

GLIDING

AUSTRALIA

Issue 69 October - December 2024 magazine.glidingaustralia.org



BIG SKY TEXAS

AUSTRALIAN TEAM AT WGC UVALDE

MORNING GLORY - DIAMOND HEIGHT - GA 75th ANNIVERSARY



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GLIDING AUSTRALIA MAGAZINE

No. 69 OCTOBER - DECEMBER 2024

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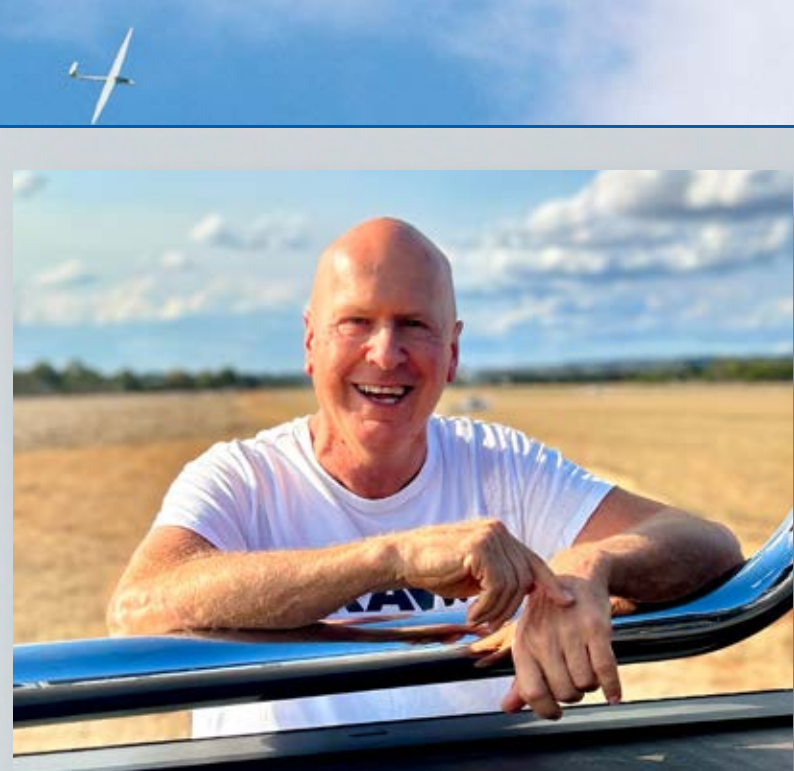
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FROM THE CEO DOUG FLOCKHART

feedback. They proactively seek it, whether positive or negative. On that basis, Gliding Australia has just introduced the 'Squawk Back Channel'. We'd love to hear from you and to have you to share your thoughts, suggestions or feedback with everyone here at Gliding Australia. You can lodge your feedback anonymously or with identification, and you can specify who you'd like to share your comments with. I can assure you, all feedback will be read and considered. There's a link to Squawk Back on the Gliding Australia website.

AEF FORMS

Gliding Australia has been trialling paperless Air Experience Flight (AEF) forms at a few of our clubs. This initiative aims to streamline the process, reduce paperwork and make admin and communications smoother. Rather than pre-purchasing feedback forms, your club simply displays a QR code at the pie cart, allowing the participant to scan the code and complete the form digitally. Pretty cool, hey! Digital copies of the completed forms are forwarded to your club's admin, and Gliding Australia invoices your club monthly for flights completed. To get onboard for this process, simply email cmd@glidingaustralia.org, or call Tanya or Fiona at Gliding Australia 03 9359 1613. Note, hard copy forms are still available for those clubs that prefer them.

TALKING TECHNOLOGY

All members will shortly receive a digital Gliding Australia Membership Card. JustGo has the facility to produce an active digital Membership Card for Apple and iOS phone wallets. The actual card details have variable fields, and we're working with JustGo to action applicable member details and distribute these to our membership ASAP.

Data fields would include, for example, Membership Validity Date, Medical Validity and a member's Credentials. The card is self-loading and dynamic – in other words, once loaded into your phone, if your membership is not valid or has expired, the card removes itself from your phone. Once membership is reinstated, the card reinstalls itself back onto your phone. The technology is a social norm when talking membership/loyalty cards, and it's conveniently accessible. This will enable simple flight line checking, for example, Gliding Australia membership, currency and so on.

As I write this column, we're still not completely across the full extent of the Pawnee AD issue, both in terms of the number of aircraft grounded and the extent of any mitigation required. Given the airworthiness unknowns around each of the 44 aircraft impacted, the guidance Anthony Smith (Chair of Airworthiness Gliding Australia) has been providing is exemplary. Of course, many others are also contributing solutions, and I thank all of you for your support and input.

The impact on some clubs will potentially be extreme, and I ask all in the Australian gliding community to come together with the offer of mateship, given that's what we're known for in this country.

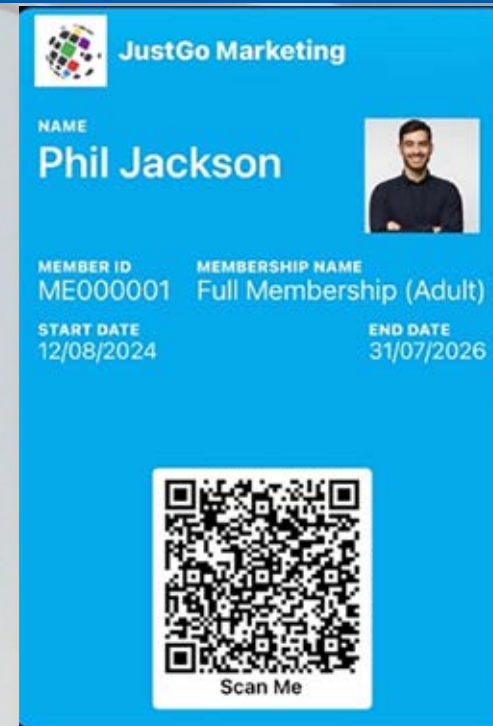
For the record, Gliding Australia is focused on providing the necessary support required until the challenge is completely resolved.

75TH ANNIVERSARY

In the previous edition of Gliding Australia Magazine, we published historical material that provided some background to Gliding Australia's 75yrs. Now, to celebrate this historical milestone in a physical form that can be shared, we're producing double sided key tags that will shortly be forwarded to clubs for distribution to all members. Please make sure you get one!

SQUAWK FEEDBACK

Organisations large and small gauge satisfaction and relevance via



CHRISTMAS GIFTS

What do you buy a glider pilot for Christmas? No, it's not a trick question, but it can be tricky! I had the pleasure of recently meeting Bernhard Eckey while in Adelaide at Pallamana Aerodrome for the Skyward Summit. It was a magnificent spring day in the Adelaide Hills with great attendance, and it was simply a fantastic day to be out and about. While there, Bernhard introduced me to the latest edition of his book Advanced Soaring Made Easy V4.1. At just over 400 pages, it's a great read for newbies and for those who may have forgotten more than you remember. This could be a gift to give or purchase for your own enjoyment. We've added it to the Gliding Australia shop, and for just \$75 + postage, a copy can be in your hands before you blink. HIGHLY recommended.

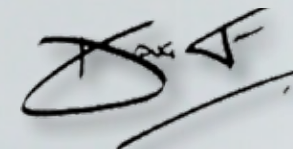
To conclude, I was recently provided a copy of a transcript of a talk given to a group at Lake Keepit in 1983 by one of GFA's founders, Jack Iggulden. What a great read, in terms of the history shared and the language of that time. A copy of the transcript is now available on the Gliding Australia website for those interested, with a warning that some of the comments are not socially acceptable in today's society. However, they do reflect historical fact, given it's a word for word transcript, hence my willingness to share it with you. It covers everything from the early days of gliding in Australia in the 1920s, which Iggulden calls 'the Age of Innocence' - that is, the period between his late twenties and the outbreak of the second World War - through to a commentary about fear, the pressures of life as a man, and that you're never free until you get into that third dimension of space, where there's up, down and sideways. "It is really something," he said. "There is nothing else like it - I'm talking about gliding, because it is, it really genuinely is, another dimension to life." This is genuinely worth a read with a cuppa in hand.

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

Ciao and warm regards,

DOUG FLOCKHART
CHIEF EXECUTIVE OFFICER

ceo@glidingaustralia.org



GA CALENDAR

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

NATIONAL LIBELLE REGATTA

15 - 18 November 2024

Adelaide Soaring Club

To register for this event, please

contact Alan Dean

alandean@westnet.com.au

CARTER CUP

17 - 23 November 2024

Gliding Club of WA, Cunderdin Airport

Contact Rob Hanbury 0429 082 520

MULTI CLASS NATIONALS

Lake Keepit SC

23 November 4 December 2024

Lake Keepit NSW

keepitsoaring.com

NARROMINE CUP

24 - 30 November 2024

Narromine Gliding Club

WAGA STATE GLIDING CHAMPIONSHIP

1 - 7 December 2024

Cunderdin Airport

Stuart Usher 0499 900 044

NSW GLIDING CHAMPIONSHIPS

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7 - 14 December 2024

Temora Airport NSW

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temoragliding.org.au

SKYRACE 2024

27 December - 5 January 2025

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skyrace.com.au

contact Nick Gilbert 0430 099 771

or info@skyrace.com.au

QUALIFYING SAILPLANE GRAND PRIX

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Gawler

5 - 12 January 2025

Adelaide Soaring Club SA

Registrations

stadium.crosscountry.aero/eventRegistration/85

Contact Mandy Temple

mandytemplecd@gmail.com



BATHURST SOARING CLUB CELEBRATES 50 YEARS AT PIPER'S FIELD



TOP: Bathurst Soaring Club CFI Robbie Bull (left) with MLA for Bathurst Paul Tool at the BSC Open Day.



Bathurst Soaring Club celebrated 50 years at Piper's Airfield with an Anniversary Dinner and an Open Day on Sunday 29 September.

The dinner was attended by more than 140 members and guests including the mayor of Bathurst, Jess Jennings and Bathurst MP Paul Toole.

It was an occasion to pay tribute to all those club members who built the club from the ground up and made it what it is today. Club President Charles Durham said, "we owe a very big thank you to all those that helped in some way and kicked off a successful night."

The club's Open Day was an opportunity to engage with the people of Bathurst and the region. The local Lions Club, Bathurst Aero Club, Rural Fire Service and the Bathurst Historic Car Club took part with displays. The NSW Gliding Simulator was a big hit with young people, who

were introduced to the skills of flying a glider.

A number of local residents took this chance to see what gliding is all about and undertook nearly 40 air experience flights. The club also sold a variety of merchandise such as club hats and shirts.

The club has now had several enquiries from members of the public who have attended the Open Day and are expressing an interest in joining the club.

The club membership has put in a major effort to hold these two events, but it was a rewarding experience and has helped the club deepen its ties with the local area.



15-YEAR-OLD CHARLIE WHEELER SOARS TOWARDS HIS FIRST SOLO WITH GLIDER SCHOLARSHIP

Charlie Wheeler is one of three lucky recipients who received a glider pilot training scholarship thanks to the generosity of the Honourable Company of Air Pilots and Gliding Australia this year.

The Honourable Company of Air Pilots' Education Trust offers a range of scholarships that provide opportunities to advance the experience of pilots.

At just 15 years, Charlie doesn't yet have a motor vehicle learner's permit, yet he's already clocked up nine hours of flight time and over 40 flights in a glider cockpit. He is close to achieving his first solo flight. On most weekends with decent flying conditions you'll find him at the Central Coast Soaring Club at Mangrove Mountain airfield.

He was happy to answer a few questions.

Have you always wanted to fly?

Ever since I was about five I have wanted to become a pilot, although for a little while, when I was little, I wanted to be an astronaut.

What stands out was a moment when I was on my way back from a trip from Tasmania. I was wearing a pilot's hat and was walking on the tarmac to board my flight, when the pilot invited me to go into the cockpit. From then on, I've loved flying.

What made you want to learn to glide?

In 2023 I went to Bathurst for an AAFC gliding air experience with 311 squadron, and this sparked my interest in gliding. I am now a member of Central Coast Soaring Club.

What are your short-term aviation goals?

First up is to go solo and get my A certificate within the next 6 months. I have had one aerotow flight at Hunter Valley Gliding Club. I would like more exposure to aerotow as well as winch launch, to get some higher and longer flights, and to add to the awesome takeoff and landing experience I'm getting at Mangrove Mountain.

What are your long-term goals?

I am a bit of a fan when it comes to military aircraft, and most school holidays I will go visit the end of the runway at Williamstown

with all the other plane spotters watching the F-35s and the Hawks take off. Hopefully one day I can be in one of those pilot seats. But I know it's highly competitive and if that doesn't work out, I'd probably try to be a loadmaster on the C-130 Hercules. I have been told that glider pilots make the best pilots, and I am happy that I have found a way to start working towards becoming a very skilled pilot now, while I'm still at school.

What do you like best about gliding?

I love how much enthusiasm and teamwork is needed to get stuff done efficiently and fast, and the views you get while up in the air is very calming. Gliding is fun to do!

Why Central Coast and what's special or unique about it?

I joined Central Coast Soaring Club, at Mangrove Mountain in October 2023. The runway is undulating and with a lot of trees

at the edge and nearby farms. It's a great place to get really dialed-in skills. There's a great team of people at Central Coast Soaring Club who welcomed me, and they got to work straight away helping me achieve my goals.

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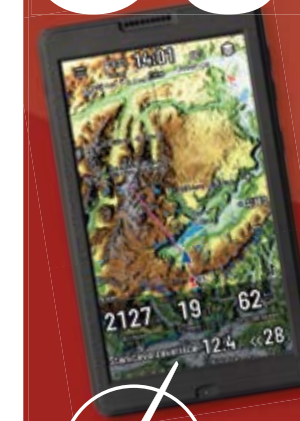
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TO OCTOBER 2024

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GOLD DISTANCE
ANDREW HURST NQSC

SILVER / GOLD DURATION / GOLD HEIGHT
JOHN PREIMONAS WARWICK GC

DIAMOND HEIGHT
MICHAEL DURRANT BENDIGO GC



NSW SAFETY SUMMIT GA 75th ANNIVERSARY DINNER



Southern Cross Gliding Club hosted the NSW Safety Summit at its new facility at Camden Airport on 12 October. The summit was followed by a networking event and the Gliding Australia 75th Anniversary Dinner.

This was the fourth event in the Safety Summit series, which has so far included Brisbane in April, Jandakot in June, Murray Bridge in August as well as Camden. A mini-summit was also

held at Lake Keepit SC in May following an instructor's course.

CEO Doug Flockhart said, "The Skyward Summits hosted by Gliding Australia have been a resounding success. Attendance at each summit has been excellent, ensuring that all key participants were present to facilitate the effective transfer of information. The interaction between presenters and attendees met expectations, fostering productive, two-way discussions that have enriched the entire experience."

"Support from the Civil Aviation Safety Authority (CASA) has been both welcomed and highly relevant, contributing valuable insights that have bolstered the quality of the summits. These events have strengthened communication within the gliding community while reaffirming the important partnership with CASA to enhance safety and operational standards in the sport. The only outstanding event to complete this successful series is scheduled to be staged in Victoria in the New Year, which we eagerly anticipate."

GA Safety Manager Drew McKinnie said, "I like the way the series has evolved. We have adapted to different presenters and adjusted to address emerging issues while keeping common foundations on the overall strategy and priorities. We have also met member feedback regarding the need to build beneficial face-to-face contact with a much broader target audience."

"I look forward to the final event for Victorian members in 2025 – the date and time for this meeting will be advised. What really matters is the cascade effects from these events – how much the attendees share with their club colleagues, and the changes and improved collective safety practices they implement. It's certainly important to understand why things can go wrong, yet it's equally important to build on positive



LEFT: Angus Taylor, federal MP for Hume, came to visit. Angus was helpful in the grant process for the new Southern Cross club house that opened recently. With him are Doug Flockhart and the President of Southern Cross GC Steven Waller.

BOTTOM LEFT: Drew McKinnie, GA Safety Manager, talked safety trends and priorities and other topics during the day.

ABOVE: The Safety Summit was attended by glider pilots from all over NSW.

BELOW: Terry Horsam from CASA





LEFT: Anthony Smith, Chair Airworthiness talked on various subjects including Pawnee issues and FLARM.

LEFT BELOW: EMO Dave Boulter contributed throughout the day to the Safety Summit and introduced the speakers at the dinner. Dave also gave the history of his home club, Southern Cross GC.

RIGHT: Robbie Bull, NSW Soaring Development Manager and coach Matthew Atkinson talked about the benefits of coaching camps and how they can help train and inspire pilots.

After an introduction from CEO Doug Flockhart, the day began with a talk from Drew McKinnie, setting the scene and presenting safety imperatives, trends and priorities. The summit continued with a series of presentations and discussions.

Important features of the event included a presentation from Aaron Stroop Chair of Operations with Dave Boulter EMO who talked about Operations Issues, SOAR reporting trends and safety focus areas. Also, Anthony Smith Chair Airworthiness gave a Pawnee airworthiness update and discussed further airworthiness issues and safety focus areas.

Terry Horsam, a Safety Adviser from CASA, made a presentation on gliding and mixed operations safety as well as CASA's safety awareness and education resources. He particularly focused on communication, stressing the challenges and requirements of successful radio communication in the air.

In the afternoon, Anthony Smith raised topics on FLARM, FLARM testing and cross country and performance flying safety. He also talked about Part 149 and its adoption by GA – how it has been implemented, and ongoing ramifications for the sport.

Robbie Bull Regional Manager Soaring Development NSW and Matthew Atkinson Assistant RMO SD gave an update on performance flying coaching.

Drew McKinnie then made a further presentation on positive safety culture changes and education and awareness challenges.

GA 75 CELEBRATION DINNER

After a full and fascinating day of presentations and discussions, the attendees were free to mingle and network before dinner was served.

The dinner was followed by a series of presentations from clubs around NSW, sharing the history of their organisations. Dave Boulter talked about the beginnings of Southern Cross GC. The origins of the club can be traced back to Sydney Button, who built a primary glider in 1941 near Mascot Airport. The Amalgamated Wireless Australia Gliding Club, which had started in July 1944, purchased Button's Primary Glider and eventually changed their name to Southern Cross Gliding Club in 1948.

The club moved from Fleurs Airstrip to Camden in 1953, where student pilots dragged the primary aircraft up and down the main strip on a 25m long wire and tried not to crunch it down too hard as they learned to glide. A picture of this beloved machine is



capabilities to do things right and to do differently next time."

The day included a mix of presentations and discussions focusing on the latest in safety protocols, technological advances and community-building strategies. It was also a great networking event, where glider pilots from around NSW met and talked with GA Department heads.

AWARENESS AND IDEAS ABOUT SAFETY

The Summit aimed to heighten awareness of the full range of safety issues and stimulate new thoughts to plan for the future.



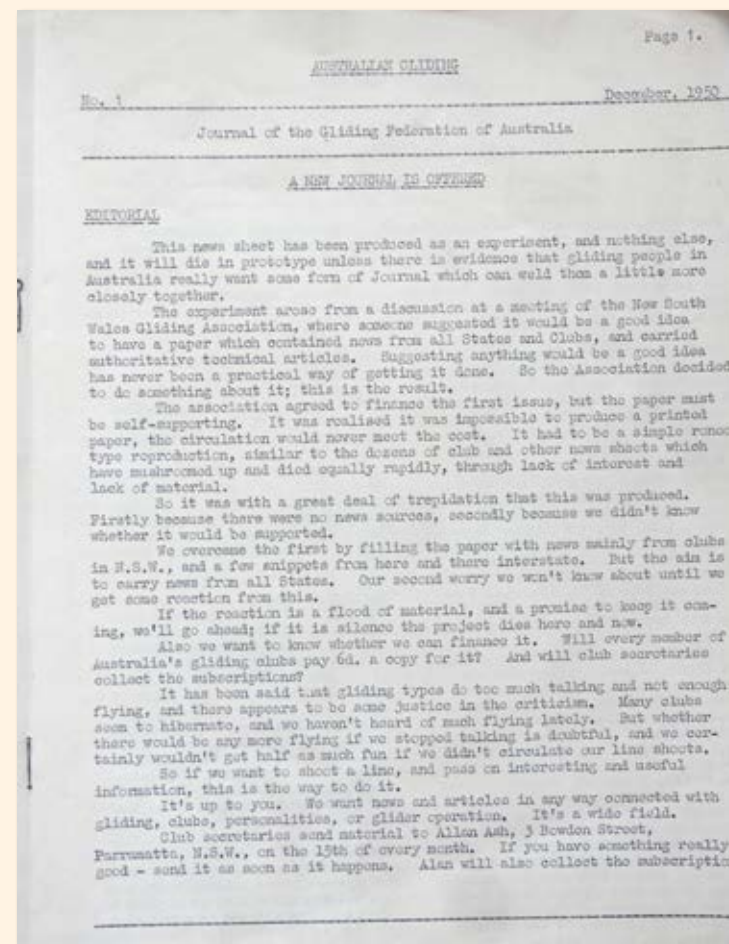
FROM THE ARCHIVES

Keith Willis from Bordertown in SA has an extensive collection of Australian Gliding magazine going back to the very first edition.

On the left is issue 1, still with its original staples. It was copied on a Roneo machine. As you can see, the Editor, Allan Ash was sceptical that she would 'ever fly'. However, 74 years later AG is now GA and still publishing. The GFA is also now GA.

On the right is the first printed edition, January 1953.

Thanks to Keith, the history of the GFA can still be accessed in these old issues. Over the coming editions we will bring you more interesting material from the archives.





TOP: An enjoyable dinner in the new Southern Cross club house.

BELOW: Grant Nelson (left) gave the history of Temora GC and Jontie Boshier (right) shared the background of Bathurst Soaring Club.



placed on the clubhouse wall. Powered aircraft traffic in those days was a single Tiger Moth per fortnight.

CAMDEN TAKES OFF

By the early 1950s the club bought a Kookaburra. After also buying a winch, they could increase their membership to 40, but no more until they bought a Grunau Baby in 1957. Dave spoke about the people and the spirit of the early years, describing in particular some famous members including Werner Geisler and Roger Woods.

Drew McKinnie then stood up to talk about the



RIGHT: The French contingent, Betty Brassier from BSC, Jean-Yves Provost and Richard Shemtob from Southern Cross.

BELOW RIGHT: Beryl Hartley gave the history of Narromine GC.

origins of Canberra GC. The club was formed in 1962 when members flew from a series of airfields before moving to the Cooma area in 1975. It was there that they realised that they were in 'the weather factory' and began to explore the enormous potential for exhilarating, high-altitude soaring in the wave. They finally moved to their current site at Bunyan in 1982. Drew mentioned veteran pilot Col Vassarotti who has only recently stopped gliding after 65 years of gliding.

Col told the group a bit about his beginnings in gliding. By the age of 17, he had decided he wanted to learn to fly, but finding a place to learn was not easy. He contacted a pilot who was flying out of Camden and eventually found the fledgling Southern Cross club. He was also there for the beginnings of Canberra GC and has been a major personality in the sport ever since. His presence on gliding fields will be sorely missed.

STORIES ... AND MORE STORIES

Jonty Boshier from Bathurst Soaring Club described how three gliding groups came together and merged to become BSC in 1973. Another famous personality, Monty Cotton, was instrumental in the beginning of the club. In 1976 Werner Geisler started discussions with Roger Piper, the descendant of Major Piper, an early colonialist soldier from whom Point Piper on Sydney Harbour gets its name. The club bought land near Bathurst from Roger Piper and since 1974, BSC has been located at Piper's Field.

Matthew Atkinson talked about Lake Keepit SC. This club was formed when five clubs in northern NSW amalgamated and eventually moved to Lake Keepit in 1976. Club members including Ian McPhee and Nick Hatfield have been with the club for more than 50 years.

The most dramatic event in the club's history was probably the great fire that was deliberately lit and engulfed their hangar and destroyed many gliders.

Michael Woolley from Central Coast SC recounted several harrowing tales of floods and winch wire entanglements with electricity lines. Eventually the club moved to higher ground at its current home of Mangrove Mountain, and has run the Glorious Gloucester ridge camp for 40 years.

OUR HISTORY AND FUTURE

The founding stories of all the clubs were detailed and fascinating. It is interesting to look back to see where the gliding movement in Australia began. It



became clear that without that foundation, without the effort and determination of particular people throughout the past 75 years, our sport would be very different and our freedom to fly may never have come about.

The generous presentations from club members included far too many stories and information to write here. However, over the coming issues of Gliding Australia Magazine I will include the histories of some of our clubs Australia-wide.

GA

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.



Congratulations to Christine Shortt for re-soloing in a glider. Christine started gliding in her hometown in Germany at the age of sixteen and was a fairly accomplished pilot including aerobatics and her motor glider licence. After a 15-year break from flying, she took a number of refresher flights at Southern Cross Gliding Club and was sent solo again in one of the club's ASK-21s.

Bathurst Soaring Club held the regular NSW airworthiness course in August. This year was a record breaking course with seven aircraft and over 20 students! Congratulations to all those receiving airworthiness ratings and a big thank you to our instructors and course volunteers who gave so much time to make this possible.



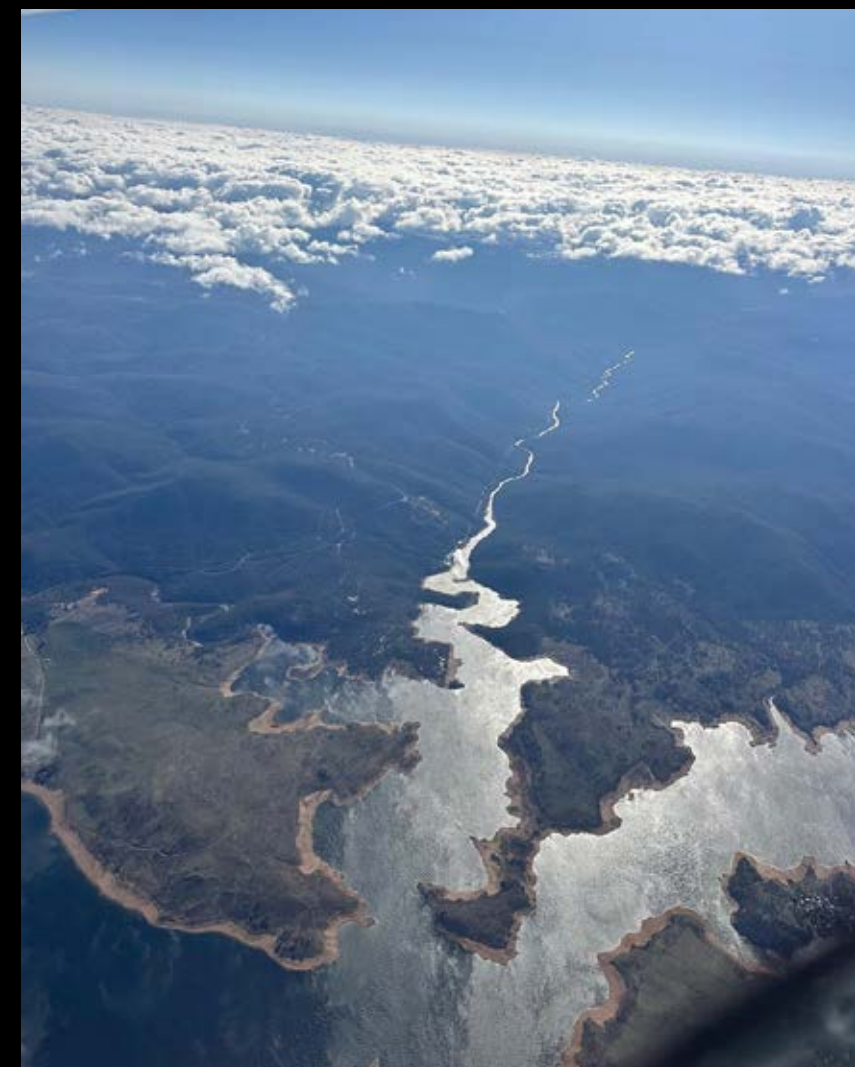
At Kingaroy Soaring Club in August Jack Christie went solo in his first single seater (Astir), completed his C certificate and took Mum (Jo) Grandad (Duncan) and Dad (AVM Nathan) flying. Smiles from the whole family!



The Australian Air League Point Cook and Geelong Squadrons would like to thank everyone for providing a wonderful gliding experience on the Gliding Day on Saturday 7 September at Geelong Gliding Club. Parents and Cadets thoroughly enjoyed their day and had a fantastic time and look forward to the next activity in the future.



In early September Matthew Atkinson climbed to over 18,000ft in wave at Bunyan. Matthew wrote, 'What an amazing day's flying. Thanks Mike for the tow and the Canberra Gliding Club team for your hospitality and assistance. Rick and I pushed a fair way south, invited by well marked wave. What a hoot, I could see the sea to the south and to the south east corner of the mainland.'





Temora Gliding Club had good early spring weather on 9 September. It was windy, but fine soaring was to be had with cumulus bases at 7,000ft. All this came during a full weekend of aviation at Temora - the Temora Aviation Museum put on one of their great Showcase events on Saturday and Temora Flyers Inc hosted another weekend for Country Hope. VH-VNH stole the photo opportunities, which were bookended by one of the Roulette's PC-21 and a RAAF Spartan.



Ian Benning, instructor at Sunraysia Gliding Club, was happy to be greeted by a student at the club in September. 'Time stood still for me on Sunday when Sam DaCosta came up to me in his Airforce uniform and thanked me as one of the instructors at SGC who introduced him to flying. He is now with 100 Squadron and lives in Geelong. He flew the Winjeel on Sunday. My log book shows an entry for 8 July 2006 when I gave him a solo check flight.'



Bodhi Flockhart made his first solo at Kingaroy SC on 5 October. Congratulations Bodhi.



Hunter Valley Gliding Club enjoyed a great weekend of flying in early September. The club is preparing for a big summer



Congratulations to Hamish Young from 203 Squadron! CUO Young achieved his Air Experience Instructor rating during the April GTS Warwick Flight PEX+ Camp and has been instructing on subsequent flying training activities.



Congratulations to Peter Jarvis on being awarded the VIC/TAS Maurice Little Memorial Trophy for Club Development 2024. Peter's tireless and selfless work to build our club is an excellent example to all, of the kind of member that the GFA hopes to attract and retain in the gliding community.

VINTAGE GLIDING



At the Australian Gliding Museum, Jim Barton celebrated his 93rd birthday. Jim was a co-founder of the museum 25 years ago and is well-known for his long association with gliding through the Gliding Club of Victoria at Benalla. Jim has also received a Special Commendation Award for volunteering from the Australian Museums & Galleries Association.



Vale Doug Lyon. Doug was a member of Beaufort Gliding Club over his almost 80 years of active participation in gliding. Doug is pictured with his favourite aircraft, Zephyrus, which he designed and built.

These photos from Christopher Smith are of the vintage glider SF-26 at Lake Keepit in 1993, when Christopher was helping Charlie Willis with a fabric repair near the tail.



BIG SKY TEXAS

AUSTRALIAN GLIDING TEAM AT WGC UVALDE



With contributions and photos from Adam Woolley, Matthew Scutter, Lumpy Patterson and Keith Gateley

ABOVE: Adam Woolley cruising on course.

The World Gliding Championships in Open, 18m and 20m Multi Seat classes took place at Uvalde in August.

Uvalde is located in the Texas Hill Country in South Texas 130km west of San Antonio and 87km east of the Mexico-United States border. It lies in a vast landscape at a similar latitude north of the equator as Lake Keepit is south. Surrounded by low hills and plateaus, it is a legendary open country soaring site.

The Texas Hill Country sits in between the American Southwest and Southeast with weather influences coming from all over the continent. Powerful sea breezes are sucked far inland from the long stretch of the Gulf of Mexico and meet air flowing east from the mountain ranges to the west. Huge thunderclouds form with the potential for powerful squall lines and tornadoes. Cumulus can fill the sky from horizon to horizon, but the large distances ensure that the weather in the task area is never uniform.

The championships took place in high summer when temperatures on the ground were regularly 40 degrees and more. Not surprisingly, large tasks for all three classes were set on 12 racing days. This contest was a test of stamina, pace and planning as well as soaring skill. The Australian team, who are all used to similar conditions back home, were hoping to perform well – and they did.

Following are my observations following the race tracking and online, plus excerpts from the pilots' experiences as they reported them during the competition.

Pilots from 24 countries flew in the competition. Australia was represented by five pilots - Geoff Brown in Open class, Matthew Scutter and Lumpy Patterson in 18m class and Adam Woolley with Keith Gateley flying in 20m Multi Seat class.

After a week of practice, the first day of the contest finally got underway. **The Open Class gliders had a 528km racing task**, with a 533km task for 18m class. Multi Seat class had 530km nominal Assigned Area Task. These big tasks on the first day demonstrated that Uvalde was a great site for a big wing championships.

A MARATHON, NOT A SPRINT

On the second day, 500km-plus tasks were once again set, which emphasised that this was going to be a marathon, not a sprint, with the prospect of many long days in the air to come with very hot conditions on the ground.

Lumpy Paterson won his first podium spot at a WGC taking 3rd place in 18m class. Matthew Scutter came equal 4th. Adam Woolley and Keith Gateley also performed strongly, taking 4th place in Multi Seat class.

NEW GLIDERS IN OPEN CLASS

Geoff Brown scored 855 points for the day in his JS1 while Claudio Schmidt from Brazil was at the bottom of the table flying his interesting Nixus.

The Nixus is a one-off glider designed by Brazilian aerospace engineer Professor Paulo Iscold. He built the Nixus Project sailplane with help from his students at California Polytechnic State University. It is a 28m glider with a 53.3 to 1 aspect ratio, and Fly By Wire ailerons.

Apart from the Nixus, all the other gliders in Open class were JS or EB gliders. The new JS5 had its first outing at a WGC with four of them flying in the class.



Attie Jonker was of course flying a JS5, his newest creation. There were also five EB29Rs flying, and the remaining competitors all flew JS1s.

While this championships was clearly going to be a display of how these gliders performed against each other, it is not just the performance of the machine that determines the outcome, but the pilots as well. Many top WGC pilots were at Uvalde, including reigning World Champion Felipe Levin and fellow German and previous World Champion Michael Sommer, both flying EB29s.

DAY WIN FOR ADAM WOOLLEY AND KEITH GATELEY

After a long wait to launch the grid due to the day's slow start, the gliders were launched at what seemed to be the latest time possible, while still leaving enough time to complete the race before the end of daylight.

The contest director would have been under considerable pressure to hold a race. It was a WGC, after all. But the tasks were clearly going to take right up until sunset and it was therefore uncertain if they were feasible.

The Open class pilots were the first to set off on track. They left as soon as the start gate opened. Most of the class soon found themselves below 2,000ft AGL. At the end of the day, six of the Multi Seat class had started their motors. Everyone landed about 15 minutes before sunset.

Adam and Keith won their class with a speed of 111.77 kph over a task of 448.44km. Coming home from the south, with weak climbs

late in the day, looked difficult as the gliders struggled to find the last climb to final glide.

CHANGEABLE WEATHER

For Race 5, the Multi Seat class was sent on a 4-hour Assigned Area Task. The live tracking showed climbs were averaging a consistent 4 to 6kts to over 8,000ft. Adam and Keith came home in 3rd place – the first of three podium positions in a row for them, making four in total for the contest.

However, after a good race the day before, the weather for Race 6 was challenging. It was a low and slow day, but Adam and Keith completed the 623.25 km task at 104.01 kph finishing the day in 13th place.

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ABOVE: A classic Uvalde sky.

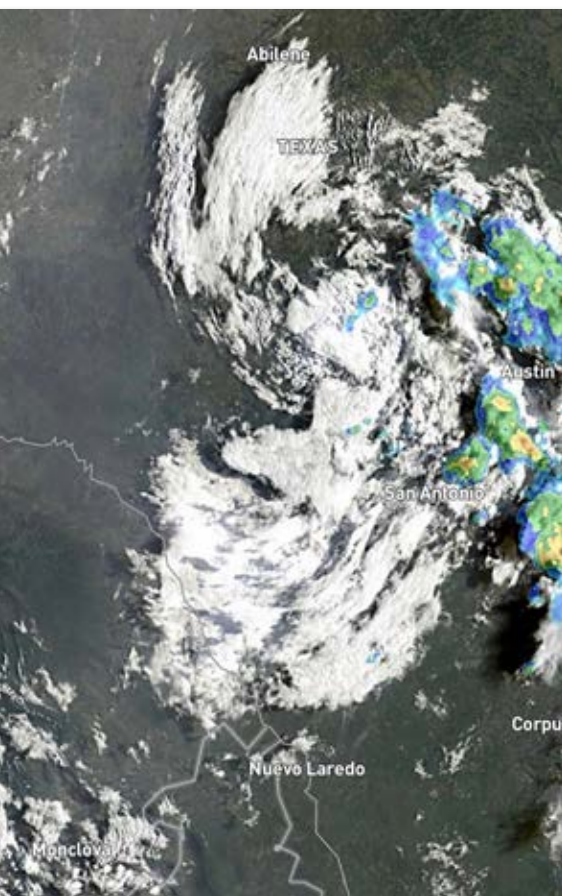
BELOW: The grid at Garner Field in Uvalde, Texas.





ABOVE: Adam Woolley and Keith Gateley taking off.

BELOW: The satellite image on SkySight 28 August showing major development and showers.



DAY WIN FOR LUMPY PATTERSON

Lumpy Paterson won Race 6 in 18m Class flying the 435km task at 125.3 kph for his first Day Win at a WGC. This was a great result but after finishing well down the table during the previous days, his overall score was off the leaders.

Meanwhile, Matthew Scutter had finished in the top 10 on four days with a highest placing of 4th for Race 2. Nevertheless, he was within reach of the leaders, demonstrating that consistency is the key to staying near the top of the table.

ON THE PODIUM AGAIN

Race 7 went well again for Adam and Keith in Multi Seat. They finished in 3rd position flying 407.66km at 149.71 kph. After Race 8 the next day, Adam and Keith were back on the podium, this time in 1st place for their second Day Win.

Lumpy also had a good day, taking 3rd place in 18m class for his 3rd podium position in the contest. Matthew was just behind him finishing 4th flying 553.30km 153.91 kph.

The championships were clearly difficult, but what distances and what speeds the competitors had been achieving!

However, the next day was a forced rest day due to adverse weather.

LOOMING STORMS

With just three racing days to go, the jostle for podium positions was hotting up. Everything was to play for, but the weather for the final days was looking difficult. The pilots at the top of the table would not have wanted to take any chances and did not want the weather to turn the race into a throw of the dice. But, by the time the gliders started launching for Race 9, rain could be seen in the distance.

After the launch, storms loomed up from the east and headed straight for the task area. Staying in the air, avoiding rain, turbulence and strong wind became the only tactic.

Many gliders, even those with engines, were forced to outland due either to severe weather or to running out of fuel. One glider was forced to land in a lake. The landing and evacuation went well, but when local ranchers attempted to retrieve it from the water, the electrics caught fire and they pushed it back in.

Adam and Keith completed 131km scoring 213 points. The highest score for all classes was achieved by Claudio Schmidt in the Nixus, flying 341km and gaining 671 points. On some days, there is no substitute for span. Thankfully, there were no accidents or injuries.

PENULTIMATE DAY

Matthew Scutter finished Race 10 in 8th place, gaining 914 points that kept him close to the leaders, but it would have taken an epic fail on the last race for Matthew to have ended up on the final podium.

Adam and Keith finished in 9th place, keeping them just out of a podium position with one final race to go.

CHAMPIONS DECLARED

The final race gave Matthew his first ever Day Win at a World Gliding Championship. He gained 1,000 points

to finish in 5th place overall. Lumpy finished in 16th place but, with three podium positions under his belt, he had much to be proud of.

No one was able to challenge the near faultless performances of German pilots Stefan Langer and Simon Schröder, who took 1st and 2nd places in 18m class. Christophe Abadie, France and Jeroen Verkuilj, Netherlands were also ahead of Matthew in a fiercely fought contest.

In 20m Multi Seat class, Adam and Keith came 5th in the final race, finishing in 4th place overall just 15 points behind Lutz and Janowitsch, Austria in 3rd, Rubaj and Matkowski, Poland in 2nd and Arnold and Striedieck, USA – the new World Gliding Champions.

In Open class, Geoff Brown had been flying well against the best competitors in the world. At the end of the contest he had scored 7,176 world championship points, a great achievement.

All the members of the Australian team, on both the flying and organisation sides, did a fantastic job representing the country. They travelled across the world and competed with the best there are in extreme conditions. Three cheers to them all.

SEAN YOUNG

ADAM WOOLLEY RACING

RACE 3 – 20 AUGUST – DAY WIN

We had a late change of task on the grid, and calculated the gate to open at 15:30. No big deal, right? - except that it was a 3hr 45min AAT and that the end of thermals was predicted to be at 19:00, which turned out to be exactly correct. It was one very long final glide from altitude to across the line at 19:40 with the end of daylight declared for 20:00. Great to be home, that's for sure!

We just played the tactical and gaggle game today. Then, at all the key points, we were fortunate to feel brave and lead out. The last time we were high, we thought we had cooked it, because we were totally alone and had no idea what the target climb rate was. It turns out we were only slightly better off than the gaggle.

We caught a 2kt climb at approximately 2,500ft AGL, which built into 3 – 4kts. The gaggle quickly joined us from below. The climb petered out and we pushed into wind, got another surge, almost passed it up, but took an exploratory turn, which turned into 4kts and up another 2,000ft we went!

This was the decisive moment that kept us on top and in control. Finally, we set off on glide at more than 2,000ft over glide on a 0.6kt MC, and home James we went.

RACE 5 – 22 AUGUST – 3RD PLACE

The power of the mind is the key point behind today's flight. We started high, started first, powered down the first leg, knowing that the Americans were hot on



ABOVE: Flying over open country.
BELOW: Adam Woolley and Keith Gateley after landing and winning Race 7.





ABOVE: Lumpy Patterson out on track.

our heels. On the second leg, however, lower and lower we went. I have this weakness that when I'm in front, I will do everything in my power to make sure that I don't stop unless it feels like a strong thermal and I can core it straight away. I desperately don't want to mark a climb for anyone and I'm not willing to reduce my cruise speed until I really have to.

Today, that was down to 1,700ft until I got a 5kt save. Though it wasn't enough, I could see the Americans catching me slowly and I was confident that they turned at the same point in the first sector.

After our recovery, I decided that the entire gaggle, including myself, was in the wrong part of the sky. Everyone was trying to be on the outside for extra kilometres, but I decided that I could go faster by getting closer to the trough, which was key for working climbs easier, and turning early to get into the deep cu quicker.

I ran the numbers and from about 2.5hrs out, I needed to average over 6kts in order to come home on time by hitting all the turnpoints at minimum from that point on.

Hammer time. For the first time this comp, I flew at close to 100% to catch up what I had lost and to try to win the day in another way. It felt great. Though I could've resigned myself to losing more points, through the power of the mind I took it all into my own hands and decided to get cracking.

Unfortunately, when leading team Netherlands and Hungary out on the 2nd last leg, I missed a climb that they got behind me, pulling 2,000ft on me that I couldn't get back. We finished 7km behind as a result, which cost us a few points, but unlikely the Day Win.

RACE 7 – 24 AUGUST – 3RD PLACE

Even though we knew from the get-go it was an underset task, the organisers met the objectives in all reality. I do feel more rested going into the rest day tomorrow and the international evening tonight. As it turns out, the weather didn't keep booming until the end and I think we started at the very last optimum time – coming in a close 3rd and moving up to 2nd overall.

I'm really happy with how I'm flying. I'm confident and really happy/confident to do my own thing. This is partly because the weather here is very similar to Queensland, but also because of my team training and flying with Tobias Geiger. I'm not being influenced so much by the gaggle start games, just going when I think it's optimum and flying the process of a top flight, then accepting the results.

Today was climb and drive. Once I realised I could be going into a hole, I stopped in 5kts to top up, knowing it's neither fast nor slow.

Final glide was from 3 – 4,000ft below on a 3kt MC, but it was slightly nervous. I could've done better by taking a climb on the way, but it was all good learning. This site still has some tricks to be unlocked.

RACE 8 - 26 AUGUST - DAY WIN

I've really enjoyed the last two tasks set by the organisers. We got in the air early and had an hour window to choose the optimum start for ourselves. Usually the first and last 15 minutes are slow, with the middle 30 minutes the choice window. The organisation is also using Pilot Event (PEV) for starts, which means that people – at least in my class – aren't mucking around like they would have been in the classic pre-start games.



ABOVE: Matthew Scutter about to launch.

We left our start late because it seemed to me that the conditions hadn't built up enough yet for racing. The word from the ground was that the gust front wasn't going to get to Uvalde for 4 hours and the conditions on the first glide weren't up to scratch.

During the latter part of the flight, we got lucky. The gust front didn't quite hit Uvalde until about 15 minutes after our arrival. We did park two cars behind our glider to protect it from unintentional ground loops. The wind got quite gnarly...

During pre-flight planning with SkySight, my general experience here saw us needing to max out every turnpoint. If there weren't random rain showers in the last, then I think I could've maxed the task and just finished on time.

It was a fun day out, very much like Australia. We won the day and were now 66pts off the top spot. There's till a long way to go, and we need to keep doing what we're all (team 20 and AUS) doing.

Thanks to Dylan and Ron who were looking after ground ops perfectly. It's allowing me to be totally relaxed on the grid, knowing everything is being taken care of.

MATTHEW SCUTTER RACING

RACE 1 - 18 AUGUST

I cracked the seal on WGC2024 with about 900 points for the day. I had made the perfect start into straightforward cu conditions, nearly catching the lead gaggle on the first leg, but pushed too hard to seal the deal and joined a climb they were marking too low, missing the bubble and having to take something weaker.

The rest of the day was spent playing catch up.

Disappointing speed overall, even ignoring the earlier error – flight analysis showed I was having some trouble in the climbs, not getting the speed slow enough. It was probably just unfamiliarity at such high wing loadings. Hopefully by the end of the contest I'd get the hang of it.

Just squeaked home cleanly under the last dying cu.

RACE 2 – 19 AUGUST – 4TH PLACE

A highly unusual day today – almost every competitor was under time on the 4-hour AAT. The first turn was blue and weak, and most turned immediately towards the better conditions in later circles, even though the maximum remaining task speed was 'only' 160 kph. I was certain they were making a major error so I extended a bit further, but not too far in case everyone else had seen something huge that I hadn't.

After it became increasingly obvious we were all under time, I set myself on cruise control and enjoyed a leisurely guided tour from the amazingly talented Pôle France Planeur team. Watching the three (!) team pilots work together so effortlessly was incredible.

My extension in the first circle placed me well in the points, though less than I might have had if I'd had more faith in my own judgement.

Exhausted already after only two days but nearly 11 hours in the air. Ominous.

RACE 3 – 20 AUGUST 5TH PLACE

I got a lot of questions at briefing today - "Why does SkySight say the task is impossible?" - but I guess after 2 hours on the grid watching the sniffer, we got the answer.

The first task was... interesting 650km in the low blue starting at 2pm, but the B task was a 3hr 45min AAT with

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LUMPY PATTERSON

RACE 2 – 19 AUGUST – 3RD PLACE

Jorgen and I started the day at 6.30am by prepping the glider with water ballast, batteries and DI. We felt much better doing this in the cooler air, and I reckon it was the best part of the day, watching the sunrise. Then we towed out over the scales and lined up in our assigned grid area.

Briefing was at 10 bells, and quite informative and quick, which was great. We then went to another room for an Aussie Team meeting where we discussed the day's flight and looked at the weather in more detail.

The 18m task for the day was a 4-hour AAT with 420km as a min and 630km as the maximum distance. The tricky bit was navigating the blue holes that covered the first leg, and as we headed south the conditions got better and better. The key was pushing as far as you dare into the first sector, as it was much softer than the rest of the task. This was done to ensure we didn't come in under time, even though we maxed out the rest of the task.

I feel privileged to be able to represent our country at this level and I set myself a goal to try and get at least one day in the top ten against these great pilots ... tick.

23 AUGUST – DAY WIN

Today was a 575km racing task, first heading southeast towards the ocean and towering thunderstorms, which had started very early in the day. Fortunately, the storm had died down by the time we got there. However, the high cloud that it had generated put the task area into shadow, cutting off convection

and making things very, very soft.

It was interesting to see what the pilots' strategies were as we headed out from the first turn. I noted a large gaggle had done a 180-degree turn after the turnpoint, heading back to the sunlight. I decided to head out on track towards turnpoint No 2, figuring I might as well glide on track as go backwards. I dumped some water to get down to a 56kg wing loading and headed off towards the lighter shadowed area.

Since there was a big lake on track, I decided I didn't want to pass downwind of that and be low, so I chose a path upwind. As the sun warmed the ground, a few little cumulus started to pop on track and I could see the sea breeze starting to influence the sky with some good energy lines towards the last turn. I hooked up with a few other gliders at this point and ran with them to the last turn. We worked well together and made the most of the air, each taking turns to lead out.

We all turned the last turnpoint pretty much together and then it was about stringing some good lines home. I was very mindful of how quickly the day had closed down the day before and, still 200km from home, I was going to get high and stay high. This time we had a 15kt tailwind instead of on the nose. Now that's a nice feeling.

The run home was good, even though we passed through large areas of blue, and the few clouds remaining provided 3 to 4kt climbs. I set off needing to find 1,000ft on the way home with MacCreedy on 3 – and unlike yesterday, I enjoyed this one!

To win a day at an event like this with the quality of pilots flying – it's a dream come true.



RACE 8 – 26 AUGUST – 3RD PLACE

Today was a different routine from our past week's flying. The call was made to hold briefing half an hour earlier and be gridded by 11am for an 11.30 first launch. Thunderstorms were forecast for the afternoon, moving in from the Gulf at quite a quick rate. The million dollar question today was – when? The pilots had different ideas on what that answer was going to be, and this was reflected in their start times and strategies.

The ability to get satellite pics on a semi-regular basis certainly does help, however, the phone service here in the air is somewhat infrequent. Plus, you're really trying to predict the weather 3.5 hours in advance.

Most pilots went fairly deep into the first turnpoint, which was a little tricky because one-third of the circle was over the Mexican border, which incurred an instant 1,000 point penalty if you breached it. So, going as deep as you could is a better description.

The run south to the second turnpoint was pretty good, with the clouds almost lining up, not quite streeting but creating good energy lines. The climbs were between 4 and 6kts to about 5,500ft AGL on the into-wind leg. I went quite deep into this one, too, as my LX was telling me that I would need most of the distance available to complete the task without coming in under time.

Third leg was rather a hoot as the clouds got bigger and some started dropping rain. I could see the dust front out to the east working its way towards Uvalde. There was a big step down in the clouds as well. This is where the fun began as I was trying to find the best way to capitalise on the storm front after turning the final turn. If I got it wrong ... I'd be going into very heavy rain, but if I got it right, a good run home would be sweet.

I worked out what distance I needed in the last sector to come home at 165kph – since that was what I'd been

doing for the last hour or so – and still be on time. Any slower meant being over time and thus a slower day speed.

As it turned out, I think I got it pretty right. After turning the final turn point, I only turned a few times, picked up 3,000ft on the way home and came in 11 seconds over time. Now, if I could just do this consistently...

Most of the field landed in a 45-degree crosswind as the storm front passed over. At the time, the wind was 20kts, gusting 25. Everyone did really well, all things considered, and I managed to sneak in another podium finish.

Lumpy Patterson landing, cruising and on the grid with his support crew Jorgen Thomsen from Denmark.



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ABOVE:
Matthew's glider,
a JS3 18m, under
an ominous sky.

MATTHEW SCUTTER WRAP

Overall, I'm quite OK with my own result, which feels like I proved to myself that my 3rd place in the 15m class at WGC2020 was not just a fluke from a weak-weather contest, as I was one of the only pilots in a Diana 2. This contest was probably the most competitive field I have ever raced against, on top of a level playing field of aircraft and weather.

WHAT WENT WELL

Strong weather – I am comfortable and experienced in strong weather after thousands of hours flying in Australia.

JS3 – I have about 400 hours of JS3 time now and am quite comfortable flying them. I was concerned about this glider in particular, given it had just had its tail reattached, but it flew straight and performed very well.

Crew – Supercrew Tim was a lifesaver. Having a licensed mechanic who knew gliders inside and out was a huge support, and Tim immediately stepped up into a vital part of the ground support while in flight, too.

SkySight – Uvalde is a tricky area to forecast, with the streets mixing the moisture further inland than models understand, but SkySight gave me an edge. Inflight satellite imagery was a HUGE advantage on the thunderstorm and sea breeze days.

WHAT WENT OK

I've had lucky and unlucky contests, and this was neutral to mildly unlucky. No magic opportunities presented themselves, no lightning bolts of luck, but I was also never caught out by anything catastrophically bad either.

Super consistent flying – My strategy that I've been working on for a few years now is just to be insanely safe, reliable and consistent in my decision-making, never take risks, never get low, never get slow, and let others make mistakes while I float to the top. The apple cart was only slightly upset with one major strategy error that cost me 200 points.

WHAT WENT POORLY

Fatigue – The intense heat (40°C-plus every day), coupled with working hard on preparing the glider in the practice period, left me tired before the start of the contest, and I slowly fell off the horse as the days went on, leading to a major error that I so clearly knew not to make, costing me at least a couple of hundred points on the day before the rest day.

600kg – I was so unprepared for handling the glider at 600kg. I had been fooled into a false confidence in my glider handling, having won several European contests with it, and just assumed I'd cope with 600kg without much more practice. The glider feels like an LS8, something you can step into and win, but it's deeper than that. By the end of the contest flight analysis showed I was only handling the glider in thermals as well as the median pilot, let alone the top pilots. I have learned so much about cruising, pulling and thermalling the JS3 this competition.

Not familiar with the site – My practice period was shortened against my plans due to container scheduling, and the practice I did manage was disturbed by a fault, making it a pure glider until Contest Day 1.

I didn't anticipate that so many tasks would go deep into the late evening, approaching sunset, and was repeatedly surprised by the end-of-day shutdown. The day always starts slower than the sky suggested, slowly building up to the 'Hour of Power' at 5 – 6pm, when every cloud has 10kts under it. Then it's like a car crash, extremely rapid shutdown between 6 and 6.30pm, with most clouds producing 2 – 3kts but a few lucky 6kt climbs until 7pm, which could usually only be found by a gaggle hunting together.

Pair flying – I did not anticipate pair flying would be advantageous in Uvalde. Typically strong conditions give little advantage to pairs, but almost every cloud in Uvalde was a multi-core thermal, and having teammates to help hunt for the cores was a clear advantage for the German and French teams, for which I was very jealous.

GPS failure – I cooked one of my only 'lucky' days when I lost the GPS antenna on my primary navigation and FLARM.

No current comp practice – I had no high-level 1,000 point contest before this event in the year prior, and it took me a while to get in the flow again.



RONALD TABERY - TEAM CAPTAIN

What a privilege for Gena and me to be part of Team Australia! Our goal was to create an environment that made for successful racing at Uvalde and provide insights, whether strategic, terrain-related, organisational or logistical. It is safe to say that Team Australia pilots and crew are quick students and caught on immediately. Everyone - pilots and crews - maintained high standards and discipline necessary to win.

THE PILOTS

Matthew Scutter Sensational only begins to describe Matt's capabilities. When he is 'on' there are none better. Perhaps the best example of his prowess was the big win on the final day (151.72 kph), a 3% margin over the nearest competitor. That kind of margin is rare, particularly at a WGC.

Lumpy Patterson Australia's most enthusiastic competitor was on top of his game for the biggest race of his life - so far. And like his 18m classmate, when he was 'on' there were none better. Three days in the top 3 with a first-place finish on day 6, demonstrates high-level consistency that said to the world, "I belong in the big leagues."

A BIG aside to Lumpy's story is that he did everything right to prepare ahead of time, shipping his glider to arrive three-weeks early for practice ahead of the race. The only problem was that his container arrived three-weeks late. Only three DAYS of practice were possible at an unfamiliar site before the officials started keeping score. Imagine what might have been with more familiarisation flights.

Adam Woolley More than proficient and professional, Adam has honed his skillset to become master of the mechanics, technology and art of soaring competition. Few, if any, are more at home in the cockpit than he. To prepare for each race day, Adam consumes information to form analytical interpretations, then continues to update in-flight decisions in real time.

Keith Gateley Adam and Keith placed in the top ten on 10 out of 11 days. I credit this in part to Keith's unflappable co-piloting. There is no doubt that their in-cockpit decisions were informed by level-headed thinking, made possible by Keith's ability to filter out chaos and return their collective focus to tasks that matter. This is an underrated aspect of successful competition strategy, and Keith is a master at decision making.

Geoff Brown Perhaps the most distinguished airman in the entire field of pilots at the WGC was Air Marshall Geoff Brown, retired senior officer of the Royal Australian Air Force and former Chief of Air Force.

ABOVE: Matthew Scutter, Dylan Lampard, Keith Gateley, Lumpy Patterson, Ron Gleason, Adam Woolley, Geoff Brown, Jorgren Thomsen, Amanda Brown, Ron Tabery, Evie Tabery (team mascot), Gena, Melissa Garnet, Craig Garnet

Geoff favoured early starts, which frequently put him out front during long tasks, sometimes in first place until late starters gained ground. His approach to racing was deliberate and conservative, prioritising personal safety. In this grueling competition of long, hot days, Geoff was mindful of the toll racing can take on the pilot. He was first to admit that he was there to learn, and his performance throughout the competition demonstrated achievement of his goal.

Team Hosts Competitions at Uvalde have a storied history of interaction with Uvalde citizens. Each team is assigned a local host. Resulting friendships might be transient or lasting - one member of the French delegation from a prior WGC made a connection that resulted in marriage and several children. Lucky for Team Australia, our team hosts were Melissa and Craig Garnett, the most hospitable couple imaginable. Their outreach was more than flag waving. They invited the entire team to their wonderful estate and were graciously flexible to account for long days in the air and at the field. They also came to the airport to lend a hand on days that they were not otherwise looking after the team's needs. Craig is owner and chief editor of the Uvalde Leader-News, and an award-winning journalist. He is also a pilot, and was lucky enough to fly several hours in an Arcus with the daily sniffer, experiencing first-hand the most beautiful air sport.

The Weather 'Typical' is perhaps the worst term to describe any contest's weather patterns. Each day is unique, although it may be said that day-to-day similarities exist, and by that yardstick, this year was atypical. For example, Day 10 was canceled for 18m and Multi-seat classes. Only the Open class was launched early enough to warrant a task. Storms grew rapidly and obliterated a lot of the task area. The only finisher was Claudio Schmidt (Brazilian, flying the beautiful Nixus) whose daily habit was to be the first starter - on that particular day, it paid off.

Typical at Uvalde is often described as a clear start to the day, shortly followed by low overcast until mid-morning, gradually breaking into parallel streets about 2,000ft AGL that rise to 3,500ft by noon. Finally, scattered cumulus rise to 6,500ft to 7,500ft during the course of the day, and sometimes realign in streets. High cross-country speeds are typical. This year saw less streeting and slightly higher bases. It is hard to feel sorry for pilots when typical winning speeds in all classes were 120 to 160+ kph.



ABOVE: Geoff and Amanda Brown on the grid.

BELOW: Keith Gateley and Adam Woolley with their diplomas for achieving 4th place in 20m Multi-seat class.

BELOW RIGHT: Lumpy Patterson on the podium. He took 3rd place on two days and 1st place on one.

WGC 18M, OPEN, 20M UVALDE TEXAS

18 - 30 AUGUST 2024

18M CLASS

1	GER	Stefan Langer	AS 33 Me	9,843
2	GER	Simon Schröder	Ventus 3e	9,636
3	FRA	Christophe Abadie	JS3	9,592
5	AUS	Matthew Scutter	JS3	9,408
16	AUS	Lumpy Paterson	JS3	8,678

20M TWO SEAT

1	USA	Arnold & Striedieck	Arcus M	9,616
2	POL	Rubaj & Matkowski	ASG 32 Mi	9,552
3	AUT	Lutz & Janowitsch	Arcus M	9,499
4	AUS	Woolley & Gateley	Arcus M	9,484

OPEN CLASS

1	GER	Felipe Levin	EB 29R	10,887
2	GER	Michael Sommer	EB29R	10,782
3	FRA	Laurent Aboulin	JS1C 21m	10,485
16	AUS	Geoffrey Brown	JS1C TJ 21m	7,176

Full results at soaringspot.com

tinyurl.com/wgcuvalde



GRAMPIANS DIAMOND MINE

BY MIKE DURRANT



I have been waiting to complete my Diamond Badge for almost 40 years.

My Diamond Goal flight was on 28 December 1987 at Corowa in the Geelong Gliding Club Standard Cirrus VE. On the same flight I achieved Gold Height and my Gold C. This was quickly followed by my Diamond Distance, again in VE on 7 January 1988 at the same Christmas Camp. At that time I was only a young lad of 26!

It took me another 36 years to complete my Diamond Badge with the required height gain of 5,000m. Largely this was because I had a busy work and family life, and I prioritised competitions and long distance crosscountry flying.

Over the years, I have sporadically participated in wave camps at Lake Fyans, Pomonal, Stawell and Ararat but, in my case, the camps were more wave-less.

The challenge with wave flying is that the weather conditions are auspicious on only a few days of the year and these days are usually not aligned with your other plans and commitments.

Given my recent semi-retirement and ability to take advantage of the weather when it was suitable, I prioritised wave flying at the Grampians Soaring Club in Ararat this year to try and complete my Diamond C before the years caught up with me.

The wave camp at Grampians Soaring Club on King's Birthday Weekend in June was an opportunity

to reacquaint myself with wave flying and the best practices for safely using the wave, given the depth of experience and knowledge available at the Grampians Club.

The conditions were only mediocre with wave flying up to about 10,000ft on 11 June, but it enabled me to sort out GOD, oxygen equipment, loggers, clothing etc. I could ensure I would be ready when the wave was on - not to mention the good camaraderie and conversation around the fire in the evening and the opportunity for winch launching.

At the camp, Trevor Hancock offered me his hangar spot at Ararat to have GOD rigged on-site for the wave season. This was gratefully accepted and proved critical to being able to use the wave when it was on.

Andrzej Wroblewski had previously campaigned over a few years at Ararat to successfully achieve his Diamond Height and provided some useful advice and assistance. His main advice was that the north-westerly wave is more likely to be usable than the south-westerly airstream due to less moisture in the air and, therefore, it is easier to get into the wave. The second piece of advice was to ensure a good low point as the wave often does not go as high as you would like at the Grampians. As you will see I followed both pieces of advice, perhaps a little too enthusiastically.

ABOVE: Mike in the wave over the Grampians on his way to achieving his Diamond Height.

continued over page



A month or so after the wave camp, I drove to Ararat on a Friday night for wave that was forecast by SkySight to be very strong on the Saturday. Unfortunately, the wind on the ground was too strong for tug operations, and heavy rain showers and cloud made it impossible to launch, despite obvious wave. A small group of us hung around most of the day, hoping for an opportunity to launch but we ended up calling it off and driving home. This was south-westerly wave with a lot of moisture pulled in from the southern ocean.

BE THERE ON THE DAY AND TAKE A LAUNCH

You have to be there to play - sometimes it works, and sometimes it doesn't.

On the weekend of 3 August, SkySight started to forecast a good day on Tuesday 6 August, and via the Grampians Wave WhatsApp group I was able to arrange a launch on Tuesday at 11am when the wave was forecast to establish. The forecast was for a north-westerly with a stable layer at ridge height, with increasing winds at altitude and good weather with moderate winds at ground level. This promised good conditions for entry to the wave with wave forecast to 23,000ft plus, despite moderate wind speeds of only 30kts forecast at altitude.

As I drove to Ararat early on the morning of 6 August, the lenticular clouds were forming up over the Grampians with a strong primary wave indicated. GOD was prepped and towed out ready for launch in sunshine and relatively warm temperatures. Given the conditions I elected to stay in my jeans for the flight - which later proved to be a bad idea!

As arranged, the tug pilot arrived for an 11am launch and we started the ground roll with a tow on the runway heading for Mount William.

On tow we ran through a line of moderate rotor marked by cloud and turbulence. Just after this, the vario indicated 10kts climb so I released, hoping to get away low. As I turned to separate from the tug, the climb rate fell to zero and I realised that I was only 2,500ft above ground. I thought I was going to be chasing the tug back for another launch!

Luckily the front of the rotor was working just enough to maintain height with a great deal of care and attention. After about 20 minutes struggling in weak lift not daring to make any major change, I was



able to work my way forward and contact the secondary wave just to the south of Ararat township. This wave was about 3kts and went to 13,000ft where it seemed to top out.

A very clear lenticular was sitting over the primary wave just to the east of Mount William and I headed directly for the centre of this primary lenticular.

CLIMBING UNDER A LENTICULAR

As expected there was strong sink, up to 9kts down, heading into wind to get to the primary. The primary was contacted at 8,500ft with strong lift just to the east of Mount William. The initial climb was under the lenticular at around 3-4 kts up to 17,000ft where I had to push forward in front of the lenticular cloud to continue the climb.

The climb in front of and over the lenticular was spectacular, with fantastic views across western Victoria. I gave away the climb at 23,000ft for two major reasons. First, my legs were freezing (never go wave flying in jeans). I was now shivering in the cockpit with outside temperatures circa -30 degrees. Second, the Class A airspace in that area is FL24500 and I was not confident of my altimeter calibration to chance it any higher.

To use the height, I flew to Stawell and then back to Ararat, after descending in the down wash of the wave to get back to a warmer height as quickly as possible without using airbrakes.

At around 5,000ft I tried my airbrakes to ensure they were not frozen, and checked my undercarriage, at which point I saw that my gear had been down for the entire flight!

In retrospect I was very lucky to have the weather gods smile on me during my first real attempt to focus on my Diamond Height for the winter season. I was also lucky to be able to get away from down low after releasing prematurely. However, sometimes you make your own luck by being prepared and ready to play the game.

It was a fantastic experience and completes a task I have had on my to do list for almost 40 years.

Many thanks to all those that made it possible, including Rolf Buelter who was my official observer, Andrzej for sage advice and encouragement, Trevor for allowing me to use his hangar spot, Tom Clark the tug pilot who came out for one eight minute tow on the day, and all of the Grampians Soaring Club members who keep Ararat going as a wave flying site.

As a final point, while there are many sources for wave forecasts, SkySight proved very accurate and easy to use, and this greatly assisted me in being able to monitor for likely wave conditions and then exploit the wave on the day.

I strongly recommend the Grampians Soaring Club King's Birthday Wave Camp in June as a mid-winter break and learning experience for anyone interested in wave flying!

ABOVE:
Under a lenticular
over the
Grampians.

**RIGHT: Mike on
the flight line.**



MORNING GLORY

BY MARK BLAND

ABOVE and RIGHT:
Flying the Glory
on 4 - 5 October.

A familiar saying tells us - 'The bad news is that time flies. The good news is you're the pilot'. That says something about making good use of the time we have left!

I think this may have influenced Ojars' decision to purchase a Grob 109 VH FFO motor glider with a view to flying the Morning Glory cloud out of Burketown near the Gulf of Carpentaria. Check out this video:

tinyurl.com/5dtwtk6b

When he asked me if I'd like to go with him, how could I say no? After all, it's one of those Bucket List things most of us would love to do.

With only a month or so to plan, we were probably a bit under-prepared, but Ojars has flown all around the Outback in both his Piper Comanche and his trusty Tri-Pacer. The first item on the agenda was organising accommodation, as it's normally difficult to get at short notice during the Glory season of late September to mid-October. Fortunately, a cabin at the Burketown Pub was available!

After briefly getting familiar with the Grob 109, Ojars decided we wouldn't survive with just a toothbrush and a change of clothes, which was about all we could carry two-up with half fuel. So we thought flying his Tri Pacer along with the bags would be more comfortable, but that would mean I would be flying the motor glider the 1230nm journey to Burketown. Or, we could swap aircraft on alternate legs.

The plan was to depart Monday, 23 September following the GCV awards night with possible stops at Leeton, Cobar, Cunnamulla, Quilpie, Winton, Julie Creek

and Burketown.

During a last familiarisation flight the day before, we discovered the propeller cruise pitch mechanism had disintegrated bearings, but thankfully Steve Hobby came to the rescue and fixed it.

We departed at 07:00 Monday morning with clear skies and forecast light SW winds. After stopping at Leeton for fuel, the track up past Lake Cargelligo was all very familiar to me. The country starts with beautiful lush green crops and plenty of open paddocks but then changes dramatically to scrub and more scrub! What could go wrong? The engine was purring, 80kts ground speed - all good - and we were also escaping the cold of the south. I'd ditched my jumper at Leeton. By mid-day we had refuelled at Cobar and were on our way to Cunnamulla. By the time we got to Quilpie, almost halfway, we were ready for a beer, 627NM completed. The Brick Hotel thebrickhotel.com.au was very good.

The prospect of a Glory on the 25 /26 September had us excited and the publican dropped us at the airport for an early departure. Oh no! Inspecting the Grob revealed the prop bearings had worn out again - bugger @*%!

Closest spares might be in Charleville 110 NM East. I knew there was a reason Ojars bought the Tri Pacer. We had a hot bumpy ride out and return to Outback Spares YBCV for new bearings and another night at the Brick. Next morning produced 30kt northerlies, which meant a third night at the Brick and a Glory chance missed.

We departed Quilpie early on 26 September. After an long, uneventful day of more and more and more



scrub, we arrived in Burketown. Yeah! Did I say it was hot? Effing Hot, about 38 degrees. This became the norm, even reaching 40 degrees on some days.

Barry Hendy was at Burketown with his Phoenix, also for his second visit.

For the next five days we amused ourselves by visiting places like Normanton, Karumba and the indigenous community Doomadgee, as well as playing lots of pool at the Burketown Pub. I think Ojars was a hustler in his day, but he did let me win a few games!

By 3 October, forecasts were looking favourable and we were getting some good vibes from Barry and Geoff Pratt, a long time Glory master from Cairns. John (Spiller) Spillsbury had also arrived in his Motor Falke. John has made more than a dozen trips in his Falke from Tasmania, a true legend. He's also a talented mechanic and a guru on Limbach engines, so it's great to have him around in such a remote place.

About four days of Glories were forecast, but Windy.com was showing them overhead the Burketown Airport before dawn. Ideally, the best situation is to launch at first light (legal) and head out towards the coast to meet it as it blows in from the NE at around 60kph. In our case, it meant we had to chase it inland and then ride it further inland until such time that it either collapsed or you had enough fuel to fly back to Burketown. This was around 80 to 100nm.

The first good cloud arrived on 3 October, but was a bit too far downwind by the time we launched. We played around in the secondary cloud near the coast, though it wasn't strong enough to shut the engine off completely! Barry in his faster Phoenix caught the primary and was in heaven soaring it all the way to the Northern Territory border.

"Good things come to those that wait," my mother

used to say, and on the 4th and 5th October we struck Glory! Pictures tell the story better than words - over four hours in total, soaring engine off and over 400km travelled.

We left the best cloud on Sunday the 5th, a bit early as we decided to head back and make an early exit from Burketown to take advantage of northerly tailwinds on the long journey home.

Our return trip was via Winton, Longreach overnight, Charleville, Cobar and Leeton overnight before a last quick leg back to Benalla.

Overall, a huge thanks to Ojars for inviting me to be part of a huge adventure. It was definitely worth the effort. It made me realise what a big, big country we live in. Would we do it again? YES.

BELOW:
Ojars Balodis
(right) and Mark
Bland flying the
Morning Glory.



WINCH MANUFACTURE AND DESIGN

BY TERRY NEUMANN



In the early the history of Balaklava GC, winch manufacture and design was governed by the availability of materials and the skill and imagination of the people who built them. There was no 'standard' winch design, and in our club as elsewhere, what finally appeared was governed (limited) by those fundamental parameters. The first two pictures come from the club photographic history; the third is from my own collection. The notes here are from what I recall, partly by club folk lore and history - often absorbed during valuable time spent around the bar in the early days - and partly from my own experiences since I joined in 1966. Most of it I believe to be essentially accurate - remembering the origin as mentioned - but like many gliding stories, the absolute truth cannot be always vouched for. Accordingly, you need to keep that in mind as you read on.

Here are two of the machines that saw service in the Clare Soaring Club - our club - and the first two pictures are of the very first one reportedly built by Herb Heinrich and others. It would spend the operational day at the other end of the strip to the launch point, and the cable (multi stranded) was towed back to the launch point by another vehicle after each launch.

Of course, this meant the overall operation was much slower than what we now enjoy, and there was also much more abrasion on the cable as a further consequence. The engine is a side valve Ford V8 driving through a manual clutch and gearbox to a single drum, with a manual spreader operated by a person just slightly less brave than the driver.

Pictured here are Headley Neumann, Clive Wake, Dean Underwood and (I think) Hedley Wandel. Astonishingly perhaps, it appears that no injuries were ever sustained in its lifetime - at least that history records. It would probably have some difficulty in passing today's safety standards.

The third picture is one of the 'Cactus' winch built by Ken Cathery and others. The basic vehicle is an ex military Ford truck - again with a V8 side valve motor. But besides being the power unit for the vehicle itself to make the trip up and down the strip in the way we do now, it also drives the winch drum(s) to perform the launching function. A transfer box disengaged the drive train to the wheels once it arrived at the far end of the strip in use, and the drum to be used was selected by the insertion of a dirty (oily) great pin that engaged the drum with the drive axle, which rotated within the hub of both drums - a kind of free-wheel effect at other times.

It's also self spreading due to the large diameter narrow drums, which means that it can be operated by one person within the relative safety of the cabin. This was the winch in use when I joined the club. Single strand high tensile fencing wire was now the launching cable - probably an improvement in some respects over the stranded cable, certainly in cost and ease of handling. The stranded cable became very prickly as it wore.

There possibly were more cable breaks, but repair was simple, and potential cable break practise was never far from the instructor's and student's minds. There was none of this automatic transmission stuff we enjoy now - a manual clutch and gearbox was the



go. For those of us who hadn't learned the subtle art of double de-clutching for gear shifts when driving the winch down the strip and back (and elsewhere), it eventually became a skill everyone acquired.

Third gear was selected for most of the launches in normal operations, and manual clutch engagement was another skill to be perfected. Even so, it was a good launch if you got to 1,000ft in the Kookaburra on 16/34, and I can assure you that in the winter of 1966 when I did my training, spin demonstration and recovery from that altitude or less was an experience something between an extreme adventure and a horror movie.

I only ever had one thermal flight in my training in that period, and the log book records most of my flights as being three or four minutes in duration.

TOP LEFT: The original winch - driver, spreader operator and two mechanics, just in case.

ABOVE: The Cactus winch - Bill Winton is unloading the drogues and traces at the RW16 launch point. Sophistication and safety innovations are to be seen everywhere in this radical new design.

BELOW: During a launch. The spreader operator in this instance is Herb Habisch.



SAFETY SNIPPETS – PRIORITIES

DREW MCKINNIE
SAFETY MANAGER
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ENGAGEMENT AND DIALOGUE

Thank you to all members who have supported our Skyward Summit Safety Seminars in Brisbane, Perth, Murray Bridge and Camden, plus a mini-seminar at Lake Keepit. I look forward to a Victorian event in the new year. These face-to-face gatherings have been open to all members and addressed a wide variety of Gliding Australia development and safety topics. To all presenters and organisers, well done and huge thanks.

We have addressed safety priorities and plans (more on this later), safety occurrence trends, operations and airworthiness safety focus issues, personal safety and integrity, mixed operations with other airspace users, Flarm use and tests, cross-country and performance flying, training system changes, Part 149 implications, safety culture changes, education and awareness topics, and of course, hot issues like responses to Pawnee airworthiness directives. These sessions have also provided excellent opportunities for networking and dialogue with key people, engagement with CASA, alignment of plans and fostering cooperative effort.

I came away from these events with a greater appreciation of the enormous efforts many members are making to better educate and encourage pilots, build better standards and practices, and share lessons and concerns. I appreciate the follow-on discussions that have occurred, and efforts to spread news and insights among club members. Good on you!

CASA staff attended some seminars and some safety awareness materials. We appreciate their support in hosting an Aviation Safety Webinar online in September, when Cath Conway and I presented a session on sharing the air safely with gliders and sailplanes to a wide aviation audience. We sought to build awareness of how and where we fly, our limitations and capabilities, situational awareness, cross country, circuit and flight planning issues.

This is available online on YouTube: tinyurl.com/4fnxfzrm

We are also presenting at the Safeskiies 2024 conference on sharing the air challenges, plus consulting leading aviation human factors experts at the PACDEFF conference. This engagement helps keep gliding in the minds of key aviation

decision-makers and officials and brings insights we will use to improve our training systems.

PAWNEE AIRWORTHINESS AND SAFETY

I commend the efforts of many dedicated people in airworthiness circles who have been working so hard to negotiate with CASA, LAMEs, local aerospace industry, South American Authorities and others associated with the Pawnee wing spar corrosion and cracking Airworthiness Directive and Service Bulletins.

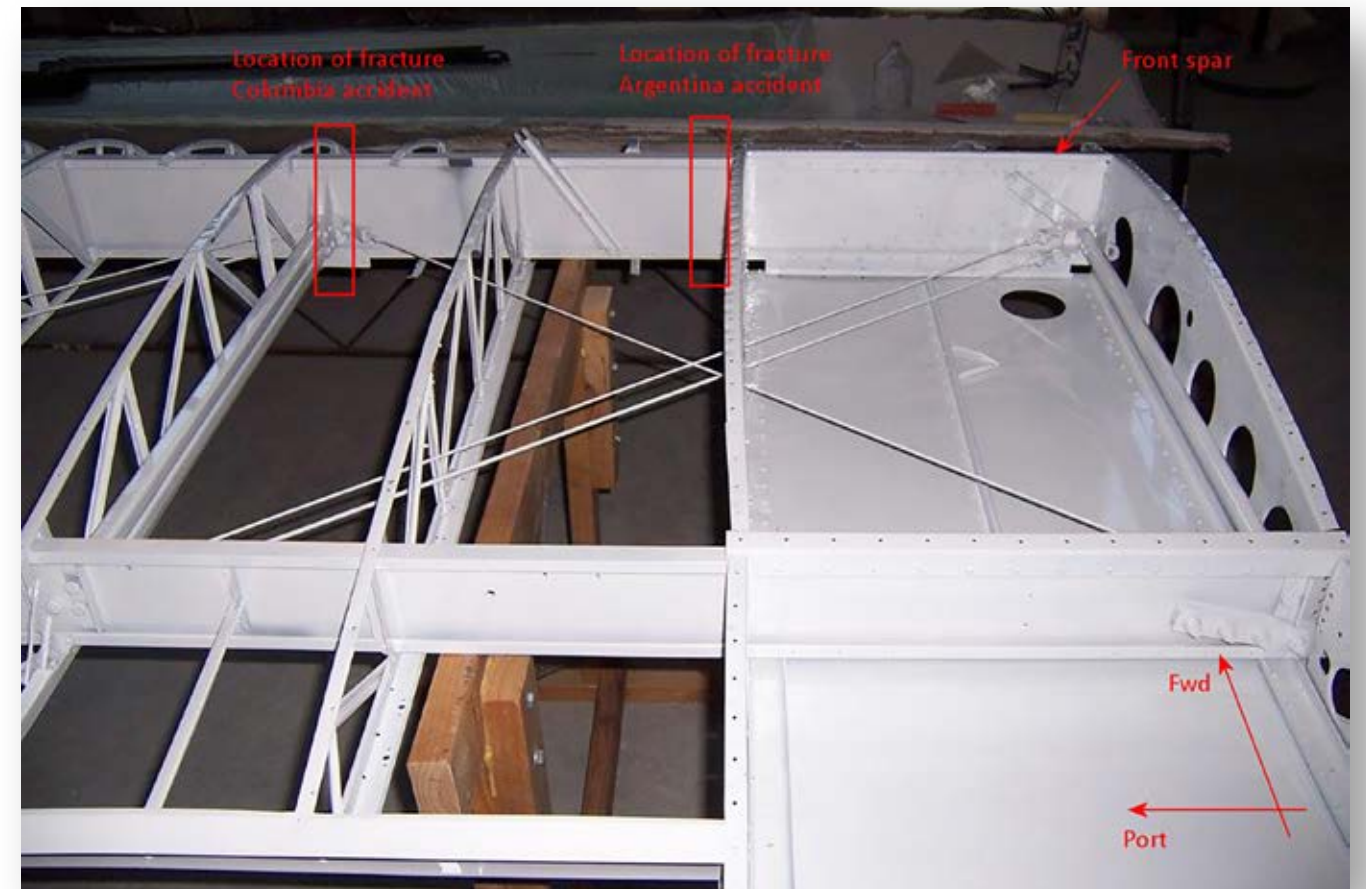
As SM I have supported Chair of Airworthiness and Executive Manager Airworthiness on airworthiness issues and safety risk, reviewing analyses and technical documents, trying to resolve Special Flight Permits. I have worked with Chair of Operations and Executive Manager Operations on operations safety issues arising from alternative launch methods, winch operations, currency, flight reviews and training aspects. I have supported the Board Chair and CEO on enterprise risks, strategic communications, draft submissions, timeline of key issues and decisions, and feedback on issues of member concern. The GA team's efforts have seen some clarifications from CASA senior managers, allowing alternative methods of compliance.

I have high confidence in the integrity of decisions and risk assessments, airworthiness and operations judgements being applied by Gliding Australia officials. Much more work is ongoing, developing options for spar and wing replacement, testing procedures, cooperation with overseas authorities, and better options for Pawnee airworthiness support.

SAFETY PRIORITIES

Our current safety priorities in terms of occurrences and preventive strategies, approved by the Executive, Board and CASA, are:

- Aircraft / Glider Control
- Aircraft / Glider Separation and Collision
- Runway Events
- Airframe Occurrences
- Terrain Collision / Hard Landing Events
- Gliding Australia has supported the Victorian Coroner in



relation to the Mount Beauty Grob G109B fatal accident (Aircraft / Glider Control), the Queensland Coroner on the Gympie Astir and LSA fatal accident (Aircraft / Glider Separation and Collision), and the Australian Transport Safety Bureau for their investigations into the Caboolture Pawnee and Jabiru fatal accident (Aircraft / Glider Separation and Collision, and Runway Events). Gliding Australia has also responded to formal CASA inquiries regarding low flying (Inflight Operations Management), and failure of a glider tailplane in a hard landing (Airframe Occurrence).

Other occurrence categories of increasing concern are:

- Ground handling accidents
- Glider towplane occurrences
- Competition finish safety (including straight-in approaches and training)
- Breakdowns in situational awareness
- Traffic overflights in gliding circuit and competition areas
- FLARM defects and poor performance

TRAINING SYSTEM IMPROVEMENTS

Safety priorities therefore drive high priority work on the following training systems issues:

Training unit on Straight-In Approaches, Competition Finish and Energy Management

Training units on Wave Soaring and Ridge Soaring

Training on situational awareness aids, including awareness of FLARM testing, performance monitoring, updates, limitations, plus the risks of misuse of situational awareness aids, fixation on In Flight Distraction Devices (IFDDs).

Other training safety priorities include aerobatics training to implement a new Gliding Aerobatics manual, including improved flight limitations and safety awareness. Instructor training projects include:

- Accident investigation, causal analysis

RMO, L3, CFI training and awareness

Instructing methods training, human factors awareness

Improving standards in basic training – stability, control, lookout

Keeping the Fun in training, motivation and performance flying experience

OTHER IMPORTANT WORK

Other important work planned for 2025 and beyond includes:

Improved SOAR, SDR and Safety Reporting systems, improved feedback and process management, including better investigation of operations and airworthiness crossovers

Integrated independent safety review system supported by club self-audits, safety intervention audits as required

Improving packs of pilot education and awareness material on safety topics, online resources

Webinars and video resources on gliding operations safety, education of other aviators

Building Positive safety culture (Just Culture plus Reporting, Questioning, Learning, Flexibility)

Links with European Gliding Union, Overseas gliding associations, safety working groups

Representing members and clubs interests on rule changes, airspace change proposals, supporting Gliding Australia efforts on technical working groups

Update of Emergency Response Plans, guidance to clubs.

As a closing comment, most of the real safety outcomes we achieve, come through the efforts and vigilance of volunteers in gliding organisations and clubs. I appreciate the contributions of all who volunteer to help their club colleagues. Teamwork matters. I am working to encourage and better support advocacy and volunteer support in the gliding community. Well done and thank you.

OPERATIONS

REINSTATING WINCH OPERATIONS

OAN 04/24 Reinstating Winch Launch Operations has been released. With the recent Airworthiness Directive issued for Piper Pawnee towplanes, an increased interest has arisen. Your club may be current with winch operations, may have done winch operations in the past or may be considering starting operations. If your club is currently using a winch often, please continue the good work. You may consider talking to nearby clubs and offering to do some flights with their members. It is very important that we keep currency up during potential shutdowns. OAN 04/24 can be found on the Gliding Australia website in Documents-> Operations-> Operations Advice Notices.

SIGNIFICANT GLIDING EVENTS

Gliding Australia produces a Significant Gliding Activity Advisory (SGAA) each month. This advisory goes to various parties: RPT operators, emergency services, flying schools, CASA.... the list is increasing. The email is well received, and our aim is to deliver the advisory the last Monday of each month with data for the next month. How can you help? If you have a gliding event coming up, contact returns@glidingaustralia.org



DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
emo@glidingaustralia.org

glidingaustralia.org with the details and we can add it to the Gliding Australia Calendar and if necessary to the significant event notice. OAN 05/24 Gliding Events-NOTAMS- Significant Gliding Activity Notice to Industry has been released. OAN 05/24 can be found on the Gliding Australia website in Documents-> Operations-> Operations Advice Notices.

AEROBATIC MANUAL

The Gliding Australia Aerobatic Manual is in the last versions of review. The manual should be released at the time of print for this magazine. This manual addresses the training syllabus for simple and advanced aerobatics. If you would like to gain an aerobatic endorsement this manual will provide you with information on Aresti diagrams, airworthiness for aerobatics, human factors in aerobatics, upright or inverted recognition and many other subjects. When the manual is available, an email will be sent to RMOs/CFIs/Instructors, and it will be announced in the Gliding Australia Forum.

OVERSEAS GLIDING INSTRUCTORS

Does your club use Instructors from overseas during the year? If so, we need time to make sure the pilot complies with the medical and operational requirements. As well, time is needed to train the instructor in our GPC syllabus and Training Principles and Techniques. Please make sure your Regional Manager Operations (RMO) and Executive Manager Operations (EMO) know of this well in advance. L3 Instructors will need to be assigned to train and check the instructor. The closer we get to the soaring season, the less available our resources are.

USE OF SKYECHO IN CONTROLLED AIRSPACE

Controlled airspace access is becoming a hot topic in the sports aviation bodies. When it comes to access to controlled airspace where Airservices Australia is assisting with separation of aircraft, having a SkyEcho will not allow you to be seen by Airservices Australia for separation. EC devices like the SkyEcho are low on transmit power and more importantly, only have a SIL = 1. Airservices Australia requires a SIL >=2.

SIL means Source Integrity Limit. SIL is a numeric value between 0 and 3 that indicates the GNSS position source's probability of exceeding the reported integrity value. It is one of the components of a standard ADS-B position message. A SIL number of 2 or 3 indicates that the GNSS position source information is suitable for ATC separation, while a SIL number of 1 indicates that the GNSS position source information is suitable for situational awareness only and is not suitable for ATC separation.

SkyEcho is a relatively low-cost solution compared to certified ADS-B Out systems that require a SIL = 2 or 3. Meeting higher integrity levels usually involves more expensive, certified GNSS systems and stricter compliance with aviation standards, which would increase the cost of the unit. SIL = 1 strikes a balance between cost, portability and performance. Outside of controlled airspace, the SkyEcho is a cost effective solution.

NEW MEMBER INTRODUCTION DAYS

Southern Cross Gliding Club (SCGC) has recently introduced New Member Introduction Meetings. Joining a gliding club and navigating the many ins and outs associated can be a bit daunting. We ran our first meeting with six attendees. Some members were very new, one was a returning member and others had joined less than six months earlier.

The content was well received and feedback positive. The objectives of these meetings are to:

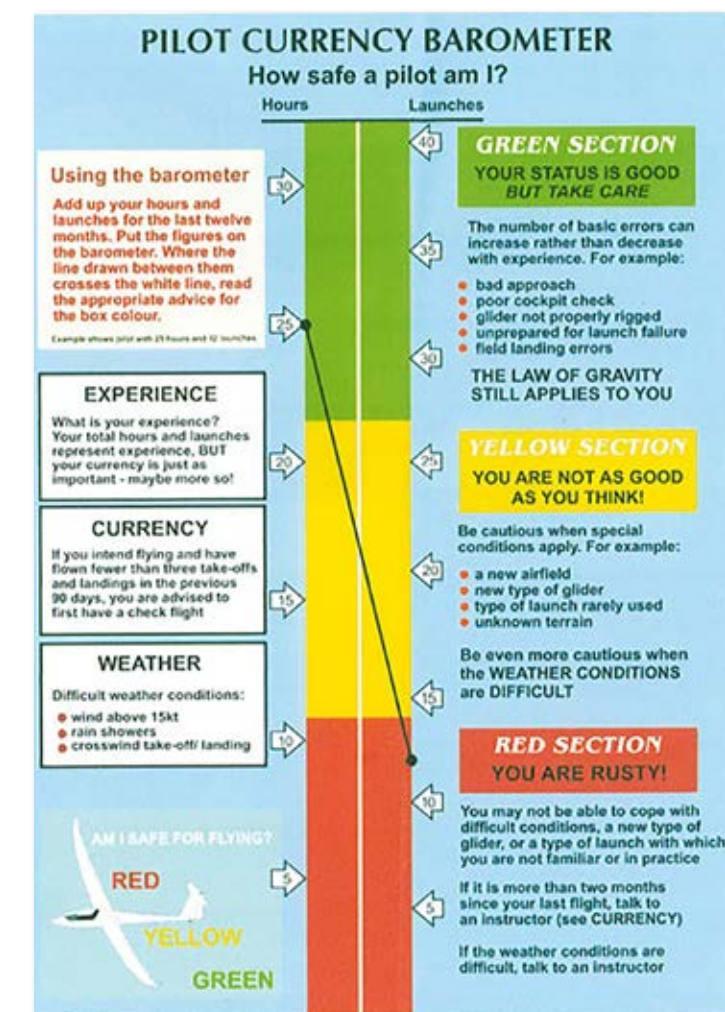
- Introduce new members to the club and how it operates
- Point new members to the people who will help them and to the resources available
- Answer questions new members have
- Allow new members to mingle and get to know each other.

THE ITEMS COVERED ARE

- Welcome to the club and to gliding
- The officers of the club, introducing any that can attend on that day
- Explaining the club's probation period
- Pathways in Gliding
- Glider Pilot Logbook
- Training resources
- What is expected of pilots in training
- Reading GPC manuals and other training resources
- Keeping your logbook up to date with Instructor comments and ratings
- SCGC website and documents
- The club's attendance page
- How to make your day more enjoyable
- Join in with DIs and cleaning gliders
- Learning how to launch gliders
- Learning how to retrieve/ move gliders
- Finding 2-3 Instructors you can work with, work as a team
- Mentoring
- We are a club, get involved
- Tour of the clubhouse, maintenance area and hangar area

- Tour of the flight line and what to do/watch out for on the flight line
- Back to clubhouse, ask members to bring their lunch and allow mingle time
- Take members who have indicated they would like to fly down to flight line and slot them in with Duty Pilot/ Instructor.

We are hoping that the introduction meeting will help new members settle into the club. What do you do at your club along these lines? Send an email to emo@glidingaustralia.org and I can share further in future



CURRENCY BAROMETER AND BEGINNING OF THE SOARING SEASON

The soaring season is starting, and we are all hoping for booming weather. Each year there is an influx of SOAR reports on incidents that could have been averted by attention to Currency. We are grateful to Sharon Brunton for doing some analysis of our flight hour data that is collected during Flight Review forms. In reference to the chart below, 50% of our pilots are green, 25% yellow and 25% red. This is indicative data but still useful as a guide. Where do you sit on this chart? Flight reviews are common this time of year. Some clubs also do outlanding checks for their pilots. I would suggest using these times as a learning experience and not treating it as a test. Talk to your instructors about your goals and aspirations for the years ahead. It is also a good time to engage with your club sporting coaches. Together you can work out a plan.

Advanced soaring made easy
Bernard Eckey

Edition 4.1
new update

This latest edition by Bernard Eckey is a 'must have' for any Glider pilot who's interested in honing their skill and knowledge.

Available from the Gliding Australia online shop \$75 + postage tinyurl.com/ASMEeay





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.

SOAR Report Number: S-2269
Title: Canopy Damage
Date: 18-Nov-2023
Region: WA
Aircraft Type: Schempp-Hirth Discus A
Classification Level 1: Operational
Classification Level 2: Airframe
Classification Level 3: Doors/Canopies

WHAT HAPPENED

The glider hit a patch of significant turbulence while cruising on final glide at 100kts. The pilot commenced re-tightening their shoulder harness and slowing down but immediately was hit by another strong vertical shear which caused their head to contact the canopy. Although it only seemed like a minor contact, it was clear from the noise level that the pilot's head had punched a hole through the canopy. They estimated that their head went no more than 1 cm through the canopy. It was only the pilot's second flight in the glider, and they found the seating position was a little tricky.

ANALYSIS

The pilot was new to the glider type, and they had not found a comfortable seating position which resulted in their head being close to the canopy. Harnesses tend to become less tight during flight, so as the pilot started a high-speed final glide and hit turbulence, their head contacted and broke the canopy.

SAFETY ADVICE

When flying a new glider type, take the time to find a comfortable seating position and harness arrangement which also gives proper control access and maintains good head clearance from the canopy. Re-check harness tightness prior to commencing high-speed flight such as a final glide, particularly in turbulent conditions.

SOAR Report Number: S-2366
Title: Near Collision between Towplane and Glider
Date: 28-Apr-2024
Region: WA
Aircraft Type: Piper Pawnee PA25 and DG 1000S
Classification Level 1: Airspace
Classification Level 2: Aircraft Separation
Classification Level 3: Near Collision

WHAT HAPPENED

A near miss occurred between a glider and a towplane on the downwind leg of the circuit. The glider was approaching from the active side of the circuit and planning to join mid to late downwind or on base leg, as it was experiencing sink. At the same time the tug joined the circuit and called early downwind. Upon hearing the tug pilot's transmission, the glider turned to the south in a position the pilot thought was outside the downwind circuit leg and was looking to their right so that they

could turn behind the tug and follow downwind. Both aircraft were now head-to-head, with the tug slightly higher and slightly to the right of the glider. Both pilots spotted each other at the same time, and both turned to their left. The aircraft passed each other with a separation of around 200 feet horizontally and 50 feet vertically.

ANALYSIS

The glider was a twin with the pilot flying in the rear seat, limiting their forward visibility. It was experiencing sink and planning a modified circuit entry. However, upon hearing the tug's announced entry to the circuit, the glider pilot decided to try and follow the tug instead of joining the circuit immediately. This resulted in the glider flying in the opposite direction on the downwind leg. Although both tug and glider radios were fully operational, the tug pilot did not hear any radio calls from the glider and was unaware of its position.
Although both aircraft were fitted with FLARM, they did not activate. The tug FLARM was fully operational on the day. However, it was established that the glider FLARM was not powered on, as in this glider the FLARM is powered via the S100 Vario FLARM port, and the pilot had not switched on the S100 for this flight. It is evident that the pilot had not checked that the FLARM was functional during pre-takeoff checks.
A collision was narrowly averted by the immediate action of both pilots to turn when they saw each other at the last moment.

SAFETY ADVICE

It is preferable to commence the circuit in the early downwind position but, when necessary, gliders may need to join the circuit on any leg on both the active and non-active sides. Always manoeuvre to avoid being head-to-head with circuit traffic.
Good lookout is the primary method of maintaining situational awareness, alerted by correct radio calls, particularly around airfields. In a twin, brief the front passenger/student to report any traffic seen during the flight.
FLARM is an excellent enhancement to lookout but is only effective between aircraft fitted with functioning units. The effectiveness of FLARM installations should be tested and their operation always confirmed during pre-flight checks.

Soar Report: S-2381
Date: 7/7/2024
Region: NSWGA
Aircraft Type: DG1000S
Classification Level 2: Wildlife

WHAT HAPPENED

Whilst on short final, a Kangaroo hopped towards the glider on the runway at a range of approximately 500m. As the aircraft was landing, the kangaroo continued, and kept moving towards the aircraft. The kangaroo, still running at the plane did not change course, causing evasive action required by PIC, as the kangaroo avoided the wing, by a few metres.

ANALYSIS

Wildlife hazards exist.

SAFETY ADVICE

When landing, expect the unexpected and alter the glide path as needed. Landing long and avoiding the kangaroo is the best option. Discuss in briefings as a hazard and possible actions to take.
Soar Report: S-2386
Date: 15/7/2024
Region: NSWGA
Aircraft Type: DG1000S
Classification Level 2: Flight Preparation/Navigation

WHAT HAPPENED

A Daily Inspection was completed on the glider in the hangar prior to taking it to the launch point. Before taking the glider to the launch point, the instructor of the first flight verbally confirmed with the member who completed the DI that the inspection had been completed.
The student on the first flight conducted the ABCD pre-flight inspection but did not check that the maintenance release for the glider had been signed. The instructor did not check the maintenance release, given the prior verbal confirmation. The aircraft completed the flight without incident.
On the second flight, the instructor conducted the ABCD pre-flight check and noticed the omission.
The instructor again confirmed with the person who conducted the daily inspection that the DI had been completed. That person said they had forgotten to sign the Maintenance Release. The Maintenance Release was subsequently signed, and operations continued.

ANALYSIS

The incident highlights several failings and omissions. i.e. failure of the person carrying out the DI to sign the DI book, failure of the student to check the DI book, and failure of the instructor to ensure the student carried out the ABCD checks correctly. It could have resulted from complacency, time pressures, distractions or slips.

SAFETY ADVICE

Good safety outcomes rely on every person to diligently accept responsibility for their required duties and actions. A DI is an extremely important part of making flying safe. Conducting a DI is making sure the glider is safe for all persons who will fly the aircraft on that day and is therefore a big responsibility to do correctly, including the signoff.

Soar Report: S-1987
Date: 17/12/2021
Region: NSWGA
Aircraft Type: LS10-st
Classification Level 2: Runway Events

WHAT HAPPENED

The pilot was landing on the runway that has with a slope to the left. There were recently cut grass in piles on the runway, and the ground was soft and wet. Towards the end of the ground roll the right wing (being closer to the ground because of the slope) caught on grass resulting in a 150 degree ground loop to the right.

ANALYSIS

Wind was not a factor as conditions were benign. The pilot was experienced and current on type. The LS10 is an 18m glider – combined with the grass piles and slope, the 18m wings would easily catch on the grass piles.
SAFETY ADVICE
Extra vigilance is required when landing longer wing gliders on slopes and with surfaces such as grass piles. Airfield maintenance needs to ensure hazards are minimised.

Soar Report: S-1990
Date: 13/1/2022
Region: NSWGA
Aircraft Type: Pilatus B4
Classification Level 2: Systems

WHAT HAPPENED

The pilot was having a short flight (7 minutes) in showery conditions with a cloudbase of 1200ft. A shower moved across the airstrip whilst the pilot was in circuit. On final, the pilot noticed that the airspeed indicator was showing a constant speed and not functioning correctly. Consequently, the last part of the final was slow, resulting in a higher than usual 'dumped' landing.

ANALYSIS

It is likely that water from the rain showers entered the pitot system, causing the ASI to become faulty. Some days later the ASI was working correctly.

SAFETY ADVICE

Flying in poor conditions increases the risks associated with gliding. These include poor visibility, rain, affected instruments, degraded glider performance and sometimes extra decision-making. Pilots should evaluate risks before flying and consider whether a flight on days such as this are worth the increased risks.

Soar Report: S-2006
Date: 20/2/2022
Region: NSWGA
Aircraft Type: Standard Libelle 201 B
Classification Level 2: Terrain Collisions

WHAT HAPPENED

While landing downwind (and downhill), the glider overshot the runway and was substantially damaged when it ground-looped in long grass at the end of the strip.

ANALYSIS

Low hours, low solo hours, current pilot flying a glider with relatively small airbrakes elected to land in what they thought was a headwind but had more tailwind component. Another glider had blocked another strip which may have affected decision making. As well, the wind on takeoff had been a headwind. The pilot initially selected a runway to do the circuit but did not check wind direction after that. Then believing they were landing in a headwind made a high final approach with a slight tailwind.

SAFETY ADVICE

The Libelle is not a very suitable glider for low hours pilots. Additionally, pilots must monitor wind direction in the circuit continually and make or change decisions on landing direction accordingly.



SOARING DEVELOPMENT

COMPETITION MARKS

There have been some changes to MOSP 3 in relation to glider markings and in particular competition marks. No changes to how competition marks are governed are envisaged, but changes to MOSP 3 means that a refreshing of the rules will be required. There will likely be an addition to MOSP 4 to cover competition marks as used in National events.

Competition mark registration and use is covered in the following Gliding Australia document:

tinyurl.com/commpmarks

This document also refers to AN84. Both documents need a refresh, but I stress that no changes will be made that differ from the current requirements that would require any changes to currently acceptable markings.

Competition marks, and in particular Australian registered gliders, became an issue at the recent Narromine Worlds. Several competition marks on Australian gliders did not meet current IGC requirements. These requirements are more restrictive than the current Australian requirements and it is the case that the way in which some marks are applied to gliders meet Australian requirements but not IGC requirements.

The IGC requirements are more restrictive in two respects. First, marks need to be shown in a plain block style with a single colour and second, they need to contrast strongly with the sailplane's background colour.

I don't think we need to change the current requirements in Australia. This would disadvantage owners who have currently compliant aircraft. However, owners need to be aware of the stricter IGC requirements if the aircraft were ever to be used in a World competition.

Nor should the rules prevent the use of tail art. Given that all aircraft need to carry their registration markings, what pilots put on the tail is of no consequence provided the identification used in a competition is the registration. It might be that the tail art alludes to the aircraft registration while not meeting the current Australian competition mark requirements. This would be OK provided it is not used as a competition mark or a primary means of identifying the aircraft. However, if the registration used on the tail is the primary means of identifying the aircraft in a competition, then it needs to meet the current Australian requirements.

We are interested in pilots' feedback on the current competition mark rules and registration system, before any updates are made. Please respond to csdp@glidingaustralia.org with any comments or suggestions. I look forward to hearing from you.

AUSTRALIAN TEAM SELECTION FOR 2025

We have made a one-off interim change to the Australian team selection process for both the 39th

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
csdp@glidingaustralia.org

FAI World Gliding Championships and the 13th FAI Women's World Gliding Championship. Both will be held in the Czech Republic next year.

Normally, we would use two years' competition results to select a team. However, we are still behind due to Covid, which would mean final selection would not occur until February next year, leaving only a few months for the teams to prepare their campaigns. By taking this action now, we can get back to selecting teams well in advance across two seasons with a buffer of at least 18 months between selection and the Worlds.

Expressions of interest were sought from top ranked Australian pilots, and apart from James Nugent and Daniel Summers who will defend James' World Title, we received just sufficient commitments to fill available spots. I am pleased to announce the following team:

Club Class
James Nugent and Daniel Summers

15 Meter
Mathew Scutter and David Jansen

Standard
Adam Wooley and Alan Barnes

For the Women's Worlds, Sophie Curio has committed to going. We have further available spots if any other women would like to take up the offer of representing Australia at a World Championships. Please let me know if you are interested.

COACH RATINGS

A reminder that all coach ratings were due for renewal by the end of August. If you have not yet done so, please contact your Regional Soaring Development Manager to arrange renewal for the next two years.

2024 MULTICLASS NATIONALS AT LAKE KEEBIT AND FAI QUALIFYING SAILPLANE GRAND PRIX

A website is now available for entering the 2024 Multiclass Nationals at Lake Keepit.

PLEASE SEE

keepitsoaring.com/product/2024-nationals-entry-fees to enter.

Also be reminded that entries are open for the Australian qualifying Grand Prix for January 2025 at Gawler, South Australia.

PLEASE SEE

stadium.crosscountry.aero/eventregistration/85

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PAWNEE AIRWORTHINESS UPDATE



BACKGROUND

The Piper PA-25 Pawnee was first designed in the early 1950s as an agricultural aircraft. Prior to this, most agricultural aircraft were converted from existing civil or military designs. Several versions of the Pawnee were made that increased engine power in later models. Typical of the certification at that time, a fatigue life was not published, and neither were life extension surveys.

The aircraft was popular with crop dusting / spraying operators in Australia in the 1960s and 1970s. The type was largely replaced in agricultural work in the 1980s by the larger and more powerful Air Tractor.

Pawnees became increasingly popular as aerotow aircraft at gliding clubs in the mid 1980s as they became available in the second-hand aircraft market. Without the agricultural equipment or weight of fertilisers and pesticides, the type has an excellent power to weight ratio that results in a very good climb rate while towing a glider. It is highly suitable for operations off unsealed airstrips and paddocks.

Piper ceased production of the Pawnee in 1981. On 15 April 1988, Piper Aircraft sold the design to Latino Americana de Aviación S.A (Laviasa) in Argentina. This resulted in Laviasa being the Type Certificate Holder and responsible for maintaining the ongoing airworthiness of the type.

Aviación Civil Argentina (ANAC) is the national aviation regulator of Argentina, the equivalent of CASA. Argentina became the State of Design when Laviasa became the Type Certificate Holder. Under ICAO rules, any Airworthiness Directive (AD) issued by the national regulator of the State of Design is accepted by CASA and applicable to Australian aircraft.

AIRWORTHINESS DIRECTIVE 2024-05-01

Aviación Civil Argentina issued Airworthiness Directive RA 2024-05-01 on 18 July 2024 as a result of three crashes involving failure of the front spar of the PA-25 Pawnee. This AD requires inspections using two Service Bulletins from Laviasa. The inspections are of the front

spar in key areas for corrosion (most likely from exposure to super phosphate), mis-drilled holes (potential crack sites) and cracks.

BY ANTHONY SMITH
CHAIR AIRWORTHINESS
cad@glidingaustralia.org

The first Service Bulletin, SB 25-57-09, is available in English. However, the second Service Bulletin, SB 25-57-11, was published in Spanish. The AD also requires an eddy current inspection, which is a form of non-destructive testing, of the spar flanges. Normally, a published procedure for the eddy current inspection tells the inspector how to set up the equipment. This procedure was not published by ANAC.

The AD is not well written and perhaps some of intent has become confused in the translation from Spanish to English. In particular, two interpretations are possible regarding the specified time at which the Part 2 inspections using SB 25-57-11 were due.

The initial inspections are warranted given the crashes, and ongoing inspections are a prudent safety measure. However, the requirements of the AD that allow ongoing operation of the aircraft are very restrictive. The AD requires ongoing inspections at a much higher frequency than would normally be expected.

WHAT HAS GLIDING AUSTRALIA DONE?

Gliding Australia contacted Laviasa and purchased a complete set of Service bulletins. These are available from the EMA, Dennis Stacey ema@glidingaustralia.org if required.

An unofficial English version of SB 25-57-11 was translated from the original Spanish.

An e-mail forum for Pawnee operators was created. This has since attracted Pawnee tug operators from around the world.

An Alternate Means of Compliance was drafted and approved by CASA to use smaller round inspection holes under the wings, rather than the larger, rectangular inspection panels required by SB 25-57-11.

Due to strong advocacy from Gliding Australia, CASA has published a clarification on the AD which allows visual inspection of the spar flanges until cracks are found.

Subsequent to initial communications with both ANAC and Laviasa, all responses from Argentina have ceased. One of the issues with AD 2024-05-01 is that not all countries appear to have received it. Word of mouth has since spread the news. The early actions by Gliding Australia have been appreciated by gliding operators worldwide as Laviasa and ANAC are not responding to their enquiries, effectively leaving them stranded without copies of the Service Bulletins with which to perform the inspections. Gliding Australia has now resorted to requesting embassy staff to attempt to



contact both ANAC and Laviasa and re-establish communications.

HAVE ANY CRACKS BEEN FOUND?

Currently, 44 Pawnees are in use as towplanes in Australia. Out of those that have been inspected, 11 are presently grounded by the AD, representing around 33% of aircraft inspected. This is a significantly better situation than anticipated, although it is very damaging to clubs with aircraft that have not passed the inspection. When the AD was published, we expected up to 66% of aircraft to be grounded, which would have had a major impact on gliding operations in Australia. The majority of the groundings are due to extra holes in the spar flange, holes too close to the edge of the spar flange, or holes in the spar flange that are too close together.

The remainder of the aircraft have been grounded for corrosion. This is a little disappointing as the corrosion perhaps should have been found and treated as part of the ongoing annual inspections. Fortunately, no cracks have been found to date.

WHAT CAN BE DONE IN THE FUTURE?

Aviación Civil Argentina is likely to have only considered the much higher fatigue accumulation rate of agricultural flying. Aerotow operations have a much lower fatigue accumulation rate, which could result in less frequent ongoing inspections. Performing a stress analysis of the spar and a fatigue analysis comparing agricultural use to aerotow operations, and having it approved by CASA, may enable the reinspection interval

to be substantially increased.

Gliding Australia has initiated discussions with CASA about the potential benefit of transferring aircraft that are only used for sailplane towing over to the 'Limited' category (same as warbirds) under Part 132. We already have the e-tugs – Pawnees fitted with the LS1 automotive engine – operating in this category. In the same conversation, we are starting discussion on what it would take to approve Gliding Australia as a Part 132 organisation, like Warbirds Australia). This may give Gliding Australia better autonomy on tow plane operations, airworthiness and maintenance for tugs.

I have received two independent proposals to manufacture composite wings for Pawnees. These would have the advantage of being Australian certified wings and not being beholden to interesting decisions on the wings from Argentina in the future. The certification may be made a little easier if we were to move the tugs over to Part 132 – see above. Manufacture of composite wings from scratch is not a short term solution and carries some risks, such as problems with certification, but it is a possibility for the future.

Gliding Australia has received advice from CASA that they will approve repairs for the spars for defects found during the AD, as opposed to insisting that everything needs to be approved by Argentine authorities. I have had preliminary discussions with a Part 21 engineer about possible repair schemes using VH-WGC as an example. There are a couple of possibilities for repairs moving forwards and these will be developed in the coming weeks.



ABOVE:
An example of severe corrosion found in the wing root of a Pawnee oversea.

BELOW:
An example of cracks growing from mis-drilled holes in a Pawnee front spar



CLASSIFIED ADVERTISING

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

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4689 hours, mosquito canopy, winglets, trailer reasonable condition. Located near Wangaratta Vic. Needs form two. Industrial tablet running x-soar 8, Warrington Vario blue toothed to tablet and flarm eagle also blue toothed to tablet. \$12000. **David Goodley 0468955676** daisymich2000@yahoo.com



VH-GBX Libelle H201b 15/17m and enclosed trailer. Serial No. 346. Launches 999. Hours 1738.

Form 2 Due 30/6/2023. Equipped with Flarm and Borgelt B 500 Vario Mylar seals. Power outlet for phone or Oudie. Notes: B 500 displays wind, final glide plus bearing and distance to waypoints, audio tones for lift/sink and speed to fly. 17 m span increases best l/d by 10% and 1% at 90 knots. Overall increase in handicap, 2%. Recent maintenance performed by Lockwood Sailplanes. Price \$ **16500 (Price reduced)**. **Contact Colin Campbell, 0428509461**



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Carbon fibre wings (reprofiled), removeable wing tips, water tanks fully serviceable, Oudie navigation, Vaulter variometer,



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VH-XOV & VH-MXG PIK 20E self launch 501Rotax 2 67hrs , 40year survey done , reg trailer, mountain air oxygen, , trig transponder, flarm , radio , full inst , parachute, one man rig 40K Dimona 36 touring glider 2 seat , 2lt Limbache , Hoffman 3 stage prop low hrs recent top overhaul , new mag , bottom done 100 hrs ago , needs rudder repair , hangar rash , 30K time to go sailing , health probs, can assist form 2 , byron bay. **Richard Bowie 0402072268** email rikbowie60@gmail.com



VH-GJX. AS34Me. Electric Self Launch. Inc Cobra Trailer. AUD\$390k. Location Mildura Australia. Hi to all gliding enthusiasts. Considering I was born in 1954 some very experienced people said to me "Phill you should be flying a 2 seater". So I promptly ordered an ASG 32 Mi. Therefore my exquisite AS 34 Me (electric self launch) is available for immediate sale. It is nearly fully optioned had only 38 flying hours and 31 landings. Included is a Cobra trailer. For additional information please call **0488 401401** or email phill@401gliding.com.au



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NQS ASK 21 Mi S/NO 21918 (2014)

Total Landings 796 Engine Hours 41, Power Plant Battery New 2023 Current Form2 issued March 2024, NorthEast Aviation Victoria Trailer Alfred Cobra91A 2014, 11 months NSW Registration Full Ballast Kit, Canopy Covers, Wing & Tail Dollies Aircraft, Engine and Trailer in excellent near-new condition \$155,000 incl.gst 2 x new unused emergency parachutes available, current certification \$5,500ea incl.gst Location via

Leeton NSW Australia Contact **Peter** peteherrmann8@gmail.com 0427324305



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 hangared. Will accept best offer over \$30,000 **Contact Brian Bailey. 0409 302296**



VH-FFO Grob 109

Airframe 1617hrs, Eng 923hr but able to continue past TBO on condition, Hoffmann 3 position prop in EC at 147hrs(new 2021). Form 2 till 17/7/24. Independent flying and ability to travel to places not normally accessible with a standard glider. Lots more adventures left in this fun glider. Great camera platform. Hangarage available at Temora or ready to fly away. Reduced to **\$39,000 Scott 0438773717 slcomposites1@gmail.com**



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

[continued over page](#)

Power Flarm Fusion NOAH Transponder Becker BXP6401

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

Bug Wipers Cockpit, Engine+Trailer 2021 overhauled-refurbished Bagg. Compartment Battery

Charging port on the root rib for charging in the trailer Headphone Cobra-Trailer with 100km/hr Permission in Germany, new TÜV, next Feb 26 Tail Wheel Lift Tail Dolly Tow Bar Wing Support Fuel Canister + Betankungsschlauch / Hose Outdoor Wing- and Fuselage Covers Parachute

Would you like to install a new LX? No problem, I am an avionics engineer and will help you with the implementation by managing or carrying out the project by arrangement. Location: Offenburg, EDTO, Germany Asking Price: 168.000 EUR thorstengrether@t-online.de READY TO FLY!



VH-YBE ASH25

self launching Motor Glider. It's your choice, use a tug or launch yourself 25m and 26.5m options very good condition 3330 hours, 1300 landings Motor Rotax 505A 147 hours Accessories and parts inc. Full set of Jaxida covers, solar panels on engine doors, spare engine with muffler and much more Anschau Trailer Contact Dieter, preferred contact by email admin@sdr13.com or phone 0428 860 160



HPH 'Shark' 304MS

Brand new and ready to go. Self-launch glider with a full specification including acrylic paint, Oxygen, LX 9070 with V8



vario, ADSB, Power flarm, AHRS functionality and much more. Cobra trailer together with single person rigging and ground handling equipment. Only has test flying time and is completely new. Company owned and unexpectedly for sale, free of tax on export. NZ\$315,000 plus GST in New Zealand. Contact Tim Harrison timhar@xtra.co.nz Tel:+642102249401

VH NTT

(no tow thanks!) Schleicher ASK21mi Form 2 to February 2025. Same owners since new. maintained by Justin Sinclair. Very good condition, airframe 2,150 hrs; motor 80 hrs. Factory PU finish and Mountain High oxygen.X com radio/intercom; Cambridge instruments.Reduced to \$110,000 ono. **Contact Rob 0427314788 rob54059@gmail.com**

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**VH-**



GUE DG 500M (Self Launching) (two seater)

wingspan 22m Flapped, with steerable nose wheel

The Rotax 535c has been replaced with STC solo 2650 By Binder in Germany Comes with canopy cover, ground handling dolly CG release and nose release Instruments include LX NAV 100, Radio Microair, compass, altimeter(winter),

ASI, Flarm Lx nav powermouse with Flarmview 2 front and rear.comes with current form 2.Approx time 2067 Total Landings 1676 year 24/05/1995 S/N 5E145M58 \$ 135,000. Contact Joseph Ludwig josephludwig101@gmail.com



INSTRUMENTS

B400 80mm with battery pack and speaker \$650 Aud (over 1000 new).

LX9000 (gen 2) with V5 and stick remote \$3750 Aud

2 A21 Bose aviation headsets, 1 with Bluetooth \$1600, one without \$1200

1 Oudie IGC Price to be advised

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