Triangles			
100 km	G. Hayes, 16.1.82, Mini Nimbus	147.50 km/h	
200 km	G. Hayes, 23.1.82, Mini Nimbus	125.15 km/h	
300 km	T. Cubley, 10.12.80, Cirrus 75	143.32 km/h	
500 km			



LEFT: The first issue of Australian Gliding magazine in 1961.

RIGHT: The GFA considered investing in glider manufacturing.

BELOW: The GFA's main challenge in 1984 was managing growth.



VSA Supports Platypus Project

The Victorian Soaring Association has decided to show support for the ES65 Platypus by contributing a major portion of reserve funds to the project.

A recent meeting heard first-hand enthusiastic reports from pilots who have flown the ES65. Instructors were very favourably impressed by the side-by-side seating arrangement, and the well-coordinated light control forces typical of narrow single-seat gliders.

The VSA's committee members were unanimous in their opinion that the project should be given every possible support.

They were appreciative of the facts that not only would production of gliders start again in Australia, creating a number of job opportunities for various skills, but also that the design and certification programs would greatly enhance our knowledge of composite aircraft structures.

Overseas gliding journals have been enthusiastic and complimentary in their articles about the glider, based only on the limited information made available at this stage.

No doubt, the favourable pilot reports and the fact that the glider displays the Schneider practical approach has influenced their comments.

The VSA financial support comprises a grant of \$3000 which becomes a non-refundable deposit on the first production ES65 ordered by a VSA club; subject, of course, to the club reimbursing the VSA.

Meanwhile Schneiders will have interest-free use of the money during the pre-production phase of the program.

Growth is the main problem for GFA

by Allan Ash

Insurance

Strong words were spoken at the annual meeting on the subject of insurance against legal action that might be taken against the GFA, State Associations, clubs and/or individuals in the gliding movement for alleged actions or lack of actions related to a wide range of activities.

One gets the impression that almost any person associated with the sport could be sued if some legal expert decided that someone suffered any physical, mental or emotional disadvantage during a day's gliding. In fact, of course, it is not quite as bad as that. At least, not yet.

The increase in recent years of legal action against club flying instructors and inspectors has had a decided dampening effect on the enthusiasm and spirit of co-operation that once formed the backbone of the sport of soaring.

For fear of possible litigation, club members are refusing to act as honorary instructors and it is becoming increasingly difficult to find someone willing to fly an aircraft, especially a privately-owned aircraft. Quite a few private owners are being forced to become accredited DI inspectors to check out their own aircraft before flying it.

As a protection against possible litigation, the GFA is arranging suitable insurance cover for instructors and inspectors operating within the Federation's clubs. There was considerable discussion at the annual meeting about who would pay the premiums for this cover and there was almost total rejection of any thought that it should be the instructors or inspectors, since they are providing an honorary service to the clubs.

The final decision was that premiums should be paid by the GFA out of general revenue. What was not covered in the discussions was the probable escalation of

TOP LEFT: From Australian Gliding 1991 a look back in history.

TOP RIGHT: Record flights in 1985.

BELOW: In 1984 the GFA purchased its first computer. It had less computing power than a smart watch has today.

price was about \$250k) and then manage the manufacture. It was the first fibreglass glider designed and built in Australia and had a huge emotional connection to many of our members who had learned to fly in the ES52 Kookaburra. The two sides of the argument were the opportunity to

manufacture in Australia, against the idea that glider manufacture was not within the realm of GFA responsibility. The argument raged for two years and eventually the decision was made not to get involved. The Platypus was an excellent glider with very nice flying characteristic and it is still owned by a syndicate at Bacchus Marsh.

2. AUTO TUG

Dave Sharples from Queensland proposed to modify a Pawnee by installing a Ford V6 engine. The GFA supported this project with some funds and by seeking CASA approvals. Dave spent many years and many dollars to develop the concept and then modify a Pawnee, which was operated by Kingaroy SC. It was very successful, being powerful and cheaper to operate. A similar option was developed and marketed by Michael Shirley with some success, but it created a big divide in the movement because the purists wanted to retain the Lycoming.

CHANGES INTRODUCED IN THE 1990S

1. Introduction of the BBL insurance policy in 1992
2. Agreement to relocate the GFA office away from Essendon Airport
3. Implementation of a membership database at the GFA office.
4. Restructure of the GFA, reducing staff levels and costs. This was a response to the loss of funding from CASA and the Sports commission, and the recession in Australia with very high interest rates. GFA staff was reduced from 7 to 4, mainly from Airworthiness, which created a lot of tension.
5. Introduction of sporting coaches alongside Instructors in 1992.
6. Janus Fatigue investigation, run by Alan Patching and resulting in acceptance by OSTIV and manufacturers as justification for increasing the hours fatigue limit on fibreglass gliders.

The GFA Secretariat computer

by Manuela Yager

In April last year the Federation purchased a Tandy TRS 80 Model 12 computer, a dot matrix letter quality printer and an 8 megabyte hard disk.

One of the main reasons for selecting this computer was its expandability. Not only can the hard disk capacity be increased up to 4 x 15 megabyte units, but the whole system can be upgraded to a 16 bit unit with multi-user and multi-tasking capabilities.

We therefore have the potential, if ever needed, to provide each office in the Secretariat with its own terminal, with each terminal carrying out different tasks.

Application programs use TRSDOS-11 as their operating system. The word processing system is Scripsit and the data base is Profile Plus. The basic programming language can also be used on this computer.

When we found with use that the original data base programme did not allow us to do everything we wanted to do, a request was made to Council for additional software packages.

The enhancements to Profile which we purchased are Profile Archive, Profile Lookup, Profile Prosort and Profile Forms.

We are currently using the Word processor for all documents that are likely to need amendments, such as the Manual of Standard Procedures, and minutes of various meetings.

The Word Processor has and will in future save a lot of time as extensive retyping to incorporate amendments will not be necessary.

Thus far on the Data Base we have all GFA Councilors and State Association office-bearers plus all clubs. The label printing facility incorporated in these two data bases has been another time saver.

Currently we are looking at putting the Glider Register onto the computer. This is a large task that could take some time before it is fully operational.

Future items envisaged to be put onto the computer will be the instructors and possibly the membership register in the long term.

We have yet to fully explore and utilise the computer's full potential. At the moment we are still in the process of becoming familiar with the computer and its capabilities.

Manuela Yager with the GFA computer.

Your Book 84/85

AROUND THE CLUBS

Some photos from our fun and approachable women's gliding weekend at Ararat! Special thanks to such wonderful and lovely people at Grampians Soaring Club, Mia Keep Photography and Victorian Soaring Association.



TPE That new tug feeling. Welcome to your new home at Darling Downs GC.



Happy 15th birthday, Charlie! Congratulations on your first solo at Bathurst Soaring Club.



Ashton started his Glider Pilot Certificate training with Australian Air Force Cadets at Bathurst before completing the pre-solo GPC syllabus with Southern Cross Gliding Club. Well done Ashton.

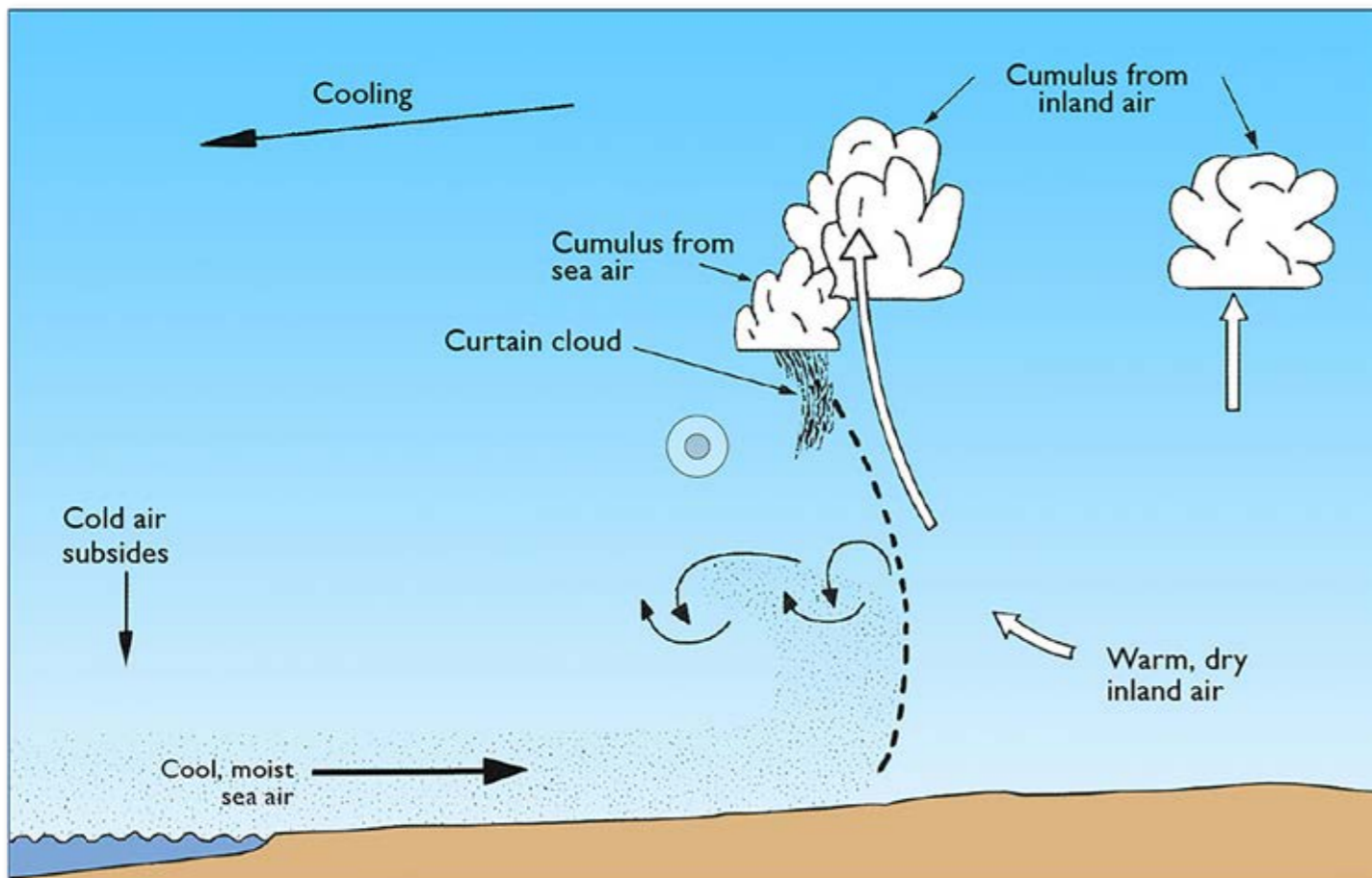


Congratulations to Peter Mack who has re-soloed after 18 years break. We're looking forward to your new adventures with Gliding Club of Victoria.



The Central Coast Soaring Club put on a display at the Warrnervale Airshow Saturday in May.

SEA BREEZE - OUR FRIEND OR OUR FOE?



ABOVE: Airflow in sea breeze affected areas

BY BERNARD ECKEY

It is probably fair to say that most glider pilots like a sea breeze as much as they like a toothache.

However, it is equally fair to say that a sea breeze can provide fantastic soaring conditions if only we manage to get into the right place at the right time. More on that later, but to start with let's have a quick recap and look into the development and the mechanics of a sea breeze.

SEA BREEZE PATTERN

The general pattern in sea breeze affected areas is shown in the above graphic. In short, the rising air of a large number of thermals creates a slightly lower pressure over inland areas, which allows cooler and more moist air to creep in from larger bodies of water nearby. It follows that the strength and intensity of the sea breeze is mainly determined by inland convection, although the general wind direction and several other factors also play an important role. Sea breezes are sometime referred to as 'maritime replacement air', but regardless of the name in use, the incoming cooler and heavier air acts like a wedge on its journey further inland. It creeps under the warmer air and triggers a row of thermals along its entire leading edge.

That's basic gliding knowledge, and it is also needless to say that a sea breeze can only develop

after convection has commenced. It means that gliding sites located in coastal areas get a few hours of soaring before the sea breeze engulfs the area. Provided pilots don't waste time in the morning and launch early, they can venture further inland for a perfectly normal day of soaring. Even the continuing inland penetration of the sea breeze during the day can hardly spoil the fun. With today's modern gliders it is hardly a problem to get back to the airfield, provided a high enough climb is taken along the incoming sea breeze front on the way home. Low performance gliders might struggle on occasions, but a sea breeze is not the demon it used to be in the old days of gliders with poor glide ratios and an even worse ability to penetrate into headwinds.

SEEING A SEA BREEZE

What matters most for glider pilots is recognising the condition and locating the leading edge of the sea breeze front. Although this is difficult on blue days, we can get a clue from the higher moisture content of the salt laden air in the onshore airflow. While airborne the slightly hazier air allows us to identify the sea breeze airmass with relative ease. From the ground, however, this is more difficult, although the windsock and a slight drop in temperature can often provide valuable hints.

In contrast, recognising the sea breeze on cumulus days is hardly a problem. The usual



ABOVE: Curtain or Veil clouds

BELOW: Flight along SA's coastline.

absence of convective clouds behind the sea breeze front is the first indicator. The second one is a distinctive step in the height of the clouds, which is due to the colder and moister air condensing at a lower level compared to inland thermals. Some premature condensation can also result in wispy cloud tendrils seemingly suspended underneath the lower cloud base as in the picture above. Such clouds are referred to as 'curtain clouds' but in some parts of the world they are also known as 'veil clouds'. Their presence is an unmistakable sign of a nearby sea breeze front. If we move to the inland side of the curtain clouds, we will almost certainly be under a higher cloud base, and if we implement gentle speed changes according to the MacCready theory, we can often fly for very long distances without thermaling.

FLYING A SEA BREEZE

To prove the point, let me inform you about two very enjoyable autumn flights in my ASH 30 Mi in the mid-north of South Australia over consecutive weekends. The first one was a 430km flight in normal convective conditions but with a fast 200km final glide along a sea breeze front without thermaling.

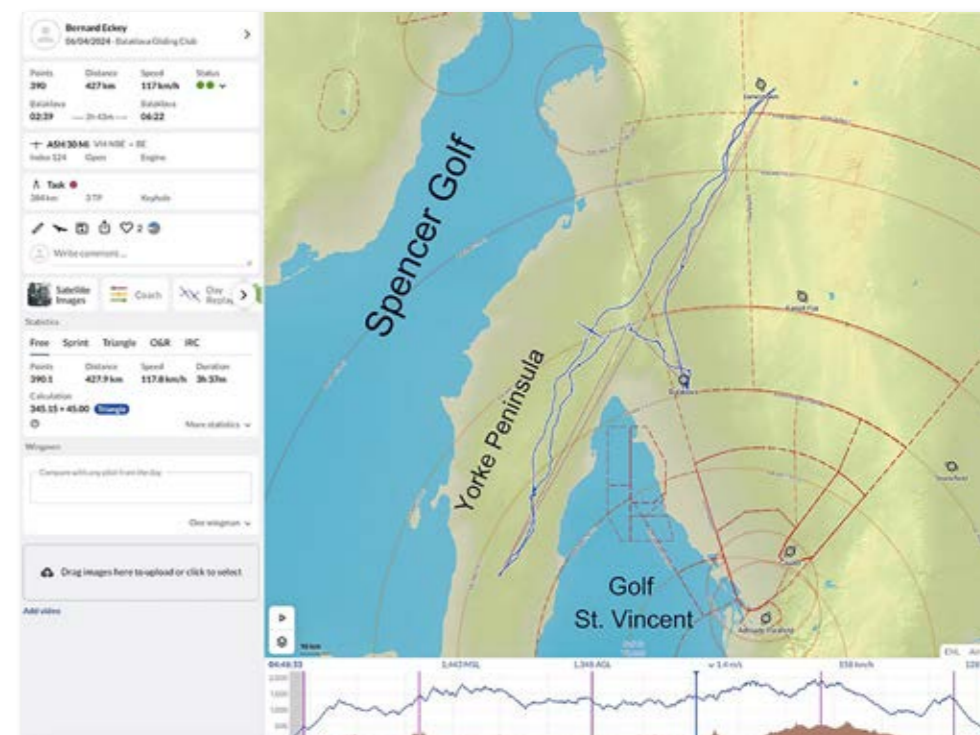
The second flight was almost the same distance but worthy of closer scrutiny. On this flight I was sharing the controls with fellow club member Roger Cox and I might add that our flight topped the Australian OLC and WeGlide ranking. After a self-launch at the Balaklava airfield, located a good 20km off the coast near the tip of

the Gulf St. Vincent, we made a beeline for the Yorke peninsula, which lends itself for some very enjoyable and effortless flights along regularly occurring sea breeze fronts.

PLEASE LET ME EXPLAIN!

A quick look at the map below already shows that our initial track took us towards some developing clouds approximately 30 km away over the Yorke Peninsula. On our arrival a band of clouds had already formed, and a few curtain clouds were clearly marking the sea breeze front.

continued over page





ABOVE: Two happy pilots after flying the Sea Breeze.

No doubt, we had arrived in the right place at the right time. Regular long stretches of good lift proved that we were following the energy line, and even after co-pilot Roger Cox switched to cruise/climb mode we soon found ourselves well above cloud base. That was unusual and raised suspicions of thermal wave conditions. A half-hearted attempt to climb and continue the flight above the cloud band followed, but it was a total waste of time! Eventually we gave up and headed further south, roughly along the axis of the peninsula. Near the town of Minlaton we were only around 15km away from both coastlines and clearly under a convergence line which was fed by sea breeze inflows from opposite directions.

200KM WITHOUT TURNING

That's what glider pilots' dreams are made of, but the further south we went the lower the cloud base got. When it dropped to just over 3000ft we turned around but not without continuing to chase the energy line in a north-easterly direction. It was still reasonably well marked, and as our audio vario was happily yodelling most of the time there wasn't any need to stop and thermal on our 200km leg to Jamestown. When we finally decided to turn around and head for home again we were near cloud base with an altimeter reading of 6,200ft. Yes, you got that right, we gained more than 3,000ft on this 200km leg without making a single turn. (Please refer to the barograph trace on the previous page).

But all good things must eventually come to an end. After having been spoiled by extremely buoyant air for most of the flight a little complacency set in. I can't even blame my co-pilot for it, because it was no other than yours truly who lost the energy line on the way home. Anyway,

after an effortless straight and level flight of almost 300km I did a few turns in lift north-east of Snowtown, about 35km away from our home airfield. It was totally unnecessary and will forever rank among my most stupid mistakes. Only a few kilometres further down the track we reconnected with the sea breeze front again, and if I had not lost my nerve, we would have earned bragging rights for flying straight and level for 330km. But the story doesn't end here. My earlier attempts to get into thermal wave were equally stupid, given that our flight computer was indicating very light winds at our altitude. Without my fruitless attempt to continue the flight above clouds we would have flown 360km without turning and increased our task speed of 117km/h at the same time.

This raises another question. Would we have been faster by stopping in the strongest thermals for cruising at a higher speed instead of opting for a more leisurely flight at rather moderate cruising speeds? Undoubtedly, the answer is yes. But we will stick to our excuse that we were not in a race. Our prime objective was to explore the sea breeze front and learn a bit more about an efficient use of energy lines.

Finally, please do not think that this flight was only possible with a pair of very long wings. Yes, it undoubtedly helped, but what really mattered was recognising these conditions and getting into the right place at the right time. Of course, local knowledge was also helpful, but such know-how only comes from experimenting with regularly occurring sea breezes in coastal areas. Equally essential is a good dose of theoretical knowledge about this interesting weather phenomenon. Fellow pilots interested in detailed additional information are referred to my book *Advanced Soaring Made Easy*.

GA



The Balaklava Gliding Club's 70th Anniversary Dinner was a big event in our calendar this year. Its importance in our club's history cannot be overstated, and we felt that it needed to be recognised.

The significance of current and past members coming together on Saturday, 16 March 2024, can't be stressed enough. We discussed and reminisced about our club's long and eventful history. Some 64 people attended.

The first flight at the club took place on 13 March 1954 in a Zogling. The club's first president was Herb Heinrich. This was decided at a meeting held in Clare in 1953 of interested persons, and was followed shortly by a larger gathering when a committee was formed going forward with a constitution almost identical to that of the Adelaide Gliding Club.

The first airfield was on the western side of the Clare Hills followed by a move in 1957 to a field in Everard, west of Blyth. By this time the club had purchased a Kookaburra which was a much safer aircraft to train in and fly. Following this was a purchase of a Kingfisher and the Spruce Goose. This aircraft was a single seater owned by club members Noel Mathews, Neil Brown and Allan Hudson.

The original name of the club was the Clare Soaring Club. This was changed some time later to the Balaklava Gliding Club when the club relocated to our present location at Whitwarta in 1967.

After dinner, Noel Mathews gave us an account of the club history showing slides of the early days of the club. Steve Pegler from Gliding Australia was also present on invitation from the club committee to give his views on Gliding Australia's future going forward.

A great night was had by all, and will not be forgotten. The Balaklava Gliding Club has a dedicated committee and members who keep this great club of ours flying. We always look forward to both new members and to anyone from Gliding Australia who would like to experience the mid north of South Australia. A great place to fly!

TIM BURN



ABOVE : Some of the original club members. From left to right: Allan Hudson, Dean Underwood, Herb Heinrich, Dene Underwood, John Reid, Collin McKinnon, Nick Wood, Hedley Neuman, Clive Wakke, Bill Edwards



PATHWAYS IN THE SKY

BY CHRIS HOSTETTLER

There you are, you poor fool, a little wiser than before, with your glider license in your pocket. As a greenhorn, you are about to make a decision: Do you want to practice gliding as a hobby? Do you simply want share a few circles with the crows near the airfield on weekend afternoons, or otherwise sit in the sun with many others and enjoy the community? Then there is no need to learn more.

Or do you also want to practice gliding as a sport in addition to hobby flying? Do you want to fly far away, into the mountains, climb thousands of meters high in wave and to compete in a world gliding championship one day? In this case you need to expand your skills and knowledge and find coaching pilots who are willing to teach you in theory and practice. You will also need to study yourself, and above all fly a lot.

THE BEAUTY AND THE CHALLENGE

I decided on the latter pathway and got hooked on the beauty and challenges of flying gliders cross country more than 50 years ago when I had just turned eighteen. I applied to free Swiss military pilot pre-selection courses, much to the discomfort of my parents, but they knew that opposition would be useless.

Fortunately, Cumulus Gliding Club at Amlikon gliding strip held two week courses and encouraged cross country and competition flying, among others. Also, helping on the ground at competitions and assessing turn-point photos all night, teaches you a lot. I got hooked.

Meantime – after having flown many European central and decentralised competitions in flatlands and mountains, first with camera and barographs, later with loggers introduced at the World Gliding Competition in Omarama 1995, and flying at the WGC in St. Auban France 1997 – I moved to Australia.

Here I loved competitions with distributed start points – I hate gaggle flying – but that idea got overturned and we have more gaggles again. I decided to avoid area tasks requiring investment in new instruments, and to not fly competitions and to soar just for fun. I don't regret the decision.

FASTER FASTER

The mantra that you have to try to fly faster and faster does not maximise the joy of flying.

Why is no one teaching cross country flying in a way to maximise gliding fun, to enjoy its beauty without increasing the risks? Flying comps is not for everyone. It requires more time off work, costs more (tows, travel,

glider insurance), may stress relationships and the weather is not always favourable.

There are other beautiful and more satisfying aspects of gliding than maximising speed on tasks dictated by the competition director.

- You can prepare your own tasks based on the weather forecast – if you are lucky it will be correct.
- You can skip the task if the weather looks different and maximise distance the easy way into another area.
- You can just fly for fun and forget it, or upload your flights to OLC or WeGlide, just using the sites as a logbook and to learn from statistics, or to compare yourself with others.
- Flying these decentralised competitions is much cheaper than flying comps.
- I love to participate, voluntarily sacrificing 10kph average speed to minimise outlanding risks by not gliding to below 2000ft.
- to set my arrival height to

1,000ft and not zero

- to fly in higher altitude bands. It limits stress and maximises fun.
- to circle less, following bands of lift. According to Reichmann, those who circle fly backwards half the time.
- and sometimes it's faster flying slower.

BUT HOW?

Doesn't the speed to fly theory tell you how fast to fly correctly? Not all the time. It's just a theory based on idealised continuous assumptions (Paul MacCready, Helmut Reichmann) and later changed to a stochastic model (John Cochrane).

Helmut was still very much influenced by the saw-tooth flight style of the old days. Even if pure dolphin style becomes feasible, he still adhered to his thermal model idea, assuming the existence of strong centres along the cloud streets where circling makes sense, and he aligns his tactical speed to fly and MC values with it.

So, what happens when we abandon the fixed thermal assumption? The theory does not apply when flying along a ridge, like the Appalachian mountains in Pennsylvania – Tennessee. As Karl Striedieck told me at the Open Nationals in Hobbs 1980, "Just stay on ridge height, keep the vario on zero and do not watch the ASI or the wing tips."

The theory could also not explain the high average speeds which Hans-Werner Grosse achieved on his long flights, ultimately the one from Lübeck to Biarritz in his ASW-12, where he flew slowly dangling along the cloud base, and avoided circling because the climbs were too weak to be used for circling.

I found this idea tempting and stumbled over an article describing a flight style they call 'Schwabbeln' in Germany.

DANGLING

The idea describes the following: If lift centres are weak relative to the rest of the line-up, it makes sense to risk flying far down to catch a thermal worth centring. Then it's often better to lower MC and to continue flying higher along the base of the thermal line-up, like

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awithered leaf, and feeling the best way along the thermal line-up. Flying ahead with a significantly lower MacCready value than prescribed by Reichmann's dolphin style is what the Germans call 'schwabbeln'. I translate it to dangling.

They say: Dangling is "applied dolphin theory", only used under weak conditions and taking into account the risk of missing the next thermal. In my opinion, it also applies if convection height is low or if the optimal height band is narrow. **Read this article by John Cochrane, tinyurl.com/mua54hz2**

He suggests flying fast at altitude and slower the further you descend in the convection: Without risk - quick, with identifiable risk - slow. If you already see the risk at the base, it's time to fly slowly, 'dangling along' and stay high.

Dangling also omits centring time in weak lift or starting to turn in fake gust lift, when you feel gusts like a bang, while thermals increase pressure gradually. Your glider sinks less in straight flight than with 35° bank. This technique of flying forward is risk-minimal. Dangling also helps to stay on top - and that's almost always the dominant strategy.

I wondered what would happen if I applied the dangling strategy under cloud streets also under stronger conditions? I started to fly that way a few years ago. I have flown hundreds of thousands of kilometres without outlandings in Australia. My friends often ask me how I achieve these high average glide ratios and low circling rates combined with long distances?

I confess - I'm in love with cloud streets. I am looking for them all the time:

- How do the shadows on the ground line up?
- How far do they go?
- How does their direction line up with the wind?
- How does their direction compare to the sun?
- How far is the distance to the next line-up if they end?
- Is the line-up continuous or are clouds interconnected with wisps?
- Where is the lift stronger and where weaker?



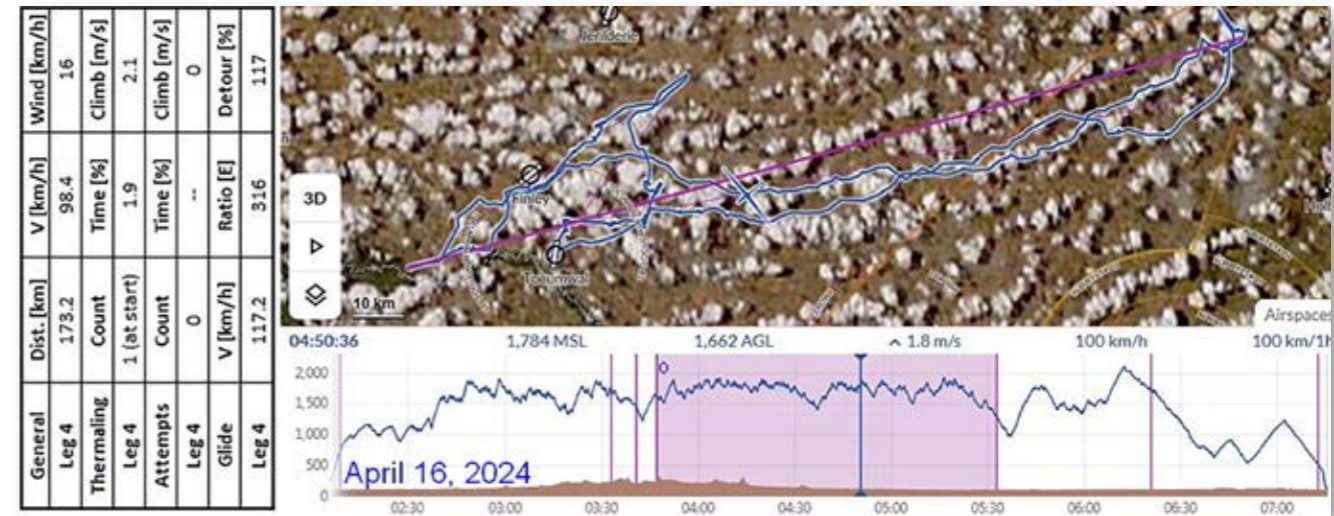
ROADS IN THE SKY

I am painting imaginary roads of lift into the sky ahead, following them and modifying them based on the experienced situations.

Most important is the display of live wind strength and direction in relation to your glide path. My ClearNav variometer does it nearly perfectly while flying along. Bruce Taylor showed me in 1999 how to use the wind direction to approach and leave thermals optimally, which works also in the blue - at least the leaving part.

Dangling also works combined with stronger weather situations as long as you agree to compromise a bit of average speed. Flights and statistics confirm it.

As the 2024 season finished, the weather not having been very kind and only allowing me 26 flights, I'm happy with the achieved performances. It was only on the 16th of March that I nearly risked an outlanding because I pushed too much to fly a few kilometres more.



This season's highlight was on 10 February. With 610km at 109kph 8.2% circling and an LD of 97 it stretched my ASW-27's limit past Eta performance.

The longest distance without circling was on 16 April (see trace) on leg 4, 173km at 98kph LD=316 with a 16kph south-westerly headwind.

Tocumwal ~Season 2024	Flights Hours	Flights from Tocumwal	Distance Speed	Circling Attempt	Circling Ø av climb and rate	Circl. km/h radius bank	Glide km/h LD detour	Altitude Ø	Launch height climb rate
Lumpy	32	J53-15/18 Duo	524 km	2.40%	27.90%	123 km/h	162 km/h	1,672 m MSL	625 m @ 2.5 m/s
Grant	59	Arcus Ventus2	104 km/h	11.5x @ 0.1 m/s	+345 m @ 1.8 m/s	132 m @ 42°	54 E @ 109 %	1,482 m AGL	625 m @ 3.2 m/s
	4h 33m	Discus a	379 km	1.40%	30.50%	109 km/h	147 km/h	1,597 m MSL	625 m @ 3.2 m/s
Chris	26	ASW-27	481 km	8x @ 0.8 m/s	+402 m @ 2.1 m/s	132 m @ 36°	36 E @ 115 %	1,381 m AGL	592 m @ 2.8 m/s
	5h 7m	ASW-27	95 km/h	7x @ 0.8 m/s	+313 m @ 2.0 m/s	117 m @ 38°	60 E @ 116 %	1,772 m AGL	592 m @ 2.8 m/s
Jorgen	25	Arcus M	456 km	2.00%	28.00%	120 km/h	159 km/h	1,549 m MSL	682 m @ 2.1 m/s
	4h 43m	Arcus M	97 km/h	7x @ 0.1 m/s	+373 m @ 1.9 m/s	151 m @ 34°	46 E @ 111 %	1,392 m AGL	682 m @ 2.1 m/s
Steve	29	Mini Nimbus	390 km	3.00%	33.40%	106 km/h	145 km/h	1,728 m MSL	615 m @ 2.9 m/s
	4h 42m	Duo, Comp.	85 km/h	14x @ 0.4 m/s	+286 m @ 1.8 m/s	145 m @ 33°	38 E @ 112 %	1,543 m AGL	615 m @ 2.9 m/s
Bernie	41	PIK-20B	330 km	1.70%	36.40%	113 km/h	147 km/h	1,578 m MSL	614 m @ 3.2 m/s
	4h 11m	Duo, Comp.	83 km/h	5x @ 0.1 m/s	+320 m @ 1.6 m/s	121 m @ 40°	35 E @ 109 %	1,405 m AGL	614 m @ 3.2 m/s

The WeGlide 2024 Tocumwal Soaring Centre local flight summary top six ranking until mid-April shows the average statistics.

Best LD for my 27 and the lowest circling time, but

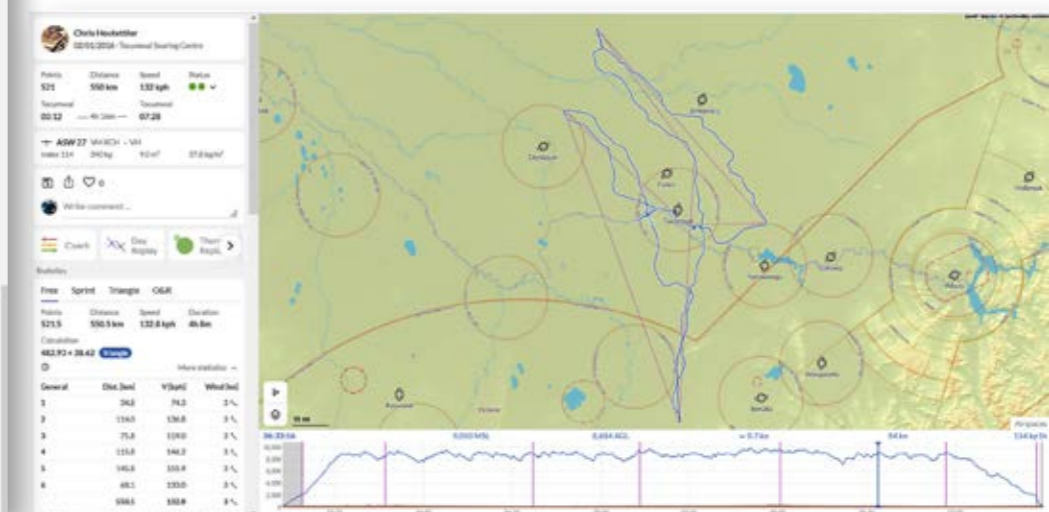
highest detours percentage. It doesn't show though how many low points you had, just escaping an out-landing. One for me - I know my friends had more. Let's hope for a better next season.

Circling	V [kn]	Radius [ft]	Bank [°]
1	53.0	337	36
2	--	--	--
3	--	--	--
4	--	--	--
5	--	--	--
6	--	--	--

Glide	V [kn]	Ratio [E]	Detour [%]
1	82.8	-968	122
2	83.5	-927	113
3	74.8	-540	116
4	85.4	> 999	108
5	99.2	966	118
6	87.0	29	119
	86.7	262	115

Glide phases	Dist. [km]	^ V [kn]	v V [kn]
1	17.4	75.3	89.0
2	114.1	74.2	90.8
3	71.6	65.5	81.9
4	115.9	81.9	88.4
5	146.0	92.7	104.1
6	35.7	86.4	87.2
	23.7	80.0	91.4

My highlight in Australia happened on 2 January 2016. It was a storm front with lightning along the 1,000ft lower black base than at the sunny western edge, moving from east to west. Having landed after the first tow due to early cirrus clouds I had no ballast. 500km with 130kph at LD=300, a sprint of 300km in 2h at LD= and not circling after the first climb, does not happen very often. I'm still waiting for a repeat of this weather opportunity.



HIGH IN THE SIERRA AT MINDEN

BY SEAN YOUNG



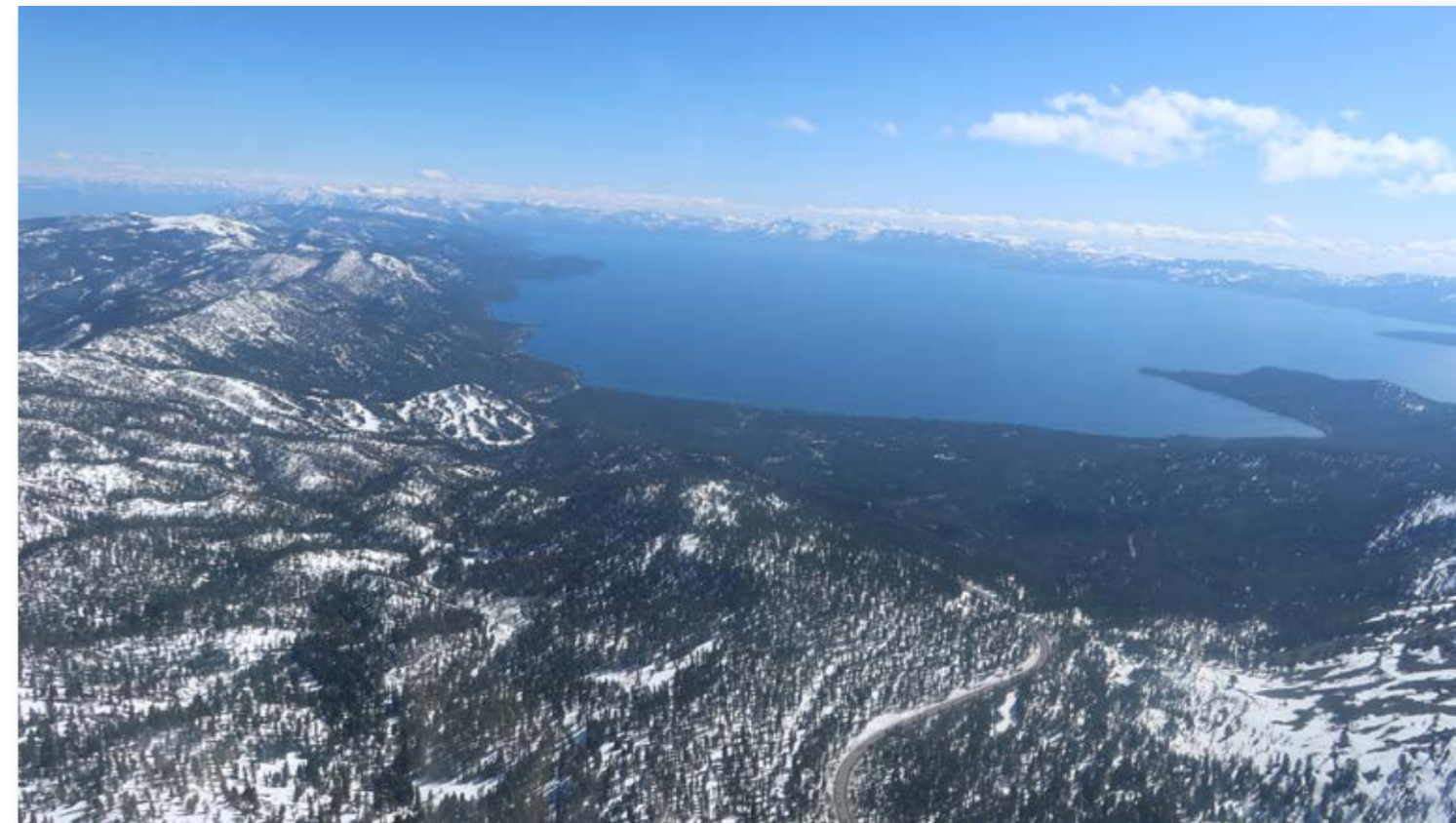
Minden has always been a special place for glider pilots. Many North American and world records have been flown out of Minden. I have wanted to visit this spot for many years to fly along the Sierra Nevada, over Lake Tahoe and the edge of the dry high desert of Nevada. In April 2024 I finally had my chance.

I was visiting the San Francisco Bay area and had some spare time. So I rented a car from SFO and made the four hour drive to the city of South Lake Tahoe.

LAKE TAHOE

Lake Tahoe is a large, clear, cold mountain lake nestled in the middle of the Sierra Nevada (Snowy Mountains) straddling the borders of California and Nevada. The lake surface is 6,225ft amsl surrounded by mountains rising to over 10,000ft. After a record snowfall last winter, the area was still covered in snow and the numerous ski runs were open when I arrived.

The lake and mountains are a magnificent sight. The lake is very deep, much of it over 1,600ft and a piercing blue colour. Until the 1840s it was unknown to European-



Americans and its waters were pristine fresh and clear. Today despite 170 years of increasing urbanisation on the lake shores, the water is still some of the purest and clearest water in any lake.

Driving east from South Lake Tahoe, the road rises a further 1,500ft to the edge of the Sierras and then drops dramatically to the floor of the Carson Valley at 4,700ft.

From the top you can see Minden-Tahoe airport close by in the valley. After only a 20 minute drive I was walking into the Taildragger Cafe on the airport and was soon directed to the hangar I was trying to find. I had been invited to attend a general meeting of the Minden Soaring Club (MSC) by the club's president Jim Lee.

MINDEN SOARING CLUB

As the meeting began, everyone introduced themselves. I soon realised I was in special company. Many famous names in gliding were called out including the world soaring altitude holder and Chief Pilot of the Perlan 2 Project, Jim Payne.

Among the many members of MSC at the meeting was Bruce Campbell who flew 3,143.7 km with Gordon Boetgger in a jet powered Arcus from Minden in November 2023. Wearing night vision glasses (NVG) during the night time phases of the flight, they used the 'monster wave' to fly the length of the Sierra Nevada several times. After more than 18 hours they landed at Hawthorn Airport Nevada not far from Minden. Gordon, flying with Bruce and various other pilots has now racked up numerous 1,000km plus flights in his Arcus.

Jim Lee asked if anyone wanted a passenger to fly with them the next day. Brian Neff kindly offered to take me for a flight in his ASG 32. So after many years of waiting, I was now all set to fly from Minden.

The soaring weather in April in the Minden region can vary from big wave days and strong thermal conditions, to not very good at all. The weather this day was forecast to be thermals up to 11,500ft. For Minden, this is a very low cloudbase.

The airport is at 4,700ft. During the hotter months the density altitude can be closer to 7,000ft or more. This makes it difficult for self launching. Some gliders use their engines for take off, but most pilots opt to use the larger engines of the tow planes - except for Dennis Tito's jet powered Arcus, but more on that later.

continued over page

ABOVE: The Sierra Nevada and Lake Tahoe.

BELOW: Looking down at a frozen lake nestled near the top of the peaks above Carson Valley and Lake Tahoe.



ABOVE: Minden-Tahoe airport in Carson Valley. To the right, the Sierra Nevada rise up from the valley floor. Just beyond the first peaks is Lake Tahoe at 6,200ft.

RIGHT: World Altitude record holder Jim Payne, ready to launch in his Arcus.



ABOVE:
The dramatic landscape east of the Sierra Nevada.

BELOW: MSC President Jim Lee (right)

MINDEN SOARING CLUB

MSC was formed primarily to represent the interests of the many private glider owners at Minden-Tahoe airport. The club also funds flying scholarships for young people to learn to glide. The club recently purchased a Duo Discus which can be hired by club members and visiting pilots. MSC has a growing and enthusiastic membership. Find out more about MSC at mindensoaringclub.com

FLYING MINDEN

Several pilots including Jim Payne, Jim Lee and Brian were going to fly a short speed task. We aero-towed to the hills to the east of the airport and were soon tracking south. In the distance I could see the White Mountains over 100 miles away to the south.

The 'Whites' are a mountain range on the borders of California and Nevada, facing the Sierra Nevada across the upper Owens Valley. Soaring to the Whites is a typical flight from Minden but on this particular day, we wouldn't be able to go that far.

I asked Brian if they used the ridges to climb up. The Sierras are directly west of the airport and the Carson Valley is on the lee side of the prevailing winds, so ridge soaring is generally not possible. He said that typically, they use thermals to climb and stay above the top of the mountains. However, just in the lee of the mountains is where wave formations will typically set up. In fact when I had arrived at the airport the day before, a beautiful long, white lenticular formation was hovering right above the airport in the middle of the valley.

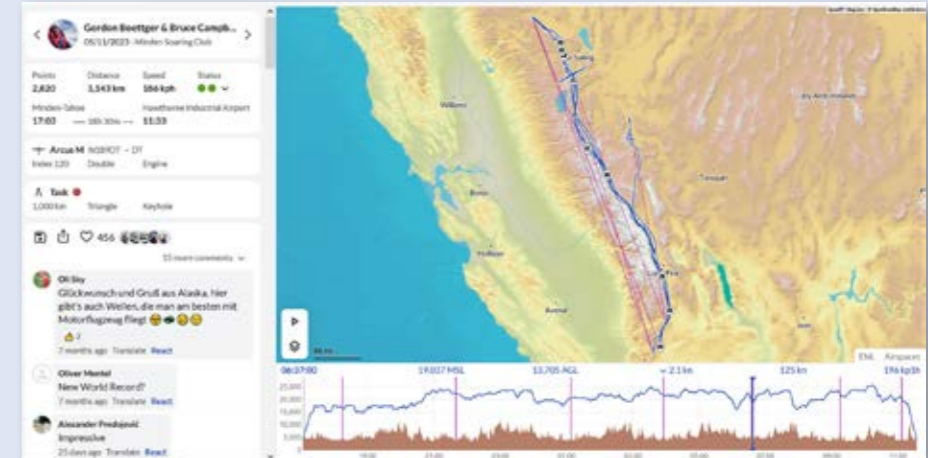
After an enjoyable flight of about 250km over low mountains and dry lakes to the southwest of Minden, we headed over to the Sierras to have a look at Lake Tahoe. We could see wave clouds forming over the mountains and the valley.

Near Genoa Peak, on the rim of the mountains, is an area where Minden pilots are typically able to climb into the wave. You can climb up to 18,000ft

MONSTER WAVE

Brian Neff told me that there are two kinds of wave at Minden. The 'gentleman's wave' and the 'monster wave'. Gordon Boetgger and Bruce Campbell rode the monster on 5 November 2023 for 3,143km along the length of the Sierra Nevada. They made their epic flight in Gordon's jet-fitted Arcus. The glider is one of four that Perlan Project sponsor Dennis Tito commissioned, with TJ-100 engines jets installed that were made by PBS Aerospace.

ABOVE Photo by Gordon Boetgger and Bruce Campbell flying over the Sierra Nevada. **RIGHT BOTTOM:** Bruce Campbell and Brian Neff

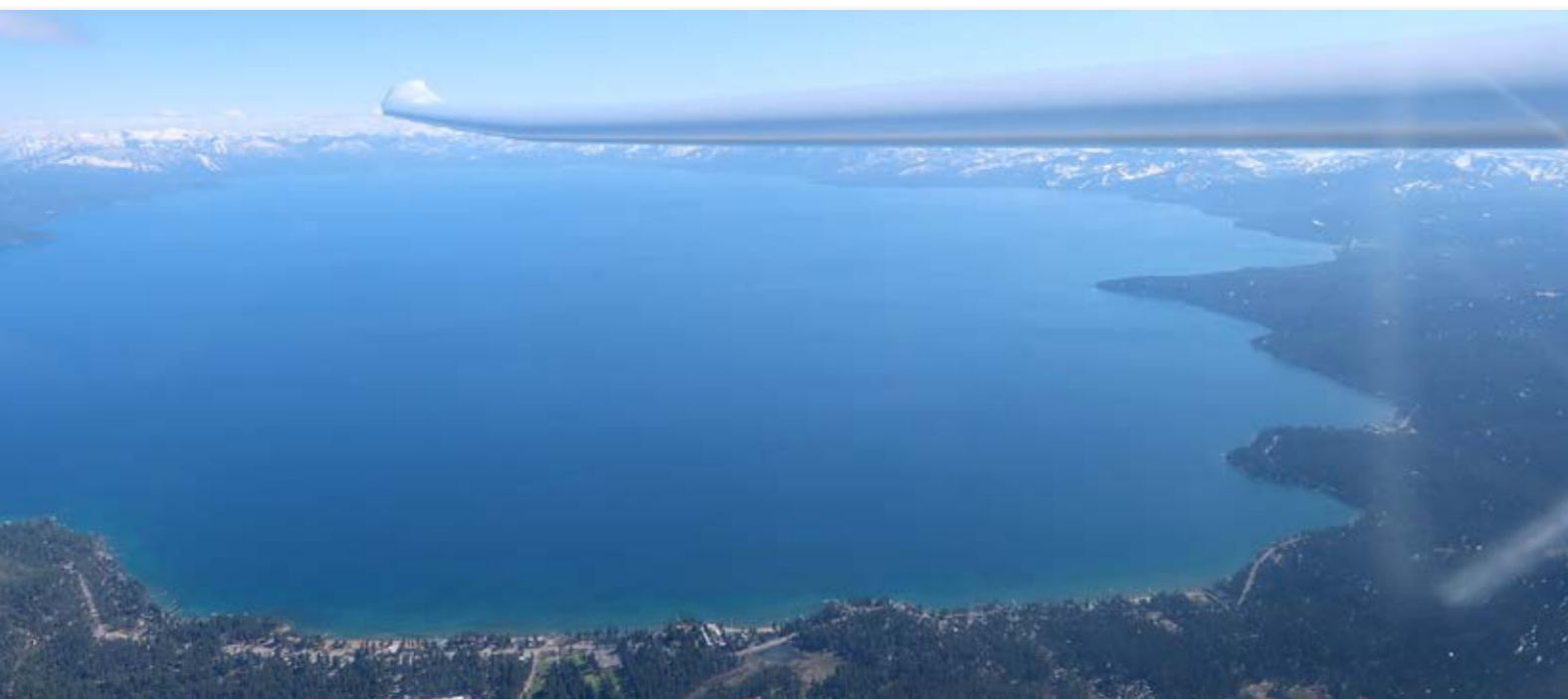


outside controlled airspace. To go higher you would have to ask ATC to open the wave window – except for the fact that the wave window has been cancelled. The FAA is currently rationalising existing airspace and so, at least for now, the window is suspended.

Jim Lee explained that although the situation creates a problem for pilots who come to Minden to achieve their Diamond Height, most pilots are trying to fly cross country, and wave up to 18,000ft is plenty for that.

As we arrived at the position where the wave is typically found, the wind was coming from the northwest rather than west, which meant the wave was not forming very well and was probably intermittent. In any case, we didn't connect with it. But we did fly along the mountains above the lake and it was a beautiful sight.





CARSON SINK

We soared under nice cu to the Carson Sink northeast of Minden. This dry lake bed is famous for the Carson Sink UFO incident, when two pilots of a B25 saw a formation of what looked like flying delta wings speeding in front of their aircraft in 1952. The objects they saw were never identified. The sink is now a military restricted area and we skirted around the edges of it as far north as we dared.

The view across the sink to the mountain ridges on the other side is dramatic. Carson Sink was used by early American settlers on the California trail. They had to cross the barren, hot landscape to get to the first watering point on the other side. Once there, near the state of Nevada's modern capital, Carson City, they had the mighty Sierras to cross before they reached the 'promised land'.

With Jim Payne nearby, we found a climb under the next cu and turned west. We flew just south of Reno listening to the RPT traffic on the way into Reno-Tahoe International Airport. Minden is less than 70km south of Reno. If you are flying in to visit Minden you can rent a car either from Reno or SFO. Both are very convenient.

On the western side of Reno, we flew over the mountains and the shore of Lake Tahoe. From the northern shore of the lake we could see Truckee Airport. The town of Truckee is on the highway from San Francisco or Sacramento to Reno. The Truckee Tahoe Soaring Association is based there and it also makes an excellent airport to explore the area from. <https://www.soartruckee.org/>

We flew south above the mountains admiring the view of Lake Tahoe, and eventually turned east and back to Minden.

My two flights were fascinating, beautiful experiences, never to be forgotten. They gave me a tantalising glimpse of the soaring opportunities from Minden. I am very grateful to Jim Lee and all the members of Minden Soaring Club for the warm and friendly welcome they gave me. Thanks also to Brian Neff for generously letting me fly in his glider. It was an honour to meet Bruce Campbell and Jim Payne, who are both very friendly.

Now that I know the way, I certainly hope to find my way back to Minden Soaring Club soon.



JIM PAYNE

Jim and the Perlan 2 are based at Minden-Tahoe Airport. I met with Jim in his hangar and talked to him about his flying and current projects including Blue Condor. You can watch the interview here.

Jim is the World Altitude Record holder in a sailplane and Chief Pilot of the Perlan Project. Jim has beaten his own numerous records several times flying the Perlan 2. Jim was a US Air force pilot, test pilot and test pilot instructor. He was a consultant to NASA and managed Northrop's Global Hawk flight test program.

On his most recent record flight, Jim flew from El Calafate, Argentina with Perlan 2 team member Tim Gardner to an FAI ratified GPS altitude of 74,334ft (76,124ft pressure altitude) on 2 September 2018. This altitude surpassed the previous highest ever subsonic flight to 73,737ft by a Lockheed U-2 in 1989.

This flight also far exceed his previous record flights flown with Morgan Sandercock of 60,669ft on 26 August 2018 and 63,776ft flying with Miguel Iturmendi on 28 August 2018.

You can watch video interviews with Jim at tinyurl.com/Jim-Payne-int

MODIFIED ARCUS

This Arcus above right is one of four Arcus commissioned by Dennis Tito. Owned by Perlan, it is fitted with a PBS Aerospace TJ-100 jet engine. Dennis, a major sponsor of Perlan 2, studied astro and aeronautics and worked as a scientist NASA's Jet Propulsion Laboratory. He was the first space tourist and spent eight days in the International Space Station.

HYDROGEN CYLINDERS

The Arcus right lower had the TJ-100 removed and is now fitted with an Aero Design Works A800 jet. The back seat has been removed and two hydrogen cylinders are installed as the fuel.



The glider is the centrepiece of the Blue Condor program by Perlan sponsor Airbus. The aim of the program is to characterize the contrail produced when using hydrogen as fuel. Burning hydrogen produces 2 1/2 times the water vapor of an equivalent amount of kerosene based jet fuel but does not emit any soot and promises to mitigate one of jet aviation's greenhouse effects.

TOP: Jim Payne in his hangar at Minden-Tahoe airport.

GA

TOP: Looking west across Lake Tahoe.

ABOVE: Flying past Reno International Airport.

After we put the glider back in its hangar I drove back up the mountain to my accommodation. While there are plenty of places to stay in the Carson Valley, either at Minden itself or in other towns nearby, the drive to and from South Lake Tahoe to the airport is stunningly beautiful. On the eastern side, the vegetation is drier and as you descend down to the valley, sage and desert plants dominate until you reach the fertile valley floor. On the western side, tall forests cover the mountains right down to the lake shore.

The next morning I drove back down to the airport. Jim Lee had offered to go flying with me in the club Duo Discus.

The weather was similar to the day before with a 12,000ft cloudbase forecast. Jim and I pulled off tow near the airport so that Jim Payne, who was on the grid behind us, could get in the air quickly. We were going to fly north together.

SOARING SAFARI LIVING THE DREAM

BY BILL MUDGE

Five pilots, two high performance self-launching 2-seater gliders with chase car and trailer. What could be a better set up for an extended soaring safari?

You might remember my report on our 2019 safari, but ever since then, our safari group has had mixed success due to COVID restrictions and unsuitable weather. However, we undertook another successful adventure in February of this year. Bernard Eckey and his ASH30Mi was again joined by Graham Parker and Theo Newfield in their ASH25. Theo brought along his

NZ based Swiss colleague, Michael Woolf, and I rounded out the group. As it turned out, we chose the best of the summer weather in February.

The adventure began on Sunday 11 February when Bernard collected our two Kiwi friends at Adelaide airport and took them to Balaklava. He then flew the ASH30Mi to Waikerie while the New Zealanders followed him in the chase car. On arrival at Waikerie, Graham Parker was also ready to go but declared that the forecast for the next day promised superb soaring conditions around the Flinders Ranges. It resulted in a

quick change of plans. Bernard took Michael for his first look at the Australian outback in tandem with the ASH 25 piloted by Graham and Theo. They struggled across the scrub but made it to north of Carrieton and back to Waikerie. Apparently they enjoyed strong climbs to 10,000ft in the Flinders Ranges.

ON SAFARI

Tuesday 13 Feb was the day for setting off to the eastern states on a planned 10 to 12-day safari. Our first stop was planned for Balranald. Graham and Michael launched first and managed to stay ahead of a fast approaching frontal system. Bernard and I were not so lucky. We took off only 15 minutes later and got caught just behind the front. We tiptoed through broken lift between building storms and rain, but we finally got ahead of the front about 90km out. From there it was easy going with a tail wind and 10kt thermals to 10,000ft under cu. Graham and Michael were well ahead and pushed on past Balranald before returning. On arrival, Bernard and I decided to fly back along the road to Mildura to see if we could spot our chase car driver Theo Newfield. Looming from the west was the front again, now building into dark, foreboding thunderstorms. Eventually both gliders returned to Balranald and were tied safely down, but fortunately, the storms just slipped through south of us. When we woke the next morning we learned that Melbourne had been lashed with hail and up to 100mm of rain.

FRONT PASSED THROUGH

After the passage of the front, conditions were much milder, so a short trip to Tocumwal was the plan for the next day. A late start got us away in weak and broken thermals. Graham and Theo went north of track and got poor climbs but good glides. Bernard and I went further south and experienced the opposite. A low save from 1,400ft got us into Tocumwal with height to spare and while pushing our glider off the runway the ASH 25 also called circuit. A very warm welcome by Eddie Maddern ensued and made us decide on a rest day at Tocumwal to observe the preparations for the 2-seater Nationals. It was great to catch up with Eddie and many other friends and associates. The evening was spent at the Palm Motel, sharing a meal and drinks with our old mate and top entertainer, Ron Sanders. Lumpy Paterson not only allowed us to use his tie down area but also made his barbecue area available on the next day for a nice rump steak dinner, which we shared with David Jansen. Graham Parker was pleased to catch up with many other pilots, especially those he had been team members with at World Championships. It was great to see Lumpy's hangar and his large fleet. Some of us also had a tour of the Tocumwal Aviation Museum.

On Friday we had an early breakfast to join the competition briefing at 9:30. A trough line that had been wavering back and forth through the centre of NSW was now on a line between Tocumwal and Narromine. Storms and overdevelopment were predicted, especially further north, so a task to



ABOVE: A typical cumulus cloudscape out on track.

BELOW: Adam Woolley and Graham Parker at Tocumwal.

continued over page

ABOVE: On Safari! Bernard and Michael preparing to leave Narromine.



BELOW: Our two Safari ships, ASH25 and ASH30.



ABOVE: The sky on leaving Temora.

Bernard and I landed at Temora, but Graham and Theo went on for about 75km before returning. On arrival of our chase car, we rushed to our motel and got to the Temora Services Club just in time to order a late dinner.

TRAVELLING NORTH

On Saturday the trough was still with us, but it now looked better towards Narromine, our next destination. However, overnight disaster had struck in the form of a flat tail dolly wheel. While we were still repairing it around midday, many Temora members were already launching. The sky was rapidly filling with cu again but high tops to the west looked ominous. At first conditions were tricky with broken and narrow thermals, but after



BELOW: Michael takes a rest from the heat in the trailer.

passing Forbes it got better with better organised lift and some streeting. After parting early, we rejoined with Graham and Theo west of Parkes and saw the radio-telescope known as the 'Dish', which featured in the moon landing. On arrival at Narromine Bernard and I chose to land and were greeted by the renowned Beryl Hartley who fed and watered us in the clubhouse. While the good soaring conditions lasted, Graham and Theo pushed on to Coonamble before returning.

Members of Bathurst Soaring Club began to arrive for their annual camp, and we met Kerry Claffey, Stephen Kramer and Sean Young (our esteemed editor!) among others. Beryl kindly arranged very convenient accommodation at the onsite motel, and we opted for dinner at the Services Club.

Next day, Sunday, was another rest day as thunderstorms were predicted all around. Conditions to the north would have been okay, but the heat and humidity were taking its toll. Our gliders (again thanks to Beryl and Arnie) were safely tucked away in hangars. Luckily, we were invited to join the famous Narromine Soaring Centre BBQ that evening along with the Bathurst guys.

The forecast for the following was again looking good with the trough still in the midst of NSW. It was my turn to drive - a trip I'd already done during our 2019 Safari, only in the opposite direction. A launch into a reasonable sky got the boys away to our planned destination of Narrandera with Temora, Hillston or Leeton as alternative landing options. An uneventful run got them there well ahead of me in the car and trailer. Narrandera is a gated and

locked airfield, but with help from a local Council worker, we were allowed in and out, albeit with a warning that his boss wouldn't be very pleased about it. Accommodation was quickly found, and we dined at another Services Club. The following morning the very helpful guy arrived together with his very placated boss. He was eager to please and even helped us to get our gliders nicely positioned for take-off.

The weather forecast suggested Robinvale as our next destination. From previous experience we knew that accommodation was scarce there, so for the first time we booked ahead. We had a struggle to get away, but the conditions got better on track with cu eventually popping around 9-10,000ft. However, while approaching Hay, we could already see the rapidly approaching high dark overcast. As we went below it, thermals slowly got worse and weaker climbs were the norm. Graham suggested we make for Balranald and maybe motor on to Robinvale. Bernard and I tiptoed to Balranald with 4,000ft in hand, giving a very marginal glide to Robinvale. Graham and Theo found a good climb to 8,000ft behind and further north, which gave them final to Robinvale. Bernard and I got weak and broken lift and made it with no height to spare. Our accommodation was in riverside cabins at the caravan park and was probably the best choice for the trip. Dinner was at the local Chinese restaurant - filled with Chinese backpackers who worked in the surrounding table grape vineyards.

LAST DAY

So, we came to our last day on Wednesday 21 Feb with the flight back to Waikerie. The high cloud from the day before had passed and good heights with cumulus were predicted once again. Graham opted to drive as Theo was now on top of the engine management in the ASH25Mi again. Robinvale airport has a locked gate, but from a previous trip we knew of a back gate from a farmer's paddock. This proved unnecessary as a helicopter and tanker were operating from the airfield on our arrival in the late morning. We both struggled to get away for the first 30km with Theo and Michael falling behind. At first the predicted cumulus were missing but when they started popping, good climbs to 9-10,000ft were the order of the day again. Good progress was made and by the time we reached the SA/VIC border we were already on final glide to home. Theo also made up time and ended up overflying Waikerie for an extended flight with his friend Michael Woolf.

In all, we had a very successful adventure with some great weather, meeting old and new acquaintances and enjoying a great camaraderie among the participants from different corners of the globe. Like I said at the



beginning, it was living the dream. Sleep in to around 8am, have brunch in a different town every day, plan the weather and task, launch early afternoon, land at another field, book a motel or cabin, go out for dinner with beer and the odd bottle of red wine, then do it all again next day! None of us are spring chickens any longer but as I said to Bernard, "Many others our age would be in a nursing home or down the pub playing pokies." If he or Graham taps you on the shoulder and asks if you'd be interested in a soaring safari, don't hesitate - go for it!

GA

TOP: Into the gloom towards Robinvale.

ABOVE: On the way to Narromine.

AWPA PILOTS FLOCK TO SUNRAYSLIA GLIDING CLUB

BY BY DOMINIQUE BRASSIER
AWPA AND BATHURST SOARING CLUB



The Australian Women Pilots' Association (AWPA) held their 2024 Education Day at the Sunraysia Gliding club in Mildura, VIC, home of the 2023 FAI Club Class World Gliding Champion James Nugent.

The Education Day was part of the 2024 annual AWPA conference with the theme FLY YOUR WAY. We had various workshops where over a hundred conference attendees could learn about ballooning, drones, powered paragliding, remotely guided model aircrafts and, of course, gliding.

BELOW: Bronni activating the main burner on her balloon.



VARIED MEMBERSHIP

AWPA's membership is quite varied: around 60% fly for fun, mostly fixed wings in GA or RAAUS (it includes a few glider pilots!) and the rest fly professionally, including flying schools, airlines, Air Force and Navy, and so on. So, it was quite unique for all these lady pilots from different disciplines to get together, exchange, compare and learn from one another, and do all of this at a gliding field!

Bronni Bowen (AWPA member) from Global Ballooning Australia demonstrated the balloon inflation technique talking us through the technicalities and challenges of a balloon flight. A balloon pilot relies 100% on the wind for direction. The ability to read it at various altitudes from the ground up before flying is an essential skill for 'precision' flying in touring or in competition.

Katie Kubiak and Dale Worthington fly powered paragliders or 'paramotors'. They showed us their equipment and educated us on the phases of the flight. Early morning and late evening are the best time for paramotor flying as thermal activity makes it an unpleasant experience, therefore, completely opposite to us, they avoid thermals.

They can fly as high as above 10,000 ft and low enough to drag a foot on the ground, thus making paramotor flying a unique experience. Paramotor pilots use VHF and such programs as Gaggles, so they rely on the same protocols as other aviation to stay safe in the air, such as lookout, making radio calls and using the programs to alert us of other aircraft nearby.

If you are curious about how they fly, have a look on Sunraysia Gliding Club FB page. The 18 April post shows a video of Dale's and Katie's early morning flights [facebook.com/SunraysiaGlidingClub](https://www.facebook.com/SunraysiaGlidingClub)

DRONES

If you want to operate commercial drones in Australia, as an individual, you will need to conduct drone training to obtain a Remote Pilot Licence (RePL), which Kayley Ross, drone instructor at UVAIR described

Kayley demonstrated her drone yaw, roll, pitch and throttle (up and down) capabilities. She also mentioned some of the many burgeoning applications for drones as well as career opportunities for drone pilots.

Drones have to fly below 400ft above the ground, at least 30m from people and at least 5.5km away from any controlled aerodrome, although they are allowed to fly within 5.5km of any other airfield. So, with the proliferation of drones for deliveries, agriculture and other applications, I am wondering how likely we are, as glider pilots, to encounter one. This could possibly happen while landing back at our gliding field or landing out in a paddock. Drone pilots do monitor radio calls but I am wondering if 122.7 is part of the frequencies they monitor. Education Day surely fulfilled its purpose to make us think and spark discussion across aviation disciplines.



AEROMODELS

The Sunraysia Aeromodellers club members, James Perry, Jack Dodd and Graham Nutt showed us quite a selection of aircraft models. These miniature replicas varied in size and type of aircraft. Some of the larger ones were amazing in the level of detail and accuracy both for the hull, engine and power to weight ratio.

Graham described the features of his model ASH 31 mi glider, complete with its little pop-up engine. The control unit held by the pilot on the ground has two sticks and several switches.

In order to control what glider pilots normally control with one stick, rudder pedals and an airbrake lever, the model pilot uses one stick to control the rudder and elevator and operates the other stick to control the ailerons and airbrakes. A switch operates the engine - pop up and start, stop and retract, and another switch operates the landing flaps and another one to raise and lower the undercarriage. Adapting to these controls would take a little getting used to for sure, not to mention switches to modify the camber of the wing to imitate positive flaps for thermaling and negative flap for cruising. Also, as for any model aircraft, the pilot has to reverse left and right on the control sticks depending on whether the aircraft is coming towards the pilot or going away. All of this could make first attempts at controlling the glider interesting! Thank God for the instructor who has a



TOP RIGHT: Two curious Navy helicopter pilots checking out the instrumentation in the K21.

MIDDLE RIGHT: Ian and David captivating their audience.

BOTTOM RIGHT: Katie Kubiak inspecting her powered paraglider or paramotor.



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ABOVE: James Perry, Jack Dodd and Graham Nutt displaying a model ASH31 mi.

is no exception! Check out the CASA education website for CASA webinars and podcasts. tinyurl.com/3sjb5t65

Finally, our hosts from the Sunraysia Gliding Club, President Ian Benning and CFI David Nugent gave presentations on the gliders on display (ASK 21b and 18m single seater AS 34Me) as well as on the specificities of flying a glider, touching on pilot training and cross country flying. These were interactive presentations where Ian and David also answered the many questions of very curious ladies. During the afternoon, as well as on the afternoons of the two consecutive AWPA conference days, our attendees got to

experience gliding and winch launching to their delight, some even returning for more. Maybe the Sunraysia team will have converted a few! I hope the club has now recovered from this invasion of lady pilots - possibly a first in Sunraysia Gliding Club's history?

Upon asking Ian and David their impression of our visit, here is what they had to say

Ian Benning: "There have not been so many flying enthusiasts at our club since we hosted gliding competitions in the 1980s. The women were full of enthusiasm to know more about gliders and our particular situation where we launch gliders by winch. The AWPA committee did a fine job to make the day a success for all participants."

David Nugent said, "I had a great time explaining the finer points of flying and also racing sailplanes. I met some very intelligent and informed women, from 787 and military Sea Hawk helicopter pilots through to RAA pilots. After the Thursday morning talking, it was a pleasure to fly with multiple AWPA members. They are welcome to come back to our field at any time."

I think all the ladies who flew appreciated all the volunteers' time and effort and realised it needed quite a team to run the operations. Thank you to Ian Benning, David Nugent, Rob Wood, Adrian Ginn and all the club members for the warm welcome and for helping with and flying the many AWPA passengers over the three days.

GA



ABOVE: Kayley Ross demonstrating flying a drone. Photo by Kathy Mexted

separate transmitter to override the student, "my aircraft", (nice to be able to fly a single seater with an instructor though). Although it is surely a matter of practice, I think I prefer the real thing. Graham gave me a link where you can see model Ash31 mi gliders in action tinyurl.com/mvwf75dp

Ian Hammerton from The Oasis Stargazers club, located on the gliding club grounds, showed us the club's telescopes. Unfortunately, since it was lunchtime, observations were limited. With the larger telescope, a 16-inch Dobsonian, we were able to observe details of airliners flying by at 40,000ft. As the moon was not cooperating, we were able to assess the performance of the LX200 14-inch telescope by looking at the fibres on a windsock located 1km away. With the solar scope, we observed solar flares in the corona of the sun as well as sunspots on the sun's surface. What a shame we were not there a month later when the sun storm occurred!

Our Education Day would not have been complete without a safety presentation from CASA. Terry Horsam reminded us, through a case study of an incident at Port Macquarie airport, of the utmost importance of lookout, spatial awareness around aerodromes, communicating on and monitoring of the correct radio frequency and having the volume of the radio sufficiently turned up. This reminder is relevant to all of us, no matter what we are flying and where we are flying and the relevance to gliding

AWPA MEMBERS ENJOYING THEIR GLIDING FLIGHT AT SUNRAYSLIA GLIDING CLUB



Katie - VIC "I loved to be up in the air and feel so light and free, with just the whistling of the wind."



Cathy - VIC "Such an amazing pure flying experience. I loved feeling that lift, and the aerobatics were awesome."



Fiona VIC



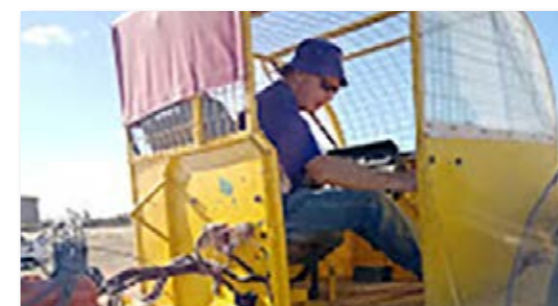
Cate VIC



Louise VIC



Vicky TAS



Our winch driver and instructor David



Dominique (Betty) NSW

ABOVE: Qantas 787 First Officer Haidee Wong checking out the LX200 telescope.

BERYL HARTLEY AWARDED AWWPA TROPHY



At the gala dinner of the 2024 annual Australian Women Pilots' Association (AWPA) conference in Mildura 20 April 2024, Beryl Hartley from Narromine Gliding Club was awarded the AWWPA Nancy-Bird Walton Memorial Trophy. This award is AWWPA's most prestigious award. It is awarded for the most noteworthy contribution to aviation by a woman of Australasia. Beryl received a standing ovation from the 200 guests.

Beryl needs no introduction to our gliding community as she is well known for all her work, dedication and contribution to gliding and aviation for the last 59 years. Indeed, she has been not only been involved in the day-to-day operations and management of the Narromine Gliding Club but has also volunteered at management level in the NSW gliding Association and Gliding Australia for over 35 years.

She was also our 'sometimes feared badge lady' for over 35 years only retiring recently from the role but Beryl is still retaining the role of custodian of gliding records.

Beryl has been involved at the grass roots level helping low experience cross country glider pilots as well as at the highest level, as crew and captain for Australian and Japanese teams at world gliding championships. Beryl was also the driving force behind and fundraiser for two successful world gliding championships in Narromine in which she held major roles. In between, Beryl Hartley has been involved in running and/or supporting many competitions held in Narromine. In 1994, in response to low entry at National and Regional competitions, Beryl, Chris Stephens, Nick Hunt and husband Amie created the Narromine cup, a fun handicap event where pilots of all levels in gliders of all performance level could participate and have the potential to win! Beryl has ensured it remained a success ever since. Beryl also has served on the FAI (Fédération Aéronautique Internationale) Gliding Sporting Code committee, for countless years.

Her involvement also goes beyond gliding. Beryl's tireless efforts have helped build and improve not only the Narromine Gliding Club but also the Narromine airport and its extensive flying facilities. She is also a founding and present member of the Narromine Aviation Museum committee. Beryl along with family and club members also support the many aviation activities held at Narromine: 13 years of the Easter AUF flyins, Australian Aerobatic championships, AusFly and numerous aviation group gatherings.

As a result, Beryl Hartley has been awarded many honours including AWWPA Soaring Award, GA Life Membership, the GA Bill Iggulden award, the FAI Pelagia Majewska Medal. Recently in 2022, she was awarded the FAI's Paul Tissandier (awarded to 'those who have

served the cause of Aviation in general and Sporting Aviation). In recognition of the financial reward to NSW and the Narromine district from the participation of 28 countries and 80 entries to the 2023 World Championships, on Australia Day this year, Beryl was awarded Narromine Citizen of the Year and the WGC2023 awarded as the Event of the Year.

Beryl wishes to share these words about her trophy: "I was delighted to receive this award as recognition of the many years I have enjoyed spending time with volunteers in our sport. Since 1965 I have been a member of the early golden years of gliding in Australia. Private aircraft ownership was limited to a handful of pilots and the many clubs were busy hubs for flying, fun and families. To the many volunteer friends who answered the call for assistance when needed and who shared the memories of our sport both here and overseas - Thank you. This is an award to share with you."

Beryl indicated she will display the trophy at the Narromine Aviation Museum. I have also asked a few of Beryl's long-time friends to share their thoughts.

ROBERT HALL AM

Many thanks for the opportunity to support the recognition of the huge contribution to the Gliding Movement made by Beryl Hartley over several decades. Many of us have contributed to the Movement to help achieve what we considered was needed - but Beryl had the ability to distance herself from what she might wish to do and apply her considerable management and negotiating skills to what is best for the Movement as a whole. She did this over many decades and it is not easy to detail the many issues she pursued. An excellent example of this occurred when I was Vice President of the GFA and Beryl was President. Only one year into her term as President she correctly realised that the important matter which was not being appropriately addressed due to the introduction of the GST, was the position of Treasurer. As a consequence, and at her insistence, she took on the position of Treasurer and passed to me the job of President. This approach was not a single action, but it was how she acted over decades, frequently, correctly deciding which issue was not being appropriately addressed and taking on that matter rather than the issue which she personally wished to be involved in. It was this selfless approach to the development and maintenance of the GFA which meant that she was always at the centre of the development of the movement. The whole Movement would have been the poorer without her contribution. It is difficult to see anyone who would have had a more positive effect on the movement.

MICHAEL CLEAVER

I first met Beryl in 1975 when I volunteered to help with the National Championships at Narromine in December of that year. She was, and has been ever since, one of the mainstays of the Narromine Gliding Club, including being a primary organiser of two World championships, at least a dozen National Championships, countless State Comps and every Narromine Cup and Coaching week since their inception. During that time she also served a short time as GFA President, leaving that position to become GFA Treasurer, a role she carried out with great success. Beryl has also served as Treasurer of NSW Gliding, and has become highly adept at obtaining funding for NSW Gliding from State and Federal Governments, primarily but not exclusively the Department of Sport & Recreation. Earlier in her career, Beryl was also a competent solo pilot before the duties of motherhood took her attention and she became an administrator instead, and a crew member and Captain of Australian Gliding Teams, also contributing to Australian involvement in the International Gliding Commission of the Federation Aéronautique Internationale, the world body that administers air sports. Another side of "Aunty Beryl" has been her

support for young pilot development, administering funds to assist young glider pilots advance within the sport and encouraging them to gain aviation-related careers. Beryl was the only Auntie in the Uncles Foundation which was established by Paul Matthews to assist young NSW pilots. ...and Beryl hasn't retired yet!

TERRY CUBLEY AM

Beryl has been a long time mentor to guide me throughout my involvement with world championships as a pilot (where she was frequently the Team Captain) and then later when I took on the role of Team Captain and then as the Championships Director, where I regularly sought her counsel. Beryl's attention to detail and knowledge of gliding at all levels meant that her opinions were sought and then acted upon. If you weren't quite sure what to do, you just needed to ask Beryl for her advice and she was willing to explain the best option. We often talk about the value of volunteers, and Beryl was generally the first to put her hand up. Beryl's passion was gliding sport, and she was relentless in her endeavours to help members succeed, whether with understanding the sporting code and claiming their Silver badge, or flying a world record, or competing in far distant sites. Beryl and Amie supported my participation in the New Zealand world championships at Omarama in 1995, lending me their ASW20 (UKI) for the competition and being Team Captain. Lots of encouragement and advice meant that it was a very successful event for me and the team. Pilots all over the world are well aware of Narromine due to Beryl's hard work in successfully running the operation and events. This award from the AWWPA is well deserved and goes together with the many other national and international awards that Beryl has received.

I am sure many more pilots who have known Beryl for many years would have so much more to add if the "likes" and "comments" on the NSW Gliding Association Facebook post dated, April 26th, are any indication to go by.

DOMINIQUE BRASSIER

I have only known Beryl since I first attended the Narromine cup in 2018. All I can say is that, for me, a middle-aged woman just starting gliding cross country at the time, Beryl encouraged me, helped me with task setting, sharing her invaluable knowledge of weather conditions and terrain. Feeling comfortable, welcome, encouraged and supported was so important to me to gain the confidence to tackle longer cross-country tasks. Beryl extends this welcome to any cross-country pilot visiting Narromine: year after year, comp after comp, course after course. Beryl and her family also spend countless hours preparing delicious, balanced and nutritious dinners for courses, camp, competition participants. Admittedly, it is part of Beryl's constant effort to raise funds for the Narromine Gliding Club but more importantly for me, it provides each of us with such a luxury at the end of long tiring days.

Beryl finished by thanking her team of friends and volunteers that helped over the years but I think this article would not be complete without acknowledging team Beryl's number 1 supporter, her husband Amie Hartley. Amie is also Narromine Gliding Club CFI, Airworthiness officer, Tug Master and Sunday night barbecue chef, who not only cooks a perfect blue steak but also quietly gets everything done in the background and on the flight line so that courses, camps, competitions held in Narromine can run smoothly. Amie, Beryl and their children and grandchildren have accomplished so much as a team for the Narromine gliding club, the Aviation Museum and gliding in general. For example, Beryl and Amie have been one of the major driving forces behind creating an environment and obtaining funding to facilitate NSW Gliding instructor courses and behind the new instructor course. As Gliding Australia puts it on their website: "Beryl and Amie are the unsung heroes of Narromine". Congratulations Beryl, and congratulations team Beryl.

DOMINIQUE BRASSIER
AWPA - BATHURST SOARING CLUB

AWPA SCHOLARSHIPS AND MERIT AWARDS



Every year, at the Annual Australian Women Pilots' Association (AWPA) conference, the association awards over \$120,000 of scholarships and merit awards.

The APWA offers a number of scholarships to learn how to fly and improve flying skills, for female fixed wing power pilots, helicopter pilots and glider pilots of any age and experience level. Please check the website for more details: awpa.org.au/scholarships-awards

Among the scholarships, there is one gliding specific scholarship called the Soaring Scholarship. It is a \$1,000 scholarship to assist a female glider pilot holding a Silver C badge to improve her cross-country gliding skills. Scholarship funds can be used but are not limited to assisting a female sailplane pilot with towing charges, glider hire and outlanding retrieving costs. Applicants must be a permanent resident of Australia; hold a silver C badge and a current GFA membership and up to date medical credentials. The deadline for application is normally after the gliding season in late March.

This year, the gliding Scholarship was awarded to up-and-coming Junior, Anoushka de Chelard from the Grampian Soaring Club (Victoria). You might remember Anoushka's third place at Joey Glide 2024 in January, her first attempt at competing. Congratulations Anoushka. The last two recipients are Daniela Helbig of NSW 2023 and Sally Crawcour in WA 2022.

AWPA also presents a Gliding Award, the perpetual trophy and memento Albatros. This award is made for the most meritorious gliding flight carried out by a female glider pilot during the previous year, or for an outstanding contribution to the advancement of gliding in Australia. Membership of AWPA is not a requirement. The last recipient was Jo Davis in 2020.

So, if you are a lady glider pilot, or if you guys have a pilot lady in your life, have a look at all the AWWPA scholarships and awards. Ladies, please apply for the soaring scholarship or another scholarship - non gliding-specific scholarships exist that have a wide scope - or nominate someone for the Gliding Award. We are working hard at the AWWPA to raise funds and find sponsors to offer these scholarships and awards and we love to help ladies improve their flying skills and recognise lady pilots' or aviation related ladies' achievements.

Follow AWWPA
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VISITING JONKER SAILPLANES

BY LUMPY PATERSON
TOCUMWAL SOARING CENTRE



In March this year I made my second visit to the Jonkers Sailplane Factory in Potchefstroom South Africa to catch up with the JS team. My first trip was back in June of 2017 to look over the development of the 18m version of the JS3. I had one on order and was keen to see the inner workings and take the opportunity to fly one of the prototypes.

We took the opportunity with Uys Jonker and the South African Team coming to Australia for the World Gliding Championships last year, to host an information seminar on the newly built JS3 RES sailplanes at Tocumwal Soaring Centre. Uys was keen to get as much

practical information to the Australian gliding community about their exciting new developments with self-launching electric sailplanes, as a large number are being delivered into the country. It was during this visit we had some discussions around the new JS5 which was about to start being produced back in the factory and we hatched a plan for me to pay them a visit once the prototype was ready to go.

On both visits to the factory, the Jonkers team made me feel very welcome and provided access to all areas of the production line, which was very enlightening. Building stuff is not my strong suit, but I like to understand and have the knowledge of how it's been done. As I discovered on the first visit, there's an opportunity to provide customer feedback to the design team, requesting and or suggesting changes to the layout in the cockpit area to enhance the pilot experience.

PRODUCTION LINE

The whole production line was a hive of activity and in particular the final stage assembly area for the JS3 RES, with glider rego's from all over the world getting tested and ready to be shipped out. I believe that nine out of every ten JS3s going out the door are RES, so the concept looks to be very popular.

UP CLOSE

The purpose of the visit was to get up close and personal with their new glider in the fleet, the Open Class JS5, which interestingly was designed just prior to

Covid. It's evident that all glider manufacturers have their own signatures with their designs and for the most part, the fuselages stay common. However, emphasis on the wing profiles is noticeable. The JS5 certainly displays the Jonkers wing with all the kinks in the right places and maintaining the thin profile.

At first glance, the glider has beautiful lines and looks smooth in every aspect. The JS2 and JS5 share the same fuselage and power plant. The wingspan on the JS5 is 24 metres, which I feel is a great compromise between long wing performance and the desired handling of the 18 metre span ships. I've owned and or flown quite a few open class gliders including the EB29R, Nimbus 4T, ASH25 and the Quintus M which all have mixed wing spans and handling characteristics. The Quintus and JS5 both handle very nicely with respect to their controllability and manoeuvring as you'd expect with the smaller span, being able to roll from 45° to 45° keeping the yaw string well centred and certainly don't suffer as much as the larger span gliders in the higher cruise speeds.

The cockpit area is very comfortable and accommodating, and a little bit different posture than that of the JS3. The canopy area is more like the JS1 which provides great visibility with the lower canopy rail passing through your arm and I guess is more conventional, whereas your shoulder sits below the rail in the JS3. This was a conscious change in the design to assist pilots with getting in and out of the glider. The instrument panel has been moved closer to the pilot by a few centimetres and the sunhood which sits above has been extended, both nice touches. The fuselage is slightly narrower at your knees than the JS1 to streamline the cockpit area, but has the same shoulder space. The control loads on the stick are very light which is consistent with the newer generation open class gliders, they certainly don't feel like big gliders and the flap lever is effortless to move. The rudder is always the holding point for these bigger gliders and it's hard to coordinate the feel and loads with that of the stick. However, I feel that the team has got this pretty good. The rudder hinge system is all internal like on the JS3 to minimise drag and the pedal loads are significantly lighter than that of the JS1, which pilots who have flown in 21 metre will appreciate. The retractable steerable tailwheel is a great addition, which assists the ability to self-launch and makes taxiing much more possible.

THREE DAYS FLYING

I was fortunate to be able to fly the JS5 for three days while in Potchefstroom with some quite good soaring conditions. As I got more comfortable with the glider, the weather allowed me to fly the JS5 at its max wing loading giving me a real opportunity to evaluate the glider's handling and performance. On this occasion, I was able to share the sky with Oscar Goudriaan in his JS3, enabling us to compare how these gliders ran against each other in favourable



conditions. This included a flight of 750kms at 152kph in some good cu filled skies, cruising at 110 to 115 kts and there was very little difference in the performance. This was a welcomed and somewhat surprising outcome as normally the longer wings fall away at the top end of the cruise speed curve. The JS5 wasn't giving anything away. Knowing that the JS3 is no slouch in LD, later that afternoon we were able to do some slow speed flying with a ninety-kilometre final glide in very still air (45 minutes before sunset) and it was evident to see that the long wings delivered an exceptional glide, even with a few bugs on the wings.

The new JS5 sailplane was an absolute delight, and I feel very privileged to have had the opportunity to fly such a magnificent glider. I'll be able to see firsthand how they debut at their first World Gliding Championships in Uvalde and I am looking forward to seeing the speeds these gliders will do in the Texas skies.

On the other few days, Attie Jonker kindly offered me his JS3X to fly which was also great fun. The JS3X differs a little from the production version with a larger tailplane (that of the JS3RES) and extended flap area on the inboard side towards the fuselage. I was also able to watch the flight-testing program of the JS2 and see it put through the rigorous flight envelope requirements for EASA certification. I'm not so sure I'd like to be a test pilot after seeing this!

I finished up with five great days of soaring while in South Africa and covered over 2,523km and around 20 hours flying in March. It was a very nice way to wind down our season.

A very big thank you to Uys, Attie, AP and the team for looking after me so well.

Disclaimer: All those who know me, understand that I own 20 something gliders from different manufacturers and I'm not a Jonkers representative, rather a very satisfied customer.

GA



SOARING DEVELOPMENT

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
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JUNIOR COACHING INITIATIVE

Australia is to host the Junior World Gliding Championships (JWGC) in 2028, at Lake Keepit Soaring Club. This will be a great opportunity to focus our efforts on Junior pilots development particularly with regard to cross country flying skills.

The SDP have applied to the Board for funding for a new Junior coaching program over at least the next 3 years. One aim will be to focus on developing a Junior squad leading up to JWGC.

In the coming season there will be Junior coaching events in each region, with National events to follow next season. As we get closer to the event a Junior squad will be formed to select pilots to fly for Australia in JWGC.

Let us know if you'd like to participate or are available to assist with this initiative.

OGN STATION INSTALLATION

The SDP are looking to assist in improvements to the OGN network. We have been assisting with OGN station installation, particularly in more remote areas, by providing funding through a cost sharing arrangement. Funding will be equally split between one or more regions and the SDP and will be limited to equipment expenses.

Steve Trone and Jayden Bashford have been providing great assistance with Jayden arranging hosting of sites on some of his client's properties.

The aim is to expand the range of the current OGN to cover areas frequented by gliding clubs flying long cross-country tasks, and to have as complete a coverage as possible of competition areas. This will improve SAR coverage in event of an outlanding and improve tracking coverage to promote the sport during regattas and competitions. Contact me if you have a suggested site.

TRACKERS

The advent of extensive OGN coverage has made the need for, or benefit, of a 15 minute delay in tracking data redundant. While trackers were the only available technology, a delay was seen as being important for fairness in competitions. However, recent experience has shown that pilots are utilising OGN for real-time tracking information and that almost all pilots are enabling tracking via OGN even in high level competitions. Note that a tracking data delay is not a feature of the OGN system.

In addition to the broad use of OGN, the introduction of Pilot Event start procedures significantly reduces the potential for 'leaching' during the start and therefore reduces the opportunity to use real-time tracking for competitive advantage during the start procedure.

Accordingly, the SDP recently decided that the 15 minute delay for the Skymate trackers will no longer be required. The trackers are essential to the running and scoring of Grand Prix competitions and the team behind the trackers continue to investigate ways of making them relevant to other competitions as well.

A review of national competition rules will be progressed to ensure that use of OGN and/or Skymate trackers to provide real time tracking information is implemented in a fair and equitable manner.

FLASHING STROBE LIGHTS

Members will be aware of canopy mounted or forward-facing strobe lights. Some are automatically activated by Flarm warnings. The IGC has been recommending them for World Championships for the last two seasons, but as of now, are making them mandatory for future World competitions.

The SDP have decided that for the next 3 years we will recommend them for Australian National and State based competitions with a view to making them mandatory for the 2027/28 flying season.

COACH RATINGS – RENEWAL DUE IN AUGUST 2024

All Sliver and Diamond coach ratings across Australia have a common two year period and are due for renewal and re-accreditation by August of this year.

Regional managers will be in contact with each coach to advise them of the prerequisites for renewal. It will be the responsibility of each coach to advise, by return email, if they meet the criteria or what their experience has been over the last two years if it falls short of the requirement. Some discretion is allowable.

Credentials will be updated by the National Coach Pete Temple once a response has been received. This should make the process as easy as possible.

If you are a coach and have some questions, or would like to enquire about becoming a coach, then don't hesitate to contact either your Regional Manager, Pete Temple or me

MOSP 4 UPDATE

I apologise for the delays in updating this document, but we are now close to publishing it. At the time of writing, it has received consent from the executive and the SDP and will be presented to the Board for approval. Hopefully, at the time this article is published, it will be available on the Gliding Australia website.

There are significant updates to the Coaching sections and updates to the responsibilities of Competition Directors and Safety Officers following removal of these sections from MOSP 2 as part of the recent Part 149 upgrade.

To be consistent with the other panels of Operations and Airworthiness, we will change the title of Soaring Development Manager SDM to Regional Soaring Development Managers RSDM which is more in line with titles used by Ops and Airworthiness.

2024/25 NATIONAL CHAMPIONSHIPS

This year's Multi Class Nationals (Open, 18 Meter, 15 Meter and Standard) will be held at the end of November

hosted by Lake Keepit Gliding Club (23 November to 4 December 2024). The 2 Seat Nationals (20 Meter and Sports 2-Seat) and Club Class will be at be hosted by the Temora Gliding Club in from 15 to 23 February 2025. Start planning now and keep an eye on each Club's website for entry details.

This year we have decided to move to a two-competition format, running Club Class in conjunction with the 2-Seat Nationals. Sports Class will be suspended for a season. We hope this schedule will find favour with pilots and look forward to well attended events. If demand increases, then we will look to see if Sports Class can be reinstated for later years.

It is also worth considering using the 2-Seat Nationals as a coaching or cross country training event. Don't forget that you can fly *hors concours*. Provided you fly in a 2-seat glider, you can fly the same course as the competitors. This includes flying solo in a 2-seater for those gliders that have difficulty in being under all up flying weight with two pilots.

FAI QUALIFYING SAILPLANE GRAND PRIX

Entries are open for the Australian FAI Qualifying Sailplane Grand Prix to be held at Adelaide Soaring Club, Gawler South Australia in January 2025. Entries are being accepted in 18m, 15m and Standard class (with a handicap to be applied).

Entries can be made at the following site; <https://stadium.crosscountry.aero/eventRegistration/85>

INTERNATIONAL TEAM SELECTION NEWS

The Covid years badly affected our competition schedule with a number cancelled during that time. This in turn has resulted in delays in selection of International teams which is clearly undesirable when you consider the commitment and planning required. Selection uses competition results over two seasons with the first year counting for 40% with the second year being 60%. This had to be changed immediately after the Covid restrictions with one Nationals counting for 100% selection. We now need to make some further changes in relation to upcoming World Championships to provide our selected pilots sufficient time to plan their campaigns.

First, there are two World competitions in Czech Republic. The first is in June next year for Club, 15 Meter and Standard and the second in July for the Women's Worlds. We need to have those teams selected now to give our pilots the best chance of securing gliders, transporting equipment and planning their campaign. Discussions are underway with pilots ranked in the top 20 in Australia, including those that have previously competed in a Worlds competition in the last 4 years, as to the best process. Based on those who are keen to commit to competing, we are hopeful of circumventing the normal selection process and shortly being able to announce a team for both competitions.

The Open, 18 Meter and 20 Meter Worlds will be held in 2026. For selection purposes, we are proposing the past 2024 Benalla Nationals and the 2024 Tocumwal 2-Seat Nationals will each count as 40% selection competition. The Lake Keepit Multi Class Nationals in November this

year will be a 60% selection competition as will be the Temora 2-Seat competition in January next year. The Temora Club Class competition will be a 40% selection competition with the following year being a 60% selection year for the Club Class Worlds in 2027.

Changes will also be made to the Team Selection criteria. In addition to Australian competitions, we will allow pilots to use an international competition, but only for a 40% selection year. We will require pilots to fly in an Australian Nationals for the 60% selection year. International competitions will not be allowed to be used for a 60% selection year. This is to ensure that for that year, pilots will compete against their peers for selection purposes.

Further updates will be provided to ensure members are fully aware of ongoing selection decisions and criteria. Please don't hesitate to contact me if you have any comments or questions.

Happy Soaring



Come and Fly with US!

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

If you want to learn to fly gliders, get cross-country training, fly badge flights, work towards a GPC, or be part of the best gliding club in the country, come to Lake Keepit.

Tel: (02) 6769 7514
 Email: manager@keepitsoaring.com
www.keepitsoaring.com

SAFETY, EXPECTATIONS, PLANS AND BIASES

DREW MCKINNE
SAFETY MANAGER
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Susceptible to confirmation bias?

YOU'RE A GOOD PILOT

An okay pilot at least. You've got a few years gliding experience now, with your logbook filling quickly with fun memorable flights, lots of flying hours total experience. Early days of cautious apprehension are behind you, yet you keep an eye out for risks that might emerge.

You've studied all these human factors and threat and error management topics, you know what it means, and you are attentive to lookout and good airmanship. It's been a long time since anyone chipped you about your flying standards and decisions.

Currency and recency, they're not too bad, yet you would prefer to have flown more if not for life pressures and some recent bad weather. Your last flight review was benign, no major concerns were raised, with a good outcome. You feel fit and well, rested, in control of yourself and your glider. All good, eh?

SOUND FAMILIAR?

What expectations might you have when you next fly? What level of risk, what types of risks, might you be unwittingly accepting? To what extent might you have complacency filters operating?

So, you make plans for your next flight. You expect it will go well. In fact, you are sure that you would not even take off if there were undue risks. No way, you say.

You find yourself surrounded by friends and peers at the flight line. Airworthy and prepped. All good, they say. They encourage you to get airborne.

So, what kinds of pressures are you under now? How might these affect your decisions?

Perhaps this flight goes well, almost pristine, and perhaps not.

We know this: nobody, ever, sets off to fly with the intention of coming to harm, or harming others. We also know that as humans, we are prone to making errors, usually with no or very low consequence, but occasionally worse...

NOW CONSIDER THIS

When you last had a scare inflight, to what extent was

that scary event shaped by the decisions and preparations you made, shaped by your biases and expectations?

Was confirmation or optimism bias a factor? 'Just as I always thought...I thought I could do it, just like every time before...'

How about plan continuation or sunk cost bias a factor? 'Well, we got this far.... 'Nearly there...' 'Worked so well so far and seems okay, just a bit more...'

Was expectation bias an issue, seeing what you believed was there, rather than the stark reality. 'Believing is seeing...' 'I saw what I have always seen before...' 'Of course it was working okay...'

To what extent did your training and priority management have to kick in to resolve the scary event? Was the outcome good, or bad, or in between?

We hear tales in hangar and clubroom chats, sometimes laughing, sometimes shaking our heads in dismay at what we hear, sometimes sad at the outcomes and impacts on friends and colleagues. Sometimes we grieve. Sometimes we are reminded of near misses, massive learning experiences, even taller tales to share with others.

What about judgement and hindsight? Occasionally tales are told of accidents and serious incidents, where we automatically rush to judgement. 'Pilot error', we hear, then 'I would never do that!', or 'how dumb is that?' With blamestorming filters applied, it's tempting to skip past the key questions, such as what led the pilot to those circumstances? What preconditions might have applied? What social or peer or club cultural pressures might they have faced? What errors did others make? Who stepped in to modify their risk appetite, eroding safety margins, or willingness to push themselves harder? What interventions were tried, what might have worked?

20/20 hindsight is a wonderful thing, bestowing instant wisdom, yes? No! Hindsight bias can lead people to avoid asking the difficult questions about contributing cultural and organisational factors, or even worse, their own susceptibility to making these same errors!

It's a natural human tendency to want to understand why things go wrong, then attribute causal factors with a dollop of blame added. False binaries often apply; gliding safety involves judgements and decisions in an environment with lots of grey, not just black and white. Rules don't fix all errors, nor automatic resort to new (non-standard) procedures. It's easy to blame others, harder to blame ourselves or our friends.

UNDERSTANDING BETTER WAYS?

We never set out to come to harm, or harm others. We make errors of varying consequence. We are all susceptible to biases that may drive sequences of decisions and actions with undesirable consequences. Rather than blame, we owe it to all our friends and colleagues to make the best of our safety insights, including some less comfortable issues. We must question ourselves, understand our biases, better preventive and planning practices.

So, let's be kind and respectful to each other, learn more, apply those lessons in a precautionary sense.

Next time you plan and prepare for flying, perhaps a different mindset might be useful?

APPROVALS FOR NEW TECHNOLOGIES

BY ANTHONY SMITH
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requirements are met. Particular care must be taken if installing a cockpit flasher to ensure that there is no interference with closing and locking the canopy and must allow the canopy to be jettisoned in an emergency.

LITHIUM FERROUS PHOSPHATE BATTERIES

There are now a wide range of Lithium based battery chemistries available. Lithium batteries offer more electrical power whilst being lighter. Whilst some Lithium chemistries offer very high power densities, Lithium Ferrous Phosphate (LiFePO4) chemistry is currently considered to be the safest because it has a requires the highest temperature before a thermal runaway is started. Also, if a thermal runaway is started, the battery will not start to burn. However, the battery will produce a large volume of toxic smoke.

Using a Lithium Ferrous Phosphate battery will either reduce the weight in the fuselage for the same electrical power, or increase the available electrical power for the same battery weight. However, these benefits come with a downside. An appropriate battery charger must be used. Mishandling and dropping the battery greatly increases the risk of a problem either in flight or during recharging. If dropped or damaged, these batteries must be removed from service and marked as unserviceable. Given the cost of these batteries, placing the battery on the wing and having it slide off is an expensive mistake.

Previously specific Fusion brand Lithium Ferrous Phosphate batteries have been approved for use. MOSP 3 Section 18.11 gives approval to replace sealed lead acid batteries with any brand of Lithium Ferrous Phosphate batteries for instrument power provided the specified requirements are met.

The Daily Inspection Manual has also been updated to include awareness of Lithium Ferrous Phosphate batteries.

The majority of sailplanes in Australia are 'certified'. This means that a regulatory authority has checked that the sailplane design complies with an appropriate design standard, typically CS-22 'Certification Specifications for Sailplanes and Powered Sailplanes'. This gives a high degree of assurance that the safe to use in conditions that could be reasonably expected to occur.

Any alterations to the design of the sailplane i.e. modifications, must be checked to ensure that they meet the design standard. Many people find it disappointing that they can't legally alter their sailplane to suit themselves without outside approval. In some cases the changes are approved by the sailplane manufacturer and published as Service Bulletins or Technical Notes. Individual cases may be approved by a CASA approved engineer and published as an Engineering Order.

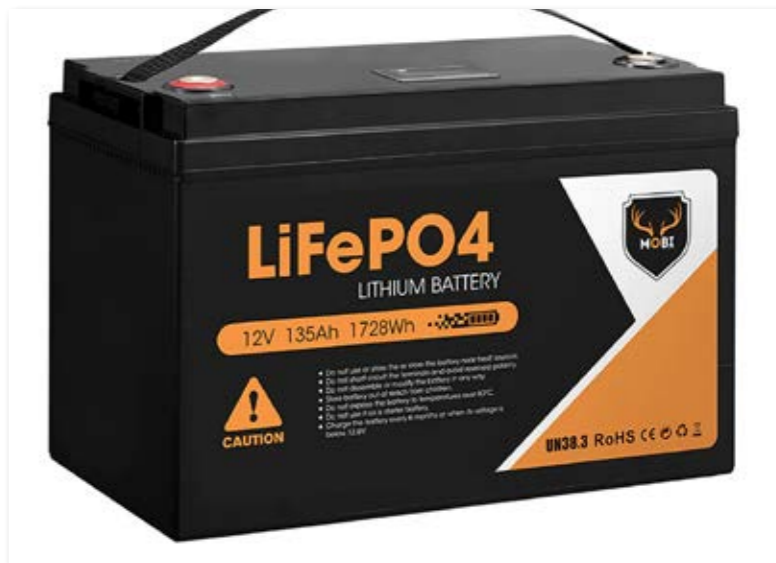
As new technologies emerge, Gliding Australia can approve many minor changes to sailplanes in MOSP 3. Section 18 of MOSP 3 has been recently updated to approve the installation of new technologies.

VISUAL AWARENESS LIGHTS

Visual awareness lights are streamlined shapes that are mounted on the upper/lower side of the fuselage, the aircraft nose or wing tips, and devices that are installed on the inside of the canopy facing forward (cockpit flashers). They are not certified anti-collision lights like those fitted on light aircraft.

There are now a wide range of visual awareness lights for sailplanes. Many of these light systems can be integrated with Flarm devices. The lights flash slowly during normal use but flash faster and brighter when there is a Flarm alert.

MOSP 3 Section 18.8 gives approval to fit visual awareness lights provided the specified



OPERATIONS

CONTROLLED AIRSPACE ACCESS

Gliding Australia is participating with other ASAOs and CASA on the proposals for changes to controlled airspace. From the CASA documentation:

“Currently, pilots operating sport and recreation aircraft are generally not permitted, unless they hold a Part 61 licence and valid flight review, to operate at a controlled aerodrome or in controlled airspace. Sailplane pilots have had a longstanding ability to fly in controlled airspace subject to completing particular Glider Federation of Australia (GFA) training. For other sport and recreation pilots, exemptions have been in place for several years to allow limited operations, such as sport and recreation flying training, to be conducted at some controlled aerodromes and their associated controlled airspace.

Concerns have been raised around the limitation preventing sport and recreation aircraft from operating at controlled aerodromes and in controlled airspace, particularly in light of potential reclassification of some airspace (at and around Ballina aerodrome) that is currently accessible to sport and recreation aircraft.”

This is about fair and equitable access to airspace. As mentioned, gliding in Australia has a long and successful history of access. Our intention is to represent gliding as the model that other ASAOs need to strive for.

CASA has a recent webinar online: Controlled aerodromes and operations – Avoiding airspace infringements. It is available in the CASA YouTube Channel. [tinyurl.com/4vknh6u7](https://www.youtube.com/watch?v=4vknh6u7)

Your part in this process is to continue the professional manner shown by glider pilots when flying in or near controlled airspace. Stay tuned for more information.

PART 149 – OPERATIONS DOCUMENTS AND FORMS CHANGING

The rewrite of MOSPs and other documents that made up our exposition to CASA means that many documents now need updating. Gliding Australia is working through these documents and forms. When a document is changed in Operations, the EMO will alert membership on the Gliding Australia forum and send an email to members. The old document or forms will be retired and the new placed online.

Change management is a normal part of life for gliding going forward. Each of the documents have a Change Management request form at the front of the document. Any member can suggest a change. The process is explained in: ADMIN0028 Management of Change Manual

As an aside, Gliding Australia is seeking ideas on systems and methodologies for document change management. Some documents are lengthy and trolling through them looking for a change is not helpful for any of us. Please remember that cost is a consideration, and we do not have a lot of money to spend on a solution. If you have experience or ideas, please email emo@glidingaustralia.org

OPERATIONS TRAINING MANUAL NOW ONLINE

A new manual has been released in Operations. It is a shared document between Soaring Development and Operations. This is the first of a number of shared documents you will see in the future. The Training Manual describes the training for the Glider Pilot Certificate, Basic Aerobatics, Advanced Aerobatics, Ridge Soaring, Wave Soaring, Instructor training, Silver Coach training and low-level finish training. It is the go-to document that will either contain the training sequences or will provide a pointer

to another training manual that is specially built for the purpose. Examples of these are the Aero Towing manual and Winch manual. In the future all manuals will be updated and reviewed as well as new manuals produced.



DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
emo@glidingaustralia.org

STRAIGHT IN APPROACH TRAINING

The June 2024 joint department panel meetings uncovered a training opportunity that is important for all pilots flying in competitions and regattas. While we do have training for Low level Finishes, nowadays in regattas and competitions the finish points are usually away from the airfield. Straight in approaches may be set as the preferred method. We do not have a GPC unit on this topic, and it is not required for a GPC. Soaring Development and Operations are working together to produce a training module and credential for this. We are aiming to have the module ready in time for training to be available before the soaring season starts.

WHY ARE CREDENTIALS IN JUSTGO IMPORTANT?

Members often ask why Gliding Australia needs our medical, radio and other endorsements to be recorded on JustGo. It is a fair question. After all, your logbook is the official record of your endorsements.

As part of our ASAO responsibilities, Gliding Australia is required to keep records of medicals and credentials and we get audited by CASA. What if you lose your logbook? We cannot keep track of all your flights, but we do have records of your Flight Reviews including the hours you have flown and we can help you rebuild your logbook. Also, if in the case of an accident, you are unable to provide your logbook or other documents to insurers, we can draw on our records. Please help us to help you by providing your medical and endorsement documentation.

REFRESHER PACKAGES

Andy Aveling, a visiting pilot from the UK, shared the details of a 'Refresher Package' that the Lasham Gliding Club offers to its members at the start of each season with me.

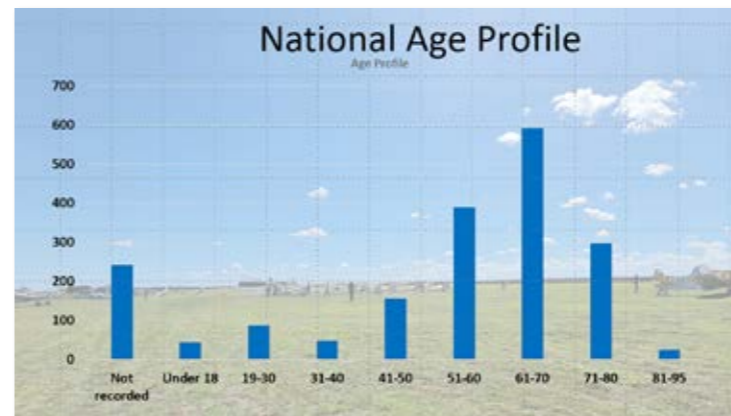
The Club bundles together two winch launches, the first a simulated failure procedure, the second an aerotow to 4,000ft for spinning and other handling exercises. They also include 30 minutes in a motor glider for paddock landing and simulated launch failure practice.

Priced by the club at break even rates, the package of three flights is at a considerable discount to the normal cost of each element. More than 85% of eligible pilots take up the package each year.

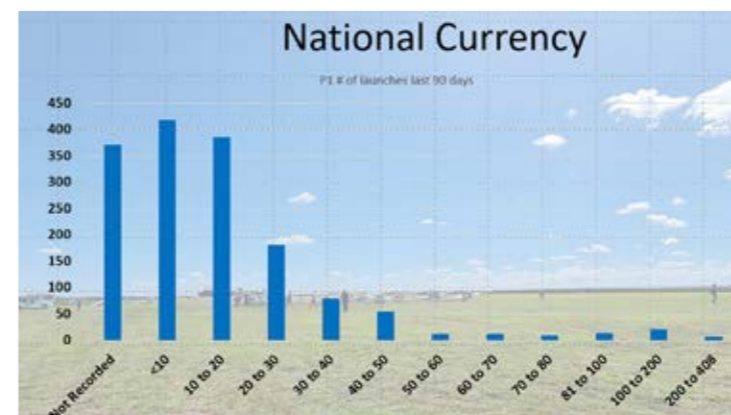
What a great idea this is. A similar package could be tailored for your site. You may be able to buddy up with another gliding club that has facilities like a winch, tow planes or motor glider that you do not have access to. The usual Flight Review requirements could be included as well, resulting in pilots who are refreshed and ready for the soaring season ahead.

SOAR REPORT DATA OVER TIME

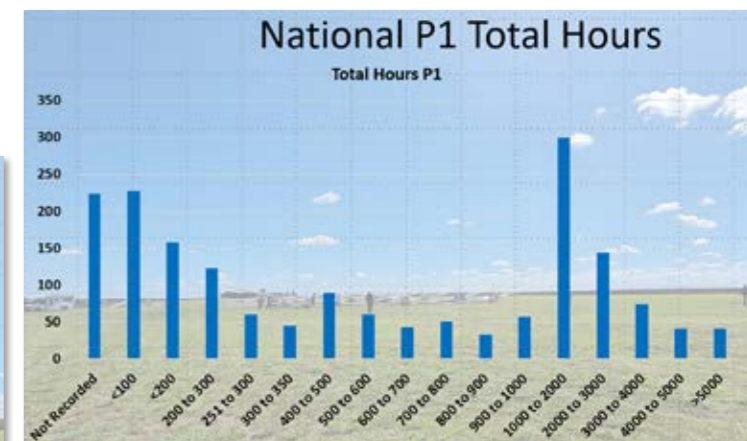
I have been doing some research on SOAR reports since data collection started in 2011. The results are interesting.



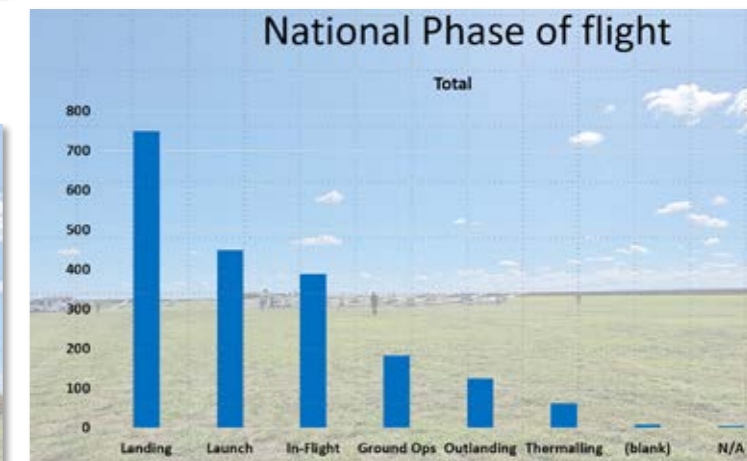
VERTICAL AXIS - NUMBER OF SOAR REPORTS
Above is the age of the pilots involved in an incident or accident reported.



This shows that pilots who fly less often are involved in more incidents.



After 300 hours, pilots are involved in fewer incidents. Then around 1000 hours we see a spike. Possible complacency?



Not surprisingly, Landing and Launching are the top two. Since 2020 the overall pattern has not changed. You will see focus on landings by your Instructors in training and flight reviews going forward.

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.

I have chosen three incidents to highlight.

DATE: 24/6/2023 REGION: QLD
AIRCRAFT TYPE: PIPER PA25-150 AUTO TUG AND DUO DISCUS
CLASSIFICATION LEVEL 2: MISCELLANEOUS
What Happened

During normal glider launch operations, an incident occurred on the 8th launch of the day involving the release of the tow rope from the tow plane. After towing a glider back to the launch point, the tow rope was reattached to the tow plane by the duty tug pilot. Despite multiple inspections and checks, the tow rope released itself from the tow plane twice during subsequent launch attempts.

Analysis
The incident was caused by the incorrect routing of the tow rope under the tailwheel steering arm of the tow plane. This routing allowed the rings to remain in place during manual test pulls but resulted in the release of the rope when rudder was applied, pulling the cable and release arm forward enough to release the rings. This highlights the importance of meticulous attention to detail during tow rope attachment to prevent such incidents. The incident also underscored a procedural oversight in the method of opening the TOST release mechanism. The focus on inserting the rings into the release at the correct position led to inadvertent routing of the cable under the tailwheel steering arm. This emphasizes the need for standardised procedures and thorough training for tow pilots to

continued over page



prevent similar incidents in the future. Following the incident, immediate actions were taken to rectify the root cause, including holding a meeting with all tug pilots to reinforce the correct method of opening the release mechanism. Effective communication and ongoing training are essential to ensure all personnel are aware of and adhere to established procedures for safe tow operations.

Safety Advice

The tow rope incident underscores the critical importance of meticulous attention to detail, standardised procedures, and continuous training in ensuring the safety of glider launch operations

DATE: 18/10/2023 REGION: WA
AIRCRAFT TYPE: DG1000S AND JS1
CLASSIFICATION TYPE 2: AIRCRAFT SEPARATION

What happened

Both aircraft involved were returning from a similar cross-country flight into the circuit area at the club's airfield. The pilot of the JS1 was current, had recently achieved his GPC, and was making his second long cross country in his newly acquired glider. The crew of the DG1000 consisted of a current GPC pilot who was being coached by an experienced, current instructor/cross country pilot. The incident occurred with both aircraft completing a relatively long cross-country flight with thermals becoming more difficult on the last leg for the JS1. The JS1 started its engine approximately 50Km from YBEV and shut it down 15Kms out.

The JS1 was running a LX9080 navigation system with an integrated VHF. The pilot thought the VHF would automatically change to the CTAF and did not check that had occurred. He made the appropriate calls at 10 miles and downwind which were transmitted on the glider area freq.

Other gliders did call the aircraft to inform him he was on the wrong frequency, but these calls were not heard by the pilot.

The other glider DG1000 changed to the CTAF at 10 miles and due to the JS1 transmitting on the wrong frequency were unaware of his position.

Both aircraft joined downwind for runway 16 at approximately the same time with the DG in front and slightly further out. The DG turned base with the JS1 on the inside also on base.

The incident occurred when turning final, the front seat pilot of the DG during the turn sighted the JS1 to the left and slightly lower on a collision course. The instructor observed the JS1 approximately 1 second later (due to his position in the cockpit) and took evasive action. The DG turned right and completed an S turn before landing long. The pilot of the JS1 was unaware of the situation until after the flight.

Analysis

On review it was determined that not only was the JS1 radio on the incorrect frequency, but its FLARM was not working. This was

due to a recent fitment of a "Power FLARM" that was interacting with the standard Flarm fitted to the aircraft.

The JS1 pilot had not seen the DG and probably thought that as he had not heard any other aircraft in the circuit, he was not expecting to see any other traffic. He was probably concentrating on his checks and circuit pattern in his new glider and not lookout.

The probable cause of this incident was due to the JS1 being on the wrong radio frequency, its FLARM being unserviceable and being situated behind the DG1000, an ineffective lookout.

Safety Recommendations

The JS1 has been grounded and the aircraft taken to a maintenance base to fit an external VHF radio and to have its FLARM made operational. The pilot of the JS1 is fully aware of the situation in the debrief and aware of the failures in his lookout and situational awareness regarding the avionics. A safety bulletin has been published for the club members highlighting the use of radios and effective lookout.

DATE: 14/2/2024 REGION: WA
AIRCRAFT TYPE: DISCUS
CLASSIFICATION TYPE 2: MISCELLANEOUS

What happened

The glider was climbing behind the tug at the start of a club cross country event in hot turbulent conditions. The pilot of the Discus was current, and an experienced L1 instructor. On the initial tow the tug was in a continuous left hand turn to minimise the exposure of out-landings when taking off on Runway 34. During this turn it was relatively turbulent and as the tug was levelling out after turning about 270 degrees the rope broke at around 900 AGL. The glider pilot elected to return to land followed by the tug.

Analysis

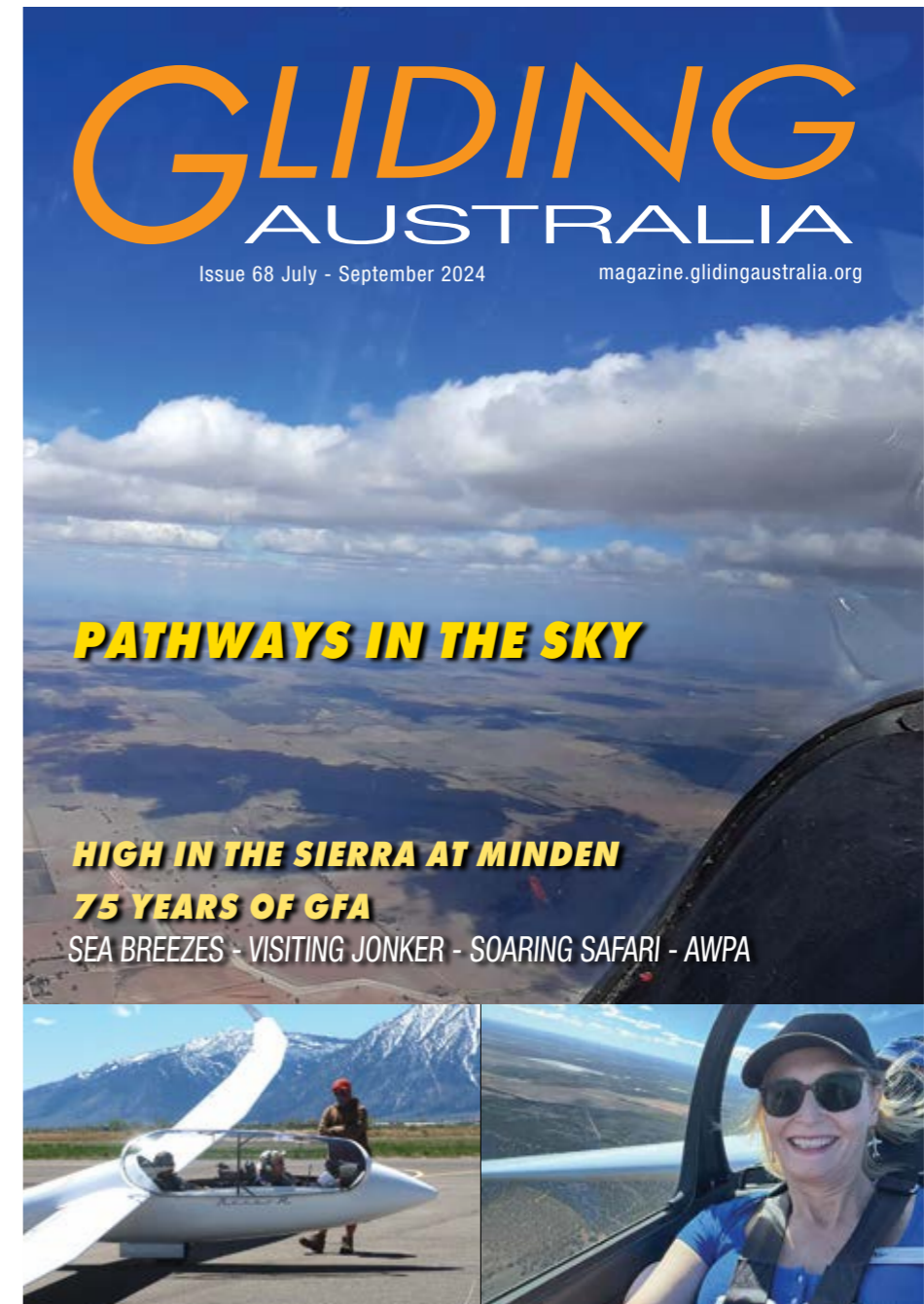
On examination of the rope, it was found to have failed approximately 7 meters from the TOST rings. The rope was rejected and replaced. The failed rope was then examined by a team to determine its breaking strain and was found to be well below the manufactures rating.

Safety advice

The cause of this incident was that the wear that appeared to be within limits failed well under the manufacture's limits. On the same day approximately within an hour another rope failed (SOAR 2322). At this point all new ropes were used for the rest of the weekend while testing was carried out. As can be seen from the attached report the new rope was failing well below the manufactures claim of 1,000 kg. High temperatures were also a factor with the rope lying on hot bitumen which would also affect the property of the rope. The club has now dumped the 10mm and 11mm ropes and will operate with a new type of 12mm with a breaking strain of 2,700 kg. The team will monitor the wear and determine the minimum dimensions for safe operating.



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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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- 2343hrs 768 landings. • Excellent condition.
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VH-KPT Motor Falke SF 25B Serial Number 46-240 Limbach SL 1700EA engine TTIS 17 Hrs

Propeller: Hoffmann – H011A-150B 75L TTIS 87 Hrs Currently based at Bathurst Soaring Club Form 2 has just expired

Survey due before the end of the year Paid \$35,000 for aircraft 4 years ago. There are no problems with the aircraft and the engine hours are extremely low. The aircraft has always been hangered. Will accept best offer over \$30,000 Contact Brian Bailey. 0409 302296



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D-KGIL DG-808C Competition

MTOW 600 kg Hrs 1909 Ldgs 435 Year of construction: 2013 Wingspread: 18m Engine Hours 13 Serial Number: 8-423B322X82 ARCnew, next April 25

AD/LTA/TM all applicable performed PU-Paint ACD 57 ATD 57 Power Flarm Fusion NOAH Transponder Becker BXP6401

LX8000 LX Nav Remote Stick KRT2 Winter Airspeed Indicator + Winter Vario 150ltr Water Bags

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continued over page

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VH-GUE DG 500M (Self Launching) (two seater) wingspan 22m Flapped, with steerable nose wheel
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VH- GUZ Schleicher ASK 21 Mi Glider 2-seater, Self-launching, Dual engine controls. Cobra Glider trailer included. Approx 300 hours & 50 engine hours \$170,000 For more information contact Trevor Trevor.burke@bigpond.com



Download at magazine.glidingaustralia.org/past-issues

VH NTT
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VH-VHI Grob 103 TWIN II ACRO Good condition current form 2 7/24 refurbished trailer New harness's PU paint Flarm B700 vario/rear repeater vhf radio/repeater 2x tost tow hooks 600kg AUW well maintained all ADs up to date flies well 5320hours 12200 landings \$49,000 Selling due to upgrade Bundaberg gliding club john.glding@hotmail.com



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