

GLIDING

AUSTRALIA

Issue 70 February - April 2025

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BUNYAN WAVE

MULTICLASS NATS - NSW STATE - SGP GAWLER - INGO RENNER CUP



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GLIDING AUSTRALIA MAGAZINE

No. 70 FEBRUARY - APRIL 2025

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FROM THE CEO DOUG FLOCKHART

Olympic Committee exploring Esports and virtual soaring, this is our moment to lead. For those who are already members of Gliding Australia, as a value add, your existing membership will allow full access to the Virtual Soaring offer.

To be clear, this isn't about replacing physical gliding, it's about enhancing it. Virtual soaring is the start of a journey, not the end. It's a way to reignite passion, build skills and introduce new people to the wonders of flight. For existing pilots, it's an exciting new chapter. For those yet to discover gliding, it's an open door. Stay tuned, more info to come, around the who, what and when!

GLIDING AUSTRALIA UPDATED STRATEGIC PLAN

An updated Gliding Australia Strategic Plan for 2025–2027 will soon be shared with you, our valued members and stakeholders. This plan represents a collaborative effort to ensure the growth, sustainability and excellence of our sport, reflecting our shared commitment to fostering a safe, inclusive and innovative future for gliding across Australia.

Purpose, Vision and Values – at the heart of the Strategic Plan are the Purpose, Vision, and Values that guide everything we do:

- Purpose – To develop and promote a safe and inclusive environment for experiencing the thrill of gliding, through advocating excellence, providing opportunities and upholding our responsibilities to the aviation community. We aim for lifelong enjoyment through development, training and leadership.

- Vision – To foster inclusive and welcoming gliding for all backgrounds through engagement with Members, Clubs, and Regional Associations, promoting good governance and compliance. We aim to safely engage people in an exciting adventure sport and expand our systems and programs to ensure broad participation and development. We strive to be a valued and respected Member of the Australian aviation community.

- Values – We are committed to nurturing a culture of respect, teamwork and integrity, while demonstrating leadership and unity. We prioritise inclusion, knowledge and volunteerism to ensure a safe and supportive environment. We strive for excellence in all our endeavours and actively contribute to our community.

Also, the Gliding Australia (GAus) Board recently confirmed its support for the acronym GAus to represent Gliding Australia in written documents. So, as you begin to see GAus appear more frequently, rest assured you're now in the know about another acronym in our daily lexicon.

Finally, welcome to 2025 and all the adventure and challenges it offers.

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

Ciao and warm regards,

DOUG FLOCKHART
CHIEF EXECUTIVE OFFICER

ceo@glidingaustralia.org



FAI GLIDING BADGES

TO OCTOBER 2024

900KM DIPLOMA, 1000KM DIPLOMA
ADAM WOOLLEY KINGAROY SC

750KM DIPLOMA
KENGO MATSUMOTO GCV

DIAMOND DISTANCE, DIAMOND GOAL
OLIVER ROBERTS TOCUMWAL SC

DIAMOND DISTANCE
GRAHAM ADAMS GCV
RICHARD HARTTEMORA GC
ROGER PERRETT SOUTHERN CROSS GC

DIAMOND HEIGHT
JOSHUA DAVIS CENTRAL COAST SC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION, GOLD DISTANCE, GOLD HEIGHT
BRUCE WYNNE LAKE KEEPIT SC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION
JARED BIGNELL BATHURST SC
SHAWN ARMITAGE HUNTER VALLEY GC
TOMOAKI MASUDA NARROMINE GC
MYATO NITTA NARROMINE GC
ASHAI KAWASHIMA TOCUMWAL SC

SILVER DISTANCE
DAMIEN QUIRK

SILVER DISTANCE, SILVER HEIGHT
REWA PHYPERS MELBOURNE GC
TIMOTHY DE HOLLANDET NQSC
RHIAAN BENNETT HUNTER VALLEY GC
JULIEN JAMES LAKE KEEPIT SC
DAVID HARRIES NARROGIN GC
NICKI BOURLIUOFAS SOUTHERN CROSS GC
TOM LENNON TEMORA GC

SILVER HEIGHT / SILVER/GOLD DURATION
JAMESON HARDY KINGAROY SC
HAO GONG GCWA
MAXIM SUPONYA SOUTHERN CROSS GC
TOWA ONO GCV

SILVER DISTANCE HEIGHT AND SILVER/GOLD DURATION, GOLD DISTANCE AND DIAMOND GOAL
MAX SCUTCHINGS ADELAIDE SC

SILVER HEIGHT
JULIAN BARONS SC TASMANIA
JOSEPH COLFS NQSC
BRYAN MCGRATH GEELONG GC

SILVER/GOLD DURATION
IAN NORTHEY BENDIGO GC
JOSEPH YU GEELONG GC
AYURI ITAKURA GCV
BRYAN MCGRATH GEELONG GC

GOLD DISTANCE / DIAMOND GOAL

DYLAN SOUTAR DDSC
MICHAEL DONOHOE SOUTHERN CROSS GC
ASHAI KAWASHIMA TOCUMWAL SC
KOTARO MIYATA TOCUMWAL SC
RYOTA IEDA TOCUMWAL SC
GREG DILLON SOUTHERN CROSS GC

GOLD DISTANCE
D DAVID FRY NARROGIN GC

GOLD HEIGHT
JARED BIGNELL BATHURST SC

DIAMOND DISTANCE
ALLESSANDRO SIMEONI SOUTHERN CROSS GC
MILES PARK SOUTHERN CROSS GC

GA CALENDAR

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

HORSHAM WEEK
1 - 8 February 2025
Horsham Aerodrome
Website: horshamweek.org.au
Contact Craig Dilks cd@horshamweek.org.au

BEVERLEY SOARING SOCIETY CROSS COUNTRY WEEK & REGATTA
10 - 14 February 2025
Beverley Airport WA
Contact Geoff Overheu 0407 575 216

WAGA STATE CHAMPIONSHIPS CUNDERDIN
14 - 22 February 2025
Contact Stuart Usher 0499 900 044

CLUB CLASS AND 20M 2 SEAT NATIONALS
15 - 23 February 2025
Temora Airport NSW
Contact Scott Lennon slcomposites1@gmail.com

BEVERLEY SOARING SOCIETY EASTER REGATTA
8 - 21 April 2025
Beverley Airport WA
Geoff Overheu 0407 575 216

39TH WORLD GLIDING CHAMPIONSHIPS CLUB, STANDARD, 15M CLASSES
7 - 21 June 2025
Czech Rep Tabor

13TH WOMEN'S WORLD GLIDING CHAMPIONSHIPS CLUB, STANDARD, 15/18M CLASSES
26 July - 9 August 2025
Czech Rep Zbraslavice



FLARM UPDATES

FLARM have announced the availability of FLARM software 7.40 without expiration date, available for de Classic and PowerFLARMs.

The new software implements the dynamic versioning system, which optimizes communication between FLARM devices and reduces the need for regular updates.

Download here: <https://www.flarm.com/de/>

LEFT: Coach Daniel Summers with a junior pilot ready for the morning coaching session

JoJoeyglide was held at Narromine 12-18 January with tasks set for the nine entrants each day. In addition to the main race, coaching sessions were also

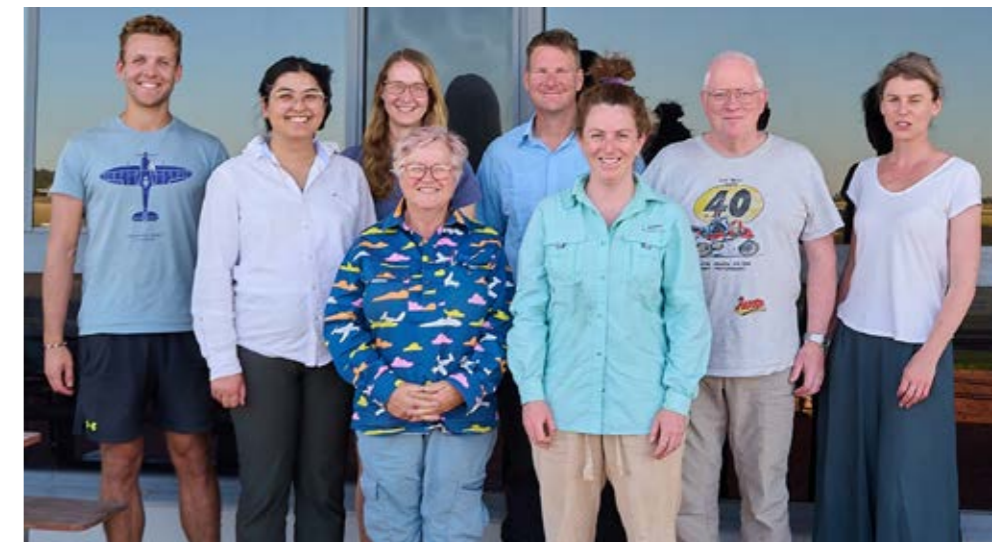
flowed in two seaters with several coaches who gave their time to train the next wave of young glider pilots. The coaching team included Australian Gliding team

member Daniel Summers, Toby Freeland who is a member of the British Gliding Team visiting from England, Matthew Atkinson, Mike Durrant and Andrew Edwards.

WOMEN'S INSTRUCTOR COURSE

The Rockettes recently organised the first women's gliding instructor course. The course was held at Narromine. By the end of the course, Daniela Helbig had gained her Level 2 rating while Sophie Curio and Melysha Turnbull achieved their Level 1 instructor ratings.

Well done to Jenny Thompson, Dave McIlroy and Michael Vince for their contributions.



FROM THE ARCHIVES

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

The article below is from the October 1989 edition of Australian Gliding. It recounts the inspiration and origins of two gliding clubs, the Adelaide University Engineers' Glider Club (AUEGC) and the Gliding Club of South Australia in 1929. It is

fascinating to look back to the time of the construction of the first glider in South Australia and the formation of the first gliding clubs. The article also hints at why gliding continues to attract people with engineering backgrounds to this day.

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SOUTH AUSTRALIAN GLIDING 60th ANNIVERSARY 1929-1989

The history

by Bev Matthews

A 30 page feature article, incorporating some 40 photographs, published in the June 1929 issue of *The National Geographic* magazine on the gliding camps at Wasserkuppe in Germany, fired the enthusiasm of many world-wide.

In South Australia, two gliding clubs were formed as a direct result. Both clubs intended to acquire and then fly a primary glider as their first step.

The Adelaide University Engineers' Glider Club membership was confined to students enrolled in the engineering course at the Adelaide Uni, while members of the Gliding Club of South Australia consisted of men from various walks of life, and included some power pilot members of the Aero Club of SA.

The AUEGC decided to build a glider and, having located plans and blue-prints in an American magazine for a Zoegling, they obtained permission for space and the use of university workshops during the summer vacation of 1929/30.

As soon as the exams were finished, construction started and their glider was completed at a cost of £17, and test flown successfully in April of 1930.

The GCSA, with 50 potential flying members registered, took a somewhat shorter approach and in October 1929 ordered a machine from P.J. Pratt in Geelong.

This Dagling was priced at £100, delivered and rigged, and arrived by goods train in the last week in December. The machine was assembled and demonstration flown by Percy Pratt at Parafield on December 30.

The two machines were similar, both of German design, the Dagling had a 30ft wing span, the Zoegling slightly wider. Both had about a 15ft fuselage, the Dagling tail assembly of metal, while the Zoegling was timber.

Both clubs flew at O'Halloran Hill and co-operated together to a great extent during 1930, as well as sharing open days, but by July 1930 both clubs had a major problem. Although they had at least four instructors, they only had one primary glider each and over 70 members between them, with numbers growing every week.

The Uni. students couldn't afford to buy a soaring machine, and the GCSA mem-

bers were well heavily in debt for the original purchase of their primary. The uni. club did plan to build a sailplane during the next vacation at an estimated cost of £50, but that didn't eventuate.

On August 1, 1930, an article appeared in the *Adelaide Advertiser* stating that both clubs agreed that it was time a gliding association was formed. "With another club being formed at Parafield shortly, it is thought that the time is more than ripe."

There were also suggestions for charging admission for a combined "field day", as it was not unusual to have over 200 spectators travel down to watch the weekly practices.

The third club referred to, the Parafield Soaring Club consisted of a handful of the "elite" pilots from the SA Aero Club whose aim was to break the world record for gliding here in SA. They flew the Frank Roberts built glider in which G.K. Rice-Oxley had set the British Commonwealth record.

The same *National Geographic* article also inspired 19-year-old Laurie Davy to abandon his partially built bi-plane and de-

sign Australia's first sailplane. The 62ft wingspan "Miss Australia I" was completed in 1931 and the wings, in a modified machine, were still flying in SA in the 1950s.

These clubs were the start of the gliding movement in SA, and their members, machines and expertise formed a solid base in other clubs in the 30's and ultimately in the post war period.

The celebrations

by Catherine Conway

In delving into their past, members of Adelaide University Gliding Club discovered that they are in fact the third gliding club from the University to exist, the other two being formed in 1929 and 1945 respectively.

They decided to celebrate 60 years of gliding at Adelaide University but on teaming up with Beverley Matthews, who was researching the whole of South Australian gliding history, they discovered that

Reproduction of a newspaper photograph of South Australia's first glider.

Vol. XCIV—No. 27574 (N.P., 284). FRIDAY, DECEMBER 21, 1930

SOUTH AUSTRALIA'S FIRST GLIDER IN FLIGHT

14 Australian Gliding 15

October 1989

AROUND THE CLUBS



Southern Cross Gliding Club

ABOVE: Amelia Steadman, 15 years old, was sent solo on Friday, 22 November, in an ASK-21. Amelia has been learning to fly with Southern Cross Gliding Club and has been working hard to achieve this milestone in her flying career. Amelia is also an Australian Air Force Cadet in 323 Squadron, City of Blue Mountains. Congratulations, Solo Pilot Amelia Steadman! Well done. This is just the start of what I'm sure will be your lifelong love of aviation. Greg Dillon Southern Cross GC



ABOVE: Cameron completed his first solo on 16 December. Congratulations, Cameron. Flying solo is a defining moment for any pilot, demonstrating not just skill and training but also courage and determination.

Central Coast Soaring Club

RIGHT: Club members Paul Tridgell and Josh Davis arrived at the club to pack up the DG1001 to take to the NSW State Comps at Temora. However, when they saw cumulus developing up to 8,000ft, there was only one thing to do. Josh took off and flew under cloud streets to Hunter Valley Gliding Club to take the NSW Gliding Association 'Come and Get it' trophy, which was recently picked up from Bathurst Soaring Club by Mick Webster. A quick pit stop and he was off. With a climb to almost 8,000ft, above final glide by 3,700ft, a high speed detour to Warnervale was in order. Arriving back with plenty of daylight left, the DG was quickly packed up and trophy deposited in the Central Coast clubhouse. All we can say is... come and get it!



Southern Tablelands Gliding Club

LEFT: Andrew Holor flew his first solo at Carrick by winch on 6 December. He is photographed with Roger Browne, his L3 Instructor, prior to flight. Andrew had an exceptional day today. His second solo flight was a bit over an hour in duration with a height of over 8,000ft achieved. Nice work, Andrew.

RIGHT: It was another top day at Carrick on 16 December with lift to over 9,000ft. Lots of strong lift was accompanied as usual by very strong sink, so you either got away or you were back on the ground within 5 minutes. Phil Glasson returned to Carrick after 14 years away and enjoyed almost an hour in the Janus 'GeeWizz' with Andrew Edwards.





Tocumwal Soaring Centre

ABOVE and RIGHT: Big congratulations to father and son team, Dave and Jack, who both went solo on 14 December and transitioned into the PW5, both having achieved their A and B certificates in the process. There will be a few competitive discussions around the dinner table now, and we look forward to setting them loose in the LS4s together.



Gliding Club of WA

ABOVE: The Christmas party was enjoyed by all with free flowing drinks and wonderful food. It has been a difficult year at GCWA with engine problems, airfield closures and Pawnee ADs. Merry Christmas and Happy New Year from President Stuart Usher and the GCWA committee.

VINTAGE



ABOVE: **Hunter Valley Gliding Club** was well represented at Narromine Cup with 11 members attending, all working together to achieve their own personal goals. A special thank you is due to the Narromine Club for hosting and to Beryl for organising and running the event.



ABOVE: At the **Australian Gliding Museum**, work has progressed steadily on the Schneider ES-56 Nymph. Here's a shot of the fuselage from a few weeks ago, after the fabric has been stripped and some repair work done to the plywood.

LIBELLE REGATTA



Southern Cross Gliding Club Congratulations go to Melysha for achieving her 333kms Diamond Goal in an LS4, flying from Cootamundra on 31 December.



Joeyglide

ABOVE: Coaching participant Liam Blunt about to launch with coach Toby Freeland who is visiting from England and is on the British Gliding Team.

RIGHT: Anoushka the Vice President of the Junior Committee.



The Libelle Regatta took place at Gawler on 15 - 18 November. The weekend was very hot, windy and unflyable. Nevertheless, tasks were set on the Friday and Monday. Everyone who took part felt the event was a success and had a great time. It was fantastic to see the fleet of Libelles on display. You can see a video of the Libelle above in flight at tinyurl.com/LibelleRegatta



FIRST WAVE FLIGHTS

BY JOSH DAVIS AND DR. RICHARD AGNEW

ABOVE: View of the Australian Alps towards Mt Kosciuszko.

JOSH DAVIS

Ever since I heard the story of my friend Terry taking his Libelle up to 23,000ft in 1983, I was fascinated and wanted to fly this amazing Australian wave. So, in late September, I headed down to the HQ of wave flying in Australia, Canberra Gliding Club's Bunyan Airfield, 12km north of Cooma in the Snowy Mountains.

My aims were, first and foremost, to fly and operate safely, second, to learn as much as possible about the wave and, last, to achieve my Diamond Height badge – if possible. I had initially intended to take our club Astir to Bunyan, however, when the Pawnee issue meant that Canberra's tug MLS would be out of action by the week of the planned wave camp, Dr Paul Tridgell generously offered me his DG1001M, as it can self-launch.

When I arrived at Bunyan, Deputy CFI Greg Schmidt met us and helped rig the mighty DG1001M, and was extremely



helpful in all regards. The week saw the wave conditions gradually improve, with a strong westerly airflow building high over the mountains. The conditions on the ground made it more and more difficult to take off and land, with winds gusting over 40kts. For this reason I was up at 5:30am in the dark and freezing sub-zero temps to get the aircraft ready before the winds picked up, and aiming to land in the late afternoon when they died down.

FIRST FLIGHT

I was lucky to be able to fly with Dr Richard Agnew on my first wave flight. Rick is a long-time holder of the Australian altitude trophy, and has flown wave all over the world for the last 40 years.

We launched a bit later than expected as Rick could see that roll clouds were not visible, potentially making the day more difficult than in 'classic' conditions. However, I was super keen to launch, and assured Rick that having the engine meant we could explore the air as we climbed in the vicinity of the airfield.

We pushed forward upwind as we climbed towards the classic known entry points over Mudder Lake. We finally contacted that magic, silky smooth laminar flow, and I knew it straight away. Initially it was very slight, and after shutting the engine off we were climbing at less than 1kt. The lift gradually increased to 3kt and we headed up to Bredbo, where we contacted stronger lift to about 4kt and climbed to 17,000ft. We surfed the wave north to the airspace boundary, and then back to Bredbo, topping up for our big jump pushing towards the primary wave over Jindabyne.

Typically, during the push forward, you can have your heart in your mouth as the vario swaps from gentle lift to 8-10kt down, and the blue day made it difficult to know precisely where the next wave band was sitting. Pushing forward into 60kts headwind, we finally contacted the primary wave over

the western side of Lake Eucumbene, and then finally saw some tiny roll clouds over Lake Jindabyne, our ticket to heaven!

AGNEW'S ELEVATOR

Positioning the aircraft just upwind and above these, we contacted the strongest lift yet. We were going up 'Agnew's elevator'! The view looking down on Lake Jindabyne and the entire NSW main range was absolutely incredible.

After reaching the limit of Class E airspace, as gliders currently do not have a permit with CASA to enter Class A airspace, we headed over to the main range and encountered heavy sink over Kosciusko, taking some quick photos including the Thredbo valley. Moving downwind we contacted the wave again and surfed it all the way down almost to the Victorian border!

Turning back north, the lift again increased, and it was incredible to be able to push the nose down, cruising at almost 100kt indicated without losing much height. We again flew to the northern airspace boundary, and turned south. I was flying while Rick was 'preoccupied' and, given the completely blue conditions, I inadvertently managed to fly us over the back of the wave by heading southeast.

INSIDIOUS

It came as a real shock to me, as it's very insidious. You fly what you think is perpendicular to the wind, only to find that it's blowing you off the peak wave, and all that happens is, because we are still flying very fast, the amount of sink simply increases – and then increases exponentially! At worst, you can find yourself out of the wave system, and then looking for outlanding options.

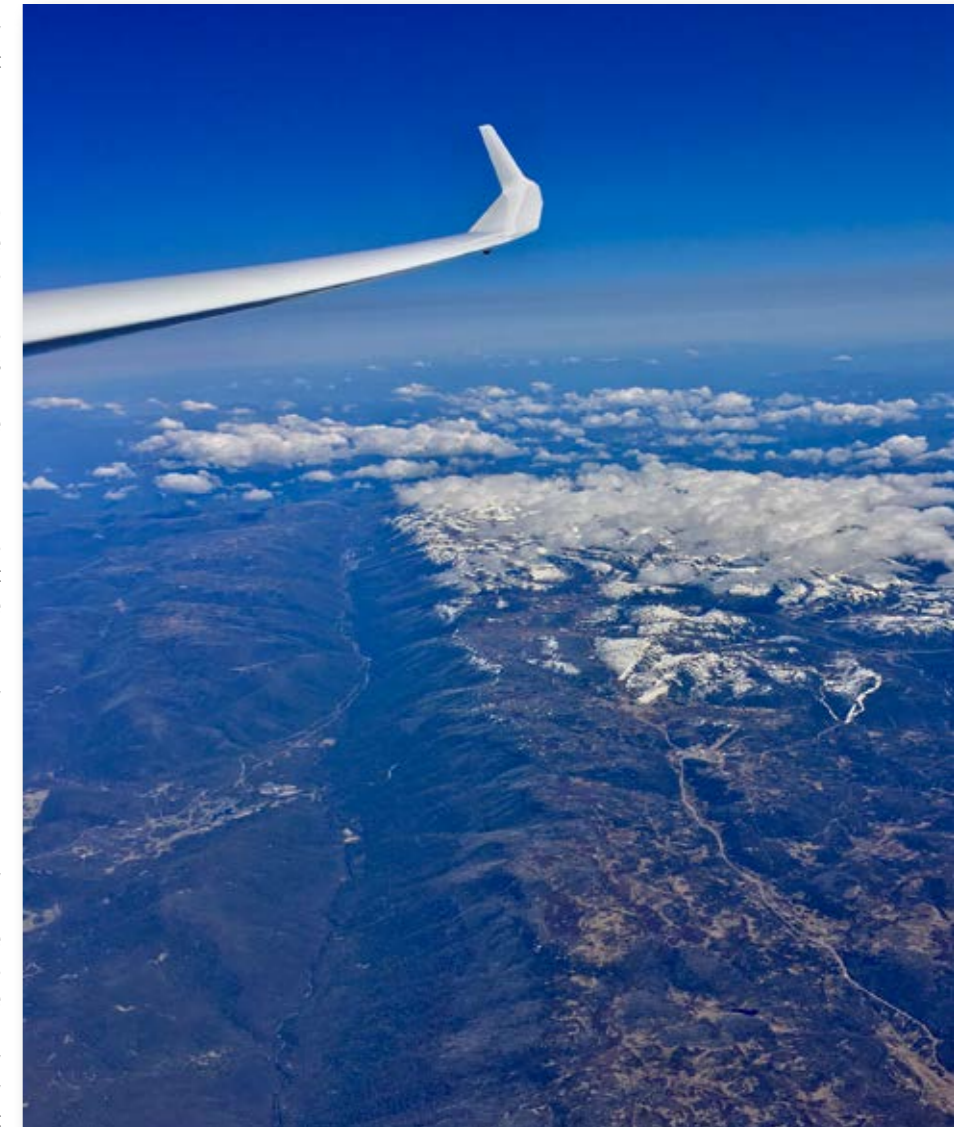
We got as low as 10,700ft. Rick was getting pretty concerned, to say the least. He flew us into wind, deftly feeling the air to find the wave pattern again. We didn't even consider attempting to start the engine at this point, as it was probably frozen solid from the hours at -20 degrees. If it didn't start, it would create a lot more drag, and we would be on the ground very quickly.

Rick masterfully found the wave again, and we climbed back up to 15,000ft, headed back over Lake Jindabyne to top up height, and then zoomed back to Bunyan with a huge ground speed of almost 170kt. We landed 7 hours 2 minutes after take-off, managing 554km, my longest flight yet. Not a bad introduction to the wave!

ALMOST EMERGENCY

The next day, with my brain stuffed full of all this new knowledge, I awoke again at 5:30am to prepare the aircraft for my attempt at the solo FAI Diamond Height. It was a difficult day again, with very few marker clouds, and I had to thermal rotor before contacting the wave. The strongest lift was near Bredbo and I watched the altimeter slowly wind up.

Passing 23,000ft I had a complete failure of the Mountain High EDS oxygen unit. It started beeping like crazy, alerting me that it was faulty. Picking it up out of the side pocket, I felt it was VERY cold, and the outside air temperature was -27 degrees. I immediately switched it to emergency mode, to no avail. It was pumping oxygen in short bursts intermittently. I also tried switching it off and on, and it reset but then started going berserk again. As in all emergency situations time slows down,



ABOVE: Looking down Thredbo valley.

and I am sure that this process took less than 20 seconds.

I then immediately initiated the emergency procedure, locking out full airbrakes, deploying landing gear, and descending at high speed. On the ground I informed Paul about the event, and queried when the MH units had last been serviced. He replied 'never' – to my horror, since they had been purchased in 2011. There is some tiny, small print at the very end of the MH manual strongly recommending that the units be returned to MH in the USA for service every two years.

DIAMOND HEIGHT

On the last possible wave day, I borrowed one of the club's newer MH units, which I kept warm in the sun strapped to my jacket. Luckily, on this day the rotor clouds were visible, and to my great joy I contacted the wave at around 5,500ft, making it slowly to 24,000ft in smooth lift, which petered out to less than 1kt at the top. Then I made a quick descent to pack up the glider and drive all the way back to the central coast for flying the next day.

A huge thank you to Dr Paul Tridgell, Dr Rick Agnew, Greg Schmidt and Matthew Atkinson, without whom it wouldn't have happened. I am massively grateful for their coaching and the friendly hospitality of Canberra Gliding Club for hosting me and the DG. As Rick's mantra says, 'Fly high, fly long, fly fast and fly safely.'

continued over page



ABOVE: Classic roll cloud making the wave over Lake Eucumbene, NSW

BY RICK AGNEW

So, it's summer time and you are flying competitions, huge distances, achieving really fast times and making lots of hopefully beautiful climbs in 10kt-plus thermals. When it's good, summer soaring is great – but what about the so-called off season? Like migratory birds or animals, we move on to where the lift is.

The lift is at Bunyan, 12km north of Cooma, NSW, where Canberra Gliding Club's airfield is located and the home of Australia's undisputed wave capital. Yep, if it wasn't already confirmed, this last season firmly cemented that accolade!

To be sure, wave can be found all over Australia – and the world – but in Australia, the really big stuff is produced lee of the Australian Alps where the greatest heights, distances and speeds are reached.

I have been banging on for years and years. In fact, my last significant Australian Gliding wave articles were 'Bunyan lessons' in August 1992, and 'Skysurfer: the use of lift generated by orthographic wave' in July 1996, and things haven't changed. Various pilots and I have actually learned more, flown more and longer and faster since then – but why? Possibly just because we can, but it's probably due to better equipment, gliders, oxygen systems, instrumentation and weather prediction and strategies, as well as the will and desire to do it.

RECENT BUNYAN WAVE FLIGHTS

The wave season, which typically occurs ahead of the snow season and in the spring time, produced some notable examples of what can be achieved from Bunyan, flying up



ABOVE: Perisher Ski Resort

into the Australian Alps to zoom along the primary wave.

Many pilots have written extensively on the mechanics of wave and how to prepare for and fly it, as well as what to watch out for. It's a continual learning experience.

I would advise all glider pilots to consider coming to fly from Bunyan at least once and experience what I and others find is such a hoot... flying WAVE. Be warned - it's addictive.

I have selected some of more recent, significant Bunyan wave flights:

Josh Davis and Rick Agnew – 554km at 99kph (18 Sept 24) DG 1001M VH

Justin Fitzgerald on multiple flights, including: 916km at 175kph (20 Jul 21); 427km at 155kph (18 Sept 22); 791km at 167kph (25 Jul 24); 744km at 149kph (22 Aug 24) in his Ventus cT VH-PEO

Geoff Brown – 244km at 142kph (15 Jul 23); 494km at 108kph (29 Jul 24) in a JS1 TJ 18m VH-UKG

Alan Wilson – 481km at 116kph (31 Aug 24) DG 303 VH-DGA

Rick Agnew – 567 at 146kph (29 Jul 24); 394km at 148kph (24 Aug 24); 703km at 137kph (31 Aug 24); 640km at 145kph (8 Sept 24) ASG 29 E 18m VH-IJB

BREAKING RECORDS

As Justin Fitzgerald (Fitzie) stated regarding his flight on 25 July 2023,

"A slow morning but the afternoon was great – a 200km leg in 43 minutes. If the morning had been as good as the afternoon, it would have been a straightforward 1,200km day. The place has amazing potential. With the extra legs, just under 1,100km was flown, in near as dammit mid-winter!"

Adam Woolley counters, "Some Australian records will fall here, definitely!"

29 July 2024 was a ripper of a day, when three of us flew wave from Bunyan with Fitzie and Geoff pair flying, and me

flying separately. I was still learning the ASG 29 – well, that's my excuse. Fitzie said,

"I declared the 300 out and return, but by the time the day got going it wasn't suitably aligned. The record will fall – by a lot! I went south with Geoff Brown – the legs are plenty long enough for a 1,200km+ six-leg. Probably another 50km further south was do-able today, based on the picture down towards East Sale with obvious wave. Stopped and came back 40 minutes early after 800km, as the club were packing up and the thousand wasn't 'on' due to sunset. If the day had started 45 mins earlier, this would be a straightforward 1,000km day. The place has so much potential."

Again on one of his flights, Fitzie observes:

"First two legs were great fun with glide ratio over 150:1, huge fun."

Al Wilson notes on my 8 September 2024 flights, "Flat landers, note irrelevant thermalling stats."

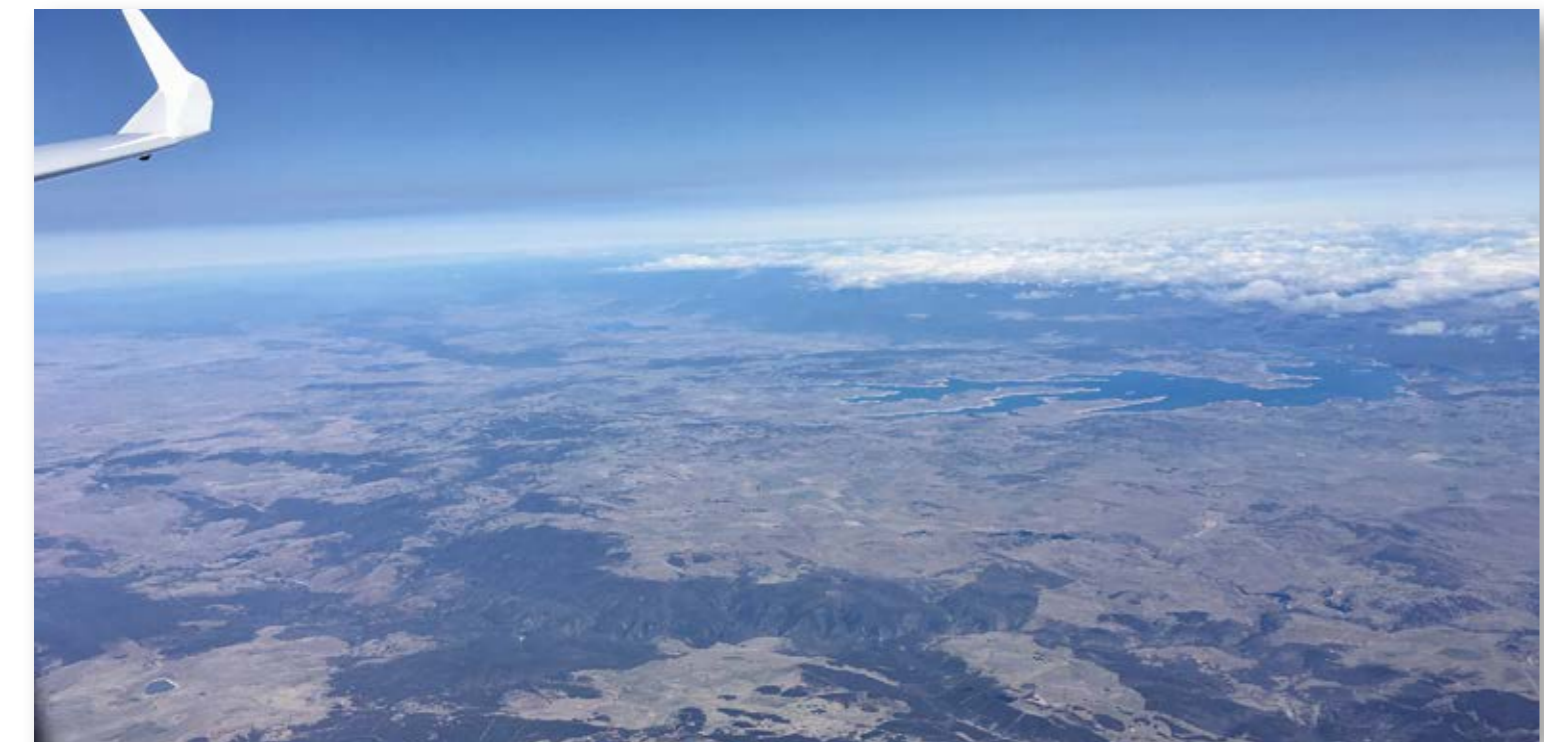
LESSONS LEARNED

Know your aircraft – that is, your glider. I am still getting to grips with JB's ASG 29 E18m, now mine, and its LX 9070 navigation system. The instruments are amazing, but this wombat has to learn, first, how to fly an 18m glider – it's not a Jantar or my SZD 55-1, which were my previous weapons of choice – and second, how to use the LX Nav systems. I have been a convert to XCSoar.

Interestingly – well, for me anyhow – SeeYou says I flew 965km, and 871km on another flight.

What I'm trying to say is that we at Bunyan and in the wave ARE doing BIG, fast flights – worthy of coming and experiencing. Yes, the Canberra Gliding club has three twin seaters (two SZD-50 Puchacz and one beautiful DG 1001 18m) and one single seater, a DG 303 – so if you don't have or can't bring a glider, come and organise a CGC asset for next season!

GA



BELOW: The view from Josh's glider flying solo at FL230 over Bredbo looking west towards main range.

NSW STATE CHAMPIONSHIPS TEMORA



ABOVE: After launch on the first day of the championships.

OPPOSITE TOP: Due to heavy rainfall in the days before the competition, runway 23 was used for launching.

OPPOSITE MIDDLE: Josh Davis and Rick Agnew flew a DG 1000 in Open Class.

OPPOSITE BELOW: Lisa Trotter landing her LS8 at Temora.

In the week before the contest, the same weather system that brought the Multiclass Nationals at Lake Keepit to an end two days early, dumped more than 60mm of rain on Temora and the surrounding area. The grass runways were closed and tie down areas flooded. Nevertheless, the competition went ahead with brightening weather conditions.

The contest was held using the Grand Prix format. There were different start times and courses for Club, Standard and Open-18m Classes, but all competitors in each class had the same start time and racing course. The winners were the first across the line each day, not including any penalty points.

The first two days of the contest were no fly days. The first race finally got under way on Day 3, 10 December. Although, the forecast did not look good, the weather improved during the day with strong climbs. Jack Hart won the Club Class race in his ASW20. It was the first of two day wins for Jack. He placed 2nd on two more days and 3rd on the final day, securing his place at the top of the table.

BLUE SKIES

The next day was blue. In Standard Class, the course was 250km, staying close to Temora. Peter Trotter won his second day, keeping him at the top of the table.

Allan Barnes wrote, "... It was chasing from behind and below, and the gaggle got away while I scratched about at 1,300AGL. Finally got away and went off track to do something different as it was my only real way of catching up. It worked, with a nice climb into the turnpoint, then another nice one at West Wyalong just as conditions were getting soft. I pushed on at about 25:1 but since I was dry there was nothing I could do about Peter overtaking me just before the finish line."

MORE BLUE

The third race was also in the blue. 18M / Open Class was set a 267km task. There were 4 -5 kt thermals up to 6,500ft. Geoff Brown won the day in his JS1. Richard Frawley took 2nd place and Norm Bloch 3rd. Richard and won the first race and Norm the second. After three races the three of them were neck and neck on 29 points each.





ABOVE: Christian Streifeneder flying his Standard Libelle in Club Class.

OPPOSITE BELOW: Jenny Thompson also flew a Standard Libelle in Club Class.

BELOW: Dinner in the Temora club house



GETTING BETTER

The fourth race saw improved conditions. 18M / Open Class were set a 343km task. Thermals went to over 10,000ft with good 8kt climbs. Norm Bloch won the day, putting him in the lead for 18m / Open with one day to go.

ALL TO PLAY FOR

The tasks for the final race were a bit longer again, with 18m / Open Class set a 407km task, 340km for Standard Class and 256km for Club Class. There were climbs to 10,000ft but a thick band of cirrus moved across the task area, cooling conditions and making for a tricky day.

Peter Trotter was firmly in the lead in Standard Class but still needed to perform well in order to secure the championship. He won the day and the contest, having been in the lead from the beginning.

In Club Class, Jack Hart played it safe, taking 3rd place and securing his championship title. Richard Frawley won the day in 18m / Open Class in his JS3, putting him one point over Norm and Geoff, who finished in joint 2nd place, to win the title.

It was a very friendly competition with a great atmosphere. Temora airfield continues to be developed with numerous new homes and hangars constructed in the Airpark. It is always interesting to wander around the Temora Aviation Museum and their historic aircraft collection including a Canberra, Dragonfly, Boomerang and Wirraway.





ABOVE: Dave Boulter flying his Mosquito in Club Class.

FAR RIGHT: Peter Trotter receiving the Standard Class trophy from Kerrie Claffey.

RIGHT: Jack Hart won Club Class in his ASW20.

BELOW: Winner of Open Class, and joint winner of 18M Class Richard Frawley.



NSW STATE CHAMPIONSHIPS

TEMORA

7 -14 DECEMBER 2024

OPEN CLASS

1 Richard Frawley	JS-3 18m	46
2 Geoff Brown	JS-1 18m	45
2 Norm Bloch	JS-3 18m	45
3 Jacob Bloom	JS-3 18m	30

18M

1 Richard Frawley	JS-3 18m	31
1 Geoff Brown	JS-1 18m	31
1 Norm Bloch	JS-3 18m	31

CLUB CLASS

1 Jack Hart	ASW-20	73
2 Daryl Speight	Discus B DZ	54
2 Paul Dickson	LS3	54

STANDARD CLASS

1 Peter Trotter	LS-8 15m	30
2 Lisa Trotter	LS-8 15m	26
3 Allan Barnes	LS-8 15m	22

Full results at livegliding.com



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LAKE KEEPIT NATIONALS



ABOVE: Allan Barnes flying his LS8 15m.

RIGHT TOP: Matthew Atkinson and Jonny Durand talking with Norm Bloch. Matthew and Jonny flew an Arcus M in Open Class.

RIGHT CENTRE: Jacques Graelles ready to launch.

BELOW: Andy Maddox (left) with Nils Salberg, flew into Keepit from Queensland.

After two good practise days, the Australian Multiclass Nationals got underway at Lake Keepit on 25 November under a cumulus filled sky. Lake Keepit was the host site for the Women's World Championships in 2020 and will host the Junior WGC in 2028.

Lake Keepit is a very interesting gliding site. The airfield is within a State Park, nestled in the Australian Great Dividing Range and surrounded by mountains to the east, the Liverpool Range to the South and Nandewar Range to the north. It is adjacent to the Liverpool Plains, which are flat, of course, and to the West beyond the hills is the vast New South Wales wheat belt.

Mount Kaputar (Nandewar) Range rises to 1,500m. Together with the Warrumbungles to the south, they are on the western edge of the Great Dividing Range.

Air flows from the west, north and south, interacting with the air funnelling through and over the ranges from the ocean to the east. This configuration produces

a variety of soaring conditions with mountain and convergence influences occurring all the time and changing throughout the soaring day. The result is superb and infinitely interesting soaring conditions.

Tasks are typically set to the north around and over Mount Kaputar, out to the west to the plains of the wheat belt and to the south towards the Liverpool Range and Warrumbungles. On the last practise day before the contest, Adam Woolley flew his Ventus 3 in 18m Class (in 15m configuration) and showed the full potential of the area by flying the first FAI 1,000km triangle from Lake Keepit.

Due to the low number of entrants, the Open, Standard and 15M classes were combined into one Open Class. In 15M class, which many will remember as the most important class, there were only five entrants. In Standard, there were just two entrants.

NOT MAKING MISTAKES

Tobi Geiger flew his 15m Ventus 2 in the combined Open Class. After winning Race 1, he said, "I've never competed in Open Class before, but there is not much difference in performance between a Ventus 2 and the big wing gliders. They are better in the cruise, but I can climb more quickly in the Ventus."

The first leg was very fast at about 145kph. Describing the next leg, he said, "I could see clouds way off track, and since I didn't want to fly that much of a deviation I headed direct, and that really slowed me down. My speed dropped to 105 kph, just by taking that shortcut. Once I did make it to the clouds at the northern turnpoint, from there I had a brilliant run."

Adam Woolley won the first race in 18M Class. He

said, "My first leg was like Tobi's at about 140 kph. But I am a pilot who likes to know I have somewhere to land. Without a place to land, I slow down. So I chose to head west, far out into the plains on the other side of the Kaputar range. Over the mountains, I wouldn't have been sure where I could land and would have slowed down, but by staying out on the plains, I knew I could drive as low as I liked."

"That was the first key. The second key was, like Tobi, I knew if I turned for the third circle too soon, I would be under time and finish early. I looked at my Oudie N, which was showing the satellite picture. I could clearly see that I had to get over to the eastern side of the third turnpoint, as there was good line of energy (clouds) running all the way back to the fourth turnpoint. For me, it was a day of not making mistakes, and using the software."

CHANGING CONDITIONS

Adam also won 18M Class Race 2. Talking at briefing he said that the radio chatter helped him win that day. He heard one pilot complain that they were going to have to cross back into the 'valley of misery'.

"That made me decide to stay high at the first turnpoint," said Adam. "Then Lumpy made a risky but good decision to deviate about 60 degrees to fly under clouds. I flew direct and had a slower run, but when I did reach the clouds, I got 12kts and I caught up with Lumpy. Then it was easy. I just followed Lumpy and didn't take risks," said Adam.

Allan Barnes won Open Class, flying his 15m LS8. He said, "Open Class were at the front of the grid for launch, but I wanted to start with the 18m gliders. I thought they might help pull me around, so I was happy with a late start."

"Seeing what conditions were like on the first leg, I flew right of track and got a good 7kt climb. That caught me up to some of the gliders who had gone west along the Carols and Kelvin range.

"I could see very nice CU above the first turnpoint, but that there was a massive blue hole on the other side. At the turnpoint I made a slow climb with Lumpy to cloud base. We then set off cruising slowly at about 70kts across the blue. But we got there with adequate height."

He found a 3kt climb, but was worried about heading directly to the next turnpoint as conditions looked weak there. But as he rounded the turnpoint, he could see CUs beginning to pop on the other side and followed Adam directly across.

"I chased him to his 12kt climb, but by the time I got there it was only 9kts. The thermal slowed down and the people who arrived after me only found 6 - 8kts, but that was the climb of the day."

"Once I climbed to cloud base, it was a straight run in the blue to the 4th turnpoint. Then I saw Tobi coming in



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ADAM WOOLLEY FAI 1,000KM TRIANGLE

Adam Woolley flew the first ever FAI 1,000km triangle from Lake Keepit on 23 November, the first official practise day of the championships.

Speaking about his flight at briefing the next day, he said, "The night before Skysight said 1,000km at 120kph was possible. When I woke up in the morning and put the dot in the same spot, Skysight said 1,026km at 123kph, and I thought I'll give that a go.

"I was highly motivated. There was no time to muck around. I took a tow to 5,000ft and set off straight away. For the first two hours, I was not above 4,000ft. I had to cross 20km of scrub. It wasn't very big but I was terrified because I was so low. It was not until I got to Walget that I started to get some good climbs.

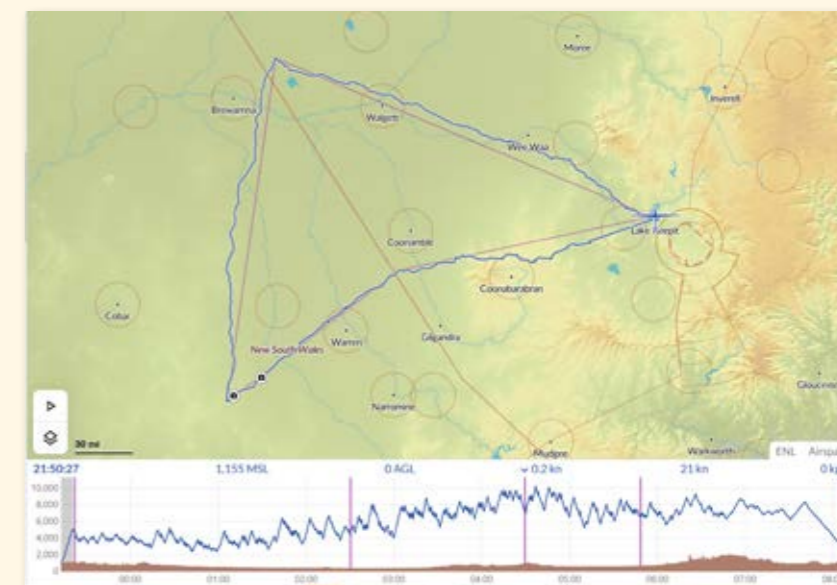
"The next leg down to Nyngan was 6kts all the way. But I thought, this isn't quick enough, I need 8kts and I kept moving on. But I thought I have to make do with 6kts, so I took a climb to cloud base. I don't know if that was the key, that I had been too low, or that the day finally kicked in, but after that I was getting 8kts to near Coonabarabran.

"But then I looked ahead and realised there was nowhere to land on the other side of Coonabarabran and I wasn't high enough to get across to landable country. But I managed to get high, which allowed me to get across the scrubby area without having to stop.

"Then I did the right thing and dumped my water. But as I have my glider set up with 100% electronic compensation and no TE probe, the water flooded my static vents. So for about 15 minutes the vario was screeching all over the place. So I used the GPS variometer on my Oudie N.

"Eventually I got a 1.5kt climb which got me to final glide, and I thought I would just enjoy the ride home now."

TOP: Adam Woolley landing after flying the first FAI 1,000km triangle from Lake Keepit. ABOVE RIGHT: At briefing the next morning, Adam sits with Ranjit Phelan.



ABOVE: Flying over the Nandewar Range.

BELOW: Tobias Geiger getting a launch in his Ventus 2 15m.

underneath me like a scalded cat. I thought, he is obviously on a mission, so I just followed him home.'

When asked about the conditions as they developed on the day, Allan said, "A good energy line ran from Manilla up to Kaputar. I think this sucked the energy from the areas to the east and west of the Kaputar range, concentrating the clouds and energy on the top of the mountains. The fact that there were those very strong climbs on the third leg, was indicative that a big circulation was happening. The down side of the circulation was on the other side, away from the range."

A FEW RISKS

Lumpy Patterson won the third race in 18m Class. He said, "After flying for a few days at Lake Keepit, I appreciate what a unique site it is, with a wide range of different soaring conditions. Although I'm flying in a relatively a small area, I frequently have to slow down, speed up, rethink and change tactics. In contrast, when you fly out of Tocumwal, you can just keep going. You can see that the conditions stay the same for long distances. But at Keepit you have to take so much more into consideration."





ABOVE and LEFT: Paul Croft made the long drive from Beverley WA to fly his LAK17B in 18M Class.

BELOW LEFT: Ray Stewart from Kingaroy in his JS3 in 18M Class waiting to launch.



Talking about his day win on Race 3, he saw everyone had a good run on the first leg. It was also exciting. He said, 'For all the problems the mountains can cause, days like that show how nicely they can deliver. On that first leg, I flew 90km at 165kph without turning. Then I had to change gears up in the north corner as high cloud moved in. I was surprised by how quickly the clouds were cycling, with some good looking clouds not working at all and decaying ones giving 6kt climbs.

"I couldn't get a rhythm going, so I decided to try every cloud to see if it was working. Then we had the run home to the south, under the overshadowing. I think a lot of people had issues there. I had planned to go deep into the last turnpoint but realised that, due to the shadowing, nothing was there. Instead, I went into the back part of the sector. I figured I would get home a couple of minutes under time, but I thought that was the best option. In the end, I got a good climb and came home comfortably."

Allan had his second day win in Open Class. "I considered the sporting risks for the day," he said. "The main one was that the weather coming from the west would shut the day down, particularly as we approached the third turnpoint. Open Class were starting at the back, which meant that we already had a fairly late start, so I made the decision to start as early as I could.

ADAM WOOLLEY TALKS TACTICS

After briefing on several days, Adam Woolley gave talks and shared some of his competition strategies. Here are a few of the topics he covered.

Regarding Direction of Turn to enter and leave thermals, Adam used the whiteboard to illustrate his method of thermal entry and choosing which way to exit the thermal to maximise his glide. His main concern was with flying in air that is 'sinking less'. When cruising, he is always looking for less sink, not necessarily lift, as less sink gives you a better L/D.

He stressed the importance of using all the information available to you. He advised to always listen and watch for clues – on the ground, in the air or over the radio. He always looks out to see where other gliders are flying. On the Flarm, he is watching what others are doing, and if they have better lift or worse lift. He said that, in a race, if you are not using the other pilots around you, you are losing.

STARTING

He notes that the start is the biggest winning factor of the day, especially on a racing task. Since he can't fly in weak conditions any better than anyone else, he looks for help and uses every option. One of these is looking at the satellite image in flight. If you have a connection on track, satellite imagery can be seen on the SkySight

website, or displayed directly on Oudies or other navigation devices. For example, before the start of Race 2, the satellite image showed a strong street to the east of track to the first turnpoint. He deviated 40 degrees to intercept it and roared along the street to the turnpoint.

He used the example of a start line and deciding which end of the line to start from, particularly if the first leg is short. Because the scoring software takes the start point from the middle of the line, you should start at the end that is closest to the point in the AAT circle where you are intending to make your first turn. So, if you think you will go into the left hand side of the circle to turn, start from the left hand end of the start line, as the distance will be shorter than starting from the right end. This would be the best choice even if the wind is coming from the right, simply because the distance would be less, giving you an advantage – a simple but important tactic.

AAT START TIMES

To win an AAT, you have to start at the correct time, because the best soaring period of the day is not going to be determined by when pilots start. 'I like flying AATs because they are easier,' said Adam. "I know when I want to come home, and I know when the best time to start is. If you know the end of the day, you can work back to your start. I look for plus or minus 10 minutes on the ideal start time," he said.



ABOVE: The view from Adam Woolley's Ventus 3 on a magnificent soaring day.

BELOW: The final dinner at the LKSC clubhouse.

"The risk of doing that is being overtaken by the people who start a bit later, which is what happened to me. When I reached Kaputar, I could see that the cloud bases going north were getting lower and lower, but there still looked to be good climbs ahead, so I kept pushing.

"I arrived at Moree as the cirrus was coming in, so I turned over the township hoping to outrun the high cloud. Seeing the cloud approaching from the west, I decided to go deep into the eastern circle and to only just touch the southerly circle as the cloud would be shutting that area down. Clouds lay to the east and that

gave me enough height to touch the circle and head downwind to the final turn.

"I was below final glide, but saw a beautiful looking cloud and raced to it at about 90kts. But when I reached the spot, I couldn't even find a bump. I couldn't see anything on the way home to Keepit from there, but I just had to try it. I found a 3kt climb over Manilla that put me on final glide."

STORMY WEATHER

After three race days, a mass of humid air feeding down from the Pilbara drifted slowly across inland Australia and started dumping rain across New South Wales. Three non flying days followed. After the long wait, the competition ended with two more race days, making five days in total and enough for a valid championship.

In 18M Class, Norm Bloch from Beverley won Race 4 followed by Ray Stewart from Kingaroy. Adam took 3rd position and maintained his overall lead by 47 points from Ray. With only one more race to go, Adam would have to perform well to win the championship.

Unfortunately for him,

on Race 5, he missed a climb and had to start his engine, gaining just 229 points for the day. Lumpy Patterson won the day, leapfrogging the others by gaining 975 points and finishing as the new 18M champion. Norm finished 2nd and Ray 3rd, with Adam in 4th place overall.

In the combined Open Class, Tobi won Race 4 followed by Ayala Truelove, a regular visitor to Lake Keepit from Lasham in the UK. Allan Barnes won the final Race 5, finishing the 386km racing task at 123.58 kph to become the new Open Class champion in his LS8.

GA



ABOVE: Norm Bloch landing his JS3 18m. Norm also made the trip from Beverley in WA.

LEFT: Lumpy Paterson with the trophy for 18M Class.

BELOW LEFT: Allan Barnes, the Open Class winner, noted that this event was his 37th Australian Nationals contest.



MULTICLASS NATIONALS LAKE KEEPIT

23 NOV - 2 DEC 2024

18M CLASS

1 Lumpy Paterson	Tocumwal SC	JS3-18m	4,319
2 Norm Bloch	Beverley	JS3-18m	4,277
3 Ray Stewart	Kingaroy	JS3-18m	4,240

OPEN CLASS

1 Allan Barnes	Lake Keepit SC	LS8	4,779
2 Tobias Geiger	GCV	Ventus2-15m	4,612
3 Atkinson & Durand	Lake Keepit SC	Arcus M	4,208

Full results at soaringspot.com tinyurl.com/muticlass

GRAND PRIX AT GAWLER



BY SEAN YOUNG



ABOVE: Pete Temple flying one of three JS3s in the competition. BELOW: The flight line, ready to launch on day 1.

A small but enthusiastic group of pilots made their way to Gawler in January for the Australian Series 12, Sailplane Grand Prix. Ben Terrell and John Grant towed their gliders from Perth for the contest. Norm Bloch drove over from New South Wales where he had been flying and, after the competition, joined the other Western Australians on the drive home across the Nullarbor.

Geoff Brown made the journey from the ACT and Erik Borgmann travelled from the Netherlands to join the only local entrant Pete Temple. Unfortunately, two pilots on the entry list were unable to compete due to injury and health issues.

At the height of the summer soaring season, Gawler can have excellent conditions as troughs pass overhead. However, the result depends on the timing of these troughs,

and whether they are favourable or not for gliding. SGP Gawler featured a mix of conditions.

SGP GAWLER RACE 1... NEARLY

After a promising start to a 299km task, conditions at the top turnpoint of Hallett, 130km north of Gawler, did not turn out to be as forecast – at least not when the competitors arrived there.

Three pilots started their motors for technical landouts while the other three actually did land out, all in the same paddock 130km from home.

RACE 1 REDUX

As no pilot had completed the task the day before, the following day was still designated Race 1. Sadly, Pete Temple

had problems with the electric system in his JS3 and spent the day working on the glider.

Conditions on track turned out to be better than forecast with strong and regular climbs in the blue. There was one landout, while the remaining pilots kept close together for the first three legs. However, Erik Borgmann broke away on the second to last leg. Norm Bloch and Geoff Brown did their best to catch him, but Erik kept in the lead to win Race 1. Geoff Brown took second position with Norm Bloch in 3rd place.

BLUE DAY

After the passage of the trough, the wind became more northerly with dryer, warmer air and better conditions. The forecast was for a blue day with light winds and thermals to 6,500ft (2,000m). Pete Temple's glider was back online.

A 302km task was set for Race 2 with four turn points, and it proved to be an exciting race – a straight out chase around the course with blue thermals. Ahead of the start, the fleet climbed to over 7,000ft before descending to the maximum starting height of 4,500ft and crossing the start line at high speed. Pete Temple was first across the line and sped away from the fleet.

But in the blue, he had to stop for a climb. Meanwhile, the other pilots caught up to him and climbed in the same thermal. A game of tag ensued around the course with gliders leap frogging each other, time and again.

Halfway down the 100km final leg to the control point, the deciding tactical decisions were made.

They were heading into – in fact, above – a sea breeze blowing in from the south. As is often the case, a line of convergence on the hills to the east of the Clare Valley provided a line of energy back to Gawler. But where was the line of convergence, exactly? It was not marked by clouds and the pilots had to feel and find it.

Pete Temple had been in the lead for much of the race and went a bit west, while Norm Bloch and Erik Borgmann went a



TOP: Erik Borgmann from the Netherlands

MIDDLE: Norm Bloch ready to launch.

BOTTOM: Geoff Brown in his JS1. Geoff won two of the four races securing 2nd place overall.



PHOTO ALAN DEAN

continued over page



TOP: GAus Chair, Steve Peglar (left) with Ben Terrell from WA who flew his Ventus 2.cx, (see the photo to the right.)

bit east. Erik and Norm chose the best line and overhauled Pete. Erik perhaps felt the air a bit more accurately than Norm and soon was in the lead on the final stretch.

Erik crossed the finish line in 1st place, completing the 302.07km course at 124.88 kph. He was closely followed by Norm at 124.42 kph and Pete in 3rd position at 123.81 kph.

FAST RACE 3

Classic Gawler soaring conditions made for a fast 412km race today. A convergence line marked by cumulus to over 11,000ft stretched northwards from Gawler. The competitors were sent straight north for 200km and back again with a short leg to the east.

The line of cumulus divided up the fleet as each pilot sought the best path under the clouds. After the top turn point, Pete Temple flew east of the direct line to the finish, looking for the best air. His gambit paid off and put him well in front of the others.

But Geoff Brown and Norm Bloch powered forward directly on track and found a strong 10kt climb. This put them in front of Peter and closer to home. In the end their extra height gave them the advantage and Geoff Brown powered home in his JS1 at 149.27 kph. Norm followed at 147.59 kph and Erik Borgmann came home in 3rd place at 145.15 kph.



FINAL DAY

A 416km task was set, first going north, then turning to the east into the expected cumulus.

Erik Borgmann was 3 points ahead of Norm Bloch, which meant Norm would have to come 1st to win the Grand Prix.

Geoff Brown achieved his second day win, putting him in 2nd place overall, but Erik Borgmann came home in 2nd place securing his place at the top of the scoring table.

The day promised to be good, but early on, a band of trough-associated cloud covered the task area, moving away slowly. The balance was between the temperature rising enough to break an inversion, and the gliders leaving the Gawler area before the rising air sucked in a sea breeze low down, making it impossible to climb away.

The launch was delayed, but at 13:45 the first glider was launched. Soon the competitors were up at 8,000ft and the race began.

The conditions on track proved to be superb with strong climbs to over 10,000ft (3,000m). Geoff Brown completed the 416km task at 142 kph for a great finish to the grand prix.

It is always a pleasure to visit Adelaide Soaring Club. It is friendly and lively and is one of the closest clubs to a capital city to have such good cross country options. It was great to meet old friends and meet the Western Australians halfway across the continent.

GA

**SGP GAWLER
5 - 11 JANUARY 2025**

1 Erik Borgmann	JS3 Res	21
2 Geoff Brown	JS1c	19
3 Norman Bloch	JS3 18m	16

Full results at [soarignspot tinyurl.com/gawlersgp](http://soarignspot.tinyurl.com/gawlersgp)



INGO RENNER CUP



THE INGO RENNER CUP 2024 SEASON CONCLUDED ON 30 SEPTEMBER 2024

Australian pilots who post their flights on weglide.org are automatically scored for the Ingo Renner Cup. The scoring period is from 1 October to 30 September. At the end of the season, the combined score of the top three flights of each pilot will determine the ranking.

The winners for the 2024 season are listed to the right. The 2025 contest is now underway with many excellent cross country flights (*listed overleaf*) already online at tinyurl.com/ingorenner25

ABOVE photo and trace: Lumpy Paterson flew 1,142km at 133 kph in a JS3 18m on 10 January 2025. Lumpy is currently top of the league in 18m Class for the 2025 season.

OPPOSITE, LOWER LEFT trace: Jorgen Thomsen flew 749km at 111 kph in an Arcus on 12 February 2024. Jorgen came top of the league in Two Seater Class for the 2024 year.

INGO RENNER CUP WINNERS 2024 TO 30 SEPTEMBER 2024

OVER ALL			
1 Norm Bloch	Beverley SC	JS3	3237.62
2 Lumpy Paterson	Tocumwal SC	JS3	2920.93
3 Karsten Bojesen	Beverley SC	JS3	2558.61

OPEN			
1 Ryan Driscoll	GCV	Nimbus 3T 25.5m	2372.88
2 Ojars Balodis	GCV	ASH 31 M1 21m	1779.84
3 Ashley Boyle	Narrogin GC	SZD-42-2 Jantar	1751.28

18M			
1 Norm Bloch	Beverley SC	JS3	3176.03
2 Lumpy Patterson	Tocumwal SC	JS3	2920.93
3 Karsten Bojesen	Beverley SC	JS3	2558.62

TWO SEAT			
1 Jorgen Thomsen	Tocumwal SC	Arcus M	2242.15
2 Lumpy Patterson	Tocumwal SC	Arcus M	2001.95
3 Leo Davies	Lake Keepit SC	ASG 32	1958.91

15M			
1 Tobias Geiger	GCV	Ventus2-15m	2326.29
2 Daniel Summers	GCV	LS3a	2104.86
3 Yunhai Wang	Tocumwal SC	Mini Nimbus	2011.80

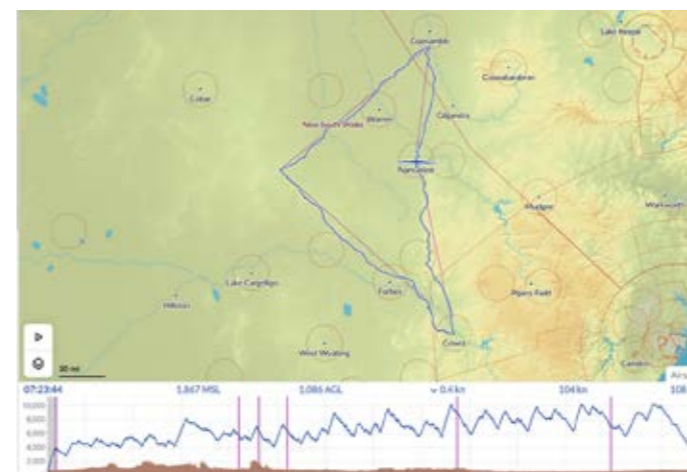
STANDARD			
1 Grant Heaney	Tocumwal SC	Discus a	2291.32
2 Allan Gartland	Beverley SC	Discus a	2220.05
3 Makoto Ichikawa	Temora GC	LS8	2163.81

CLUB			
1 Ross McLernon	Beverley SC	SZD-48 Jantar	2131.59
2 Bernie Sizer	Tocumwal SC	PIK-20 B	1967.17
3 Nathan Johnson	Temora GC	Std. Cirrus	1885.38

WOMEN			
1 Akemi Ichikawa	Temora GC	LS8	1906.83
2 Jenny Ganderton	NT Soaring	AKS21 / LS4	1772.04
3 Sophie Curio	Kingaroy SC	LS4	1755.02

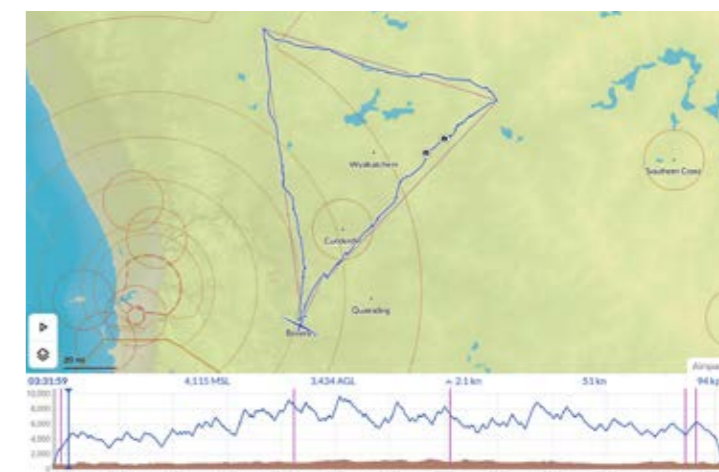
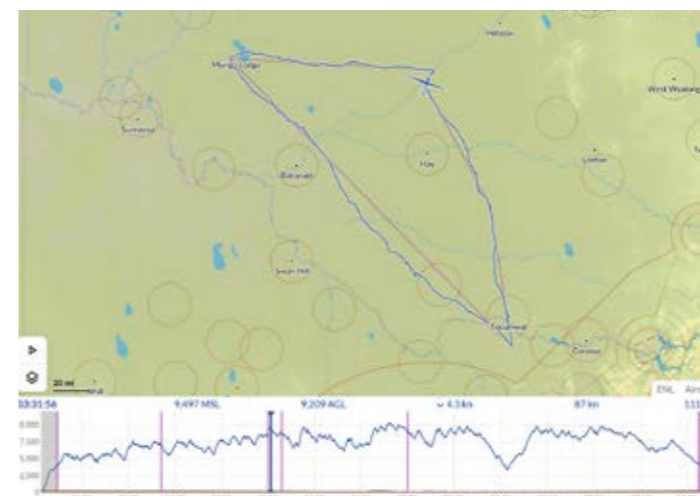
JUNIORS			
Ethan Blunt	GCV	Speed Astir	1487.09
Peter Brunton	DDSC	Arcus/ ASW20	1272.86
Noah anzen	GCV	Jantar	1097.88

Full results at <https://tinyurl.com/ingorenner24>



ABOVE trace: SOPHIE CURIO FEMININE 750KM RECORD

Sophie Curio set a new Feminine 750k Speed record (to be verified). Flying from Narromine, she completed the triangle at at 114 kph in an LS8

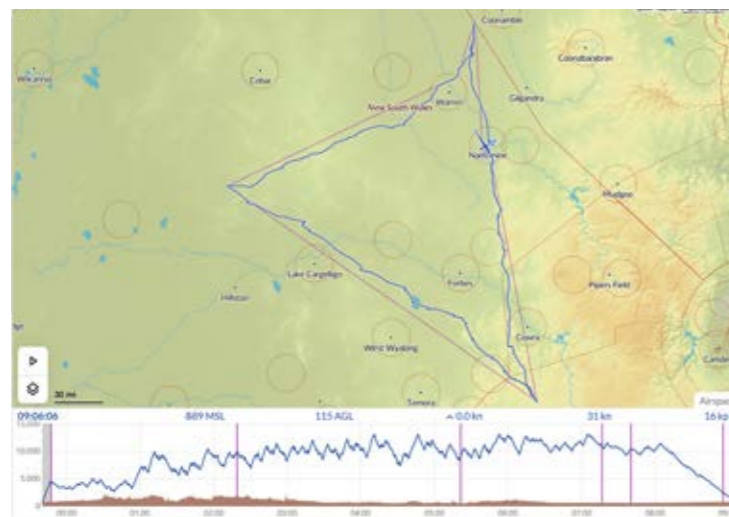


TOP photo, ABOVE RIGHT trace: Ross McLernon flew 523km at 85 kph in a Jantar on 17 December 2023. Ross came top of the league in Club Class for the 2024 year.

BELOW trace: Tobias Geiger flew 971km at 111 kph on 28 December 2024. Tobi is currently in 2nd place in 15M Class for the 2025 season.



TOMAS SUCHANEK



ABOVE photo and trace: TOMAS SUCHANEK LONG DISTANCE FLIGHTS FROM NARROMINE

Visiting Czech pilot Tomas Suchanek has flown seven flights of over 900km this season from Narromine, including two 1,000km flights.

He has mostly been flying a 15m ASW20 with some flights in a Ventus 2. However, his first flight of the season was in a Ventus 3T 15m when he flew a distance of 1,187km at 124kph.

Since then, he has consistently flown long distances from 500km to well over over 900km.

On 30 December he flew 1,040km at 125kph in a Ventus 2a. The day before he flew 9762km in the Ventus 2.

His longest flight in the ASW 20 was 949km at 112kph on 24 November.

Tomas has had a very strong competition career with his first major competition listed as WGC Buyreuth in 1999. He took 3rd place in Club Class at WGC Gawler. Since then he has won numerous European and Czech National Championships and competed in many World Gliding Championships, taking 1st place in Club Class at WGC Musbach 2002.

He is currently ranked 30th competition pilot in the world. You can see his competition history at tinyurl.com/IGC-Ranking-List and his recent Australian flights on Weglide at tinyurl.com/Tomas-Suchanek

THE INGO RENNER CUP LEADERS 2025 TO 12 JANUARY 2025

OVER ALL			
1 Tomas Suchanek	Narromine SC	ASW20	4208.44
2 Tobias Geiger	GCV	Ventus2-15m	3392.46
3 Allan Barnes	LKSC	LS8	3390.81

OPEN			
1 David Fagan	LKSC	JS1 21m	2549.86
2 Ed Marek	BSC	ASH31 Mi 21m	2467.70
3 Ryan Driscoll	GCV	Nimbus 3T	2357.34

18M			
1 Lumpy Paterson	Tocumwal SC	JS3	2920.93
2 Justin Smith	LKSC	JS3TJ 18m	2786.70
3 Richard Traill	Melbourne GC	ASG29E 18m	2737.18

TWO SEAT			
1 Ian Steventon	HVGC	Arcus M	2125.60
2 Jorgen Thomsen	Tocumwal SC	Arcus M	2116.71
3 Matthew Atkinson	LKSC	Arcus M	2034.50

15M			
1 Tomas Suchanek	Narromine SC	ASW20	4208.44
2 Tobias Geiger	GCV	Ventus2-15m	4208.46
3 Adam Woolley	Kingaroy SC	Ventus 3T 15m	2757.27

STANDARD			
1 Allan Barnes	LKSC	LS8	3390.81
2 Grant Heaney	Tocumwal SC	Discus a	2803.58
3 Sophie Curio	Kingaroy SC	LS8	2596.02

CLUB			
1 Bernie Sizer	Tocumwal SC	PIK-20 B	2634.59
2 Les Kinsley	Temora GC	Std Libelle	2138.66
3 Peter Crowhurst	LKSC	LS1-f	1930.65

WOMEN			
1 Sophie Curio	Kingaroy SC	LS8	2596.02
2 Pam Kurstjens-Hawkins	DDSC	Ventus 3m 18m	2123.11
3 Kerrie Claffey	BSC	ASG28 18m	1868.40

JUNIORS			
Ethan Blunt	GCV	Speed Astir	2351.04
Peter Brunton	DDSC	ASW20	1906.72
Leonard Freitag	GCV	Discusb/DG1000	1294.52

Full results at <https://tinyurl.com/ingorennen24>



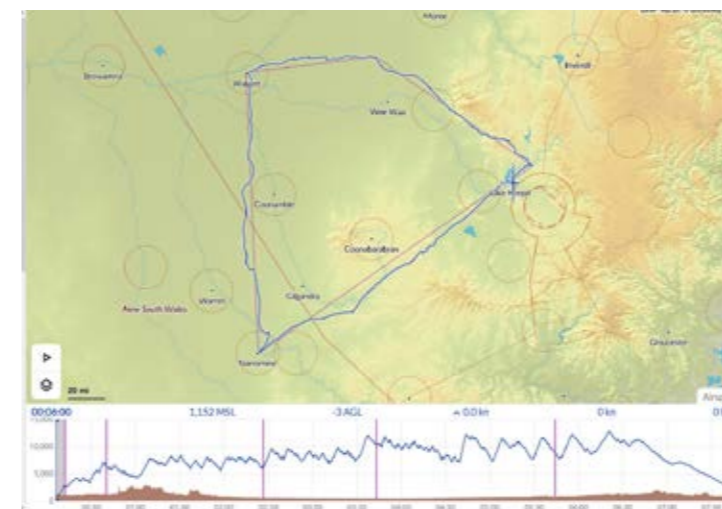
ABOVE photo, RIGHT trace: RYAN DRISCOLL BACK TO BACK 1,000KM

Ryan Driscoll celebrated his birthday on 27 December by flying 1031km at 101 kph in his Nimbus-3 from Benalla. He wrote about his flight, 'Dumped basically all my water at the low point before I climbed away - it's always when you're furthest from the field. So, around 700km in a dry Nimbus3 afterwards was pretty good.' The next day he got up and did it again flying 1,120km at 114 kph.



BELOW: David Fagan flew 818km at 108 kph in a JS1C 21m on 28 October 2024. David is currently top of the league in Open Class

BELOW RIGHT: Bernie Sizer flew 583km at 98 kph in a Pik 20B on 30 December 2024. Bernie is currently top of the league in Club Class for the 2025 season.



IF YOU WANT IT COME AND GET IT

BY DENIS NOLAN



Maryborough Gliding Club, now defunct, donated the 'Come and Get It' trophy to encourage cross country flying between the network of clubs surrounding Maryborough in the early 1980s.

The first recorded claim engraved on the trophy is dated 3 April 1982, by Ted Plum and Bill Hatfield from the Bundaberg club.

The most recent retrieve of the trophy was 19 February 2000 by Nigel Andrews and Ivan Teese flying an ASK7 out of Boonah to Warwick and back.

The trophy has once again gone flying. It now sits on the trophy shelf at the Warwick Gliding Club, but for how long?

It had taken residence in the Boonah Gliding Club trophy cabinet gathering dust for the last 24 years. It was never meant for such a fate, and something needed to be done about it.

THE PERFECT OPPORTUNITY

The rules were fairly simple. Two pilots in a two-seat glider needed to take off from their home club, fly to the club wherever the trophy was held at the time, land, accept the trophy, jump back in the glider with the trophy in hand then launch and return home.

Judging from the origins and era of the trophy, we could presuppose that all flights were in gliders now considered vintage. In keeping with these origins, it seemed only fair to resurrect the glory of the flights in a vintage glider.

Saturday 26 October 2024, the forecast was for 8 – 9,000ft thermals west of the range near Warwick and 6,000ft east of the range near Boonah. The icing on the cake was that Amberley air space was inactive. It was the ideal opportunity

to try to claim the 'Come and Get It' trophy.

Earlier in the week, I had asked Andres Miramontes if he would like to join me in a trophy retrieve flight and he did not hesitate to join in.

FLYING IN STYLE

We announced at the Warwick morning briefing that we would be attempting the flight. Many offers of help and assistance followed, and we were soon on the strip ready for launch.

We had to do this flight in style, not in a modern shiny plastic glider. That would be too easy and take away from the origins of the trophy. Instead, we chose a true vintage fabric and wood glider, the ASK 13.

We had an easy flight out toward the range from Warwick but, on approaching the range, conditions started to look a bit ominous for making the jump over to

Boonah. So, keeping in mind the performance of a K13, we stayed back just west of the range waiting for the lift to get a bit higher. After waiting half an hour, we decided to poke our nose once again over the range and this time it looked magnificent. We made a straight line for Boonah, stopping only once to seize the opportunity for a top-up.

WARM WELCOME

We made an inbound radio call to Boonah and very soon after that we were on the ground to a wonderfully warm welcome from all the locals. They had already hunted through the trophy case to find the trophy, presented it to us and we were quickly lined up for tow. The sea breeze was due in about 14:00 so we needed to get away well before that.

Tim Burgess towed us toward Moogerah dam and into a beautiful thermal that took us all the way to 6,000ft. From the dam to the range, there are no nice landing areas and again for about 20km on the other side of the range. This may not appear too much of a challenge to many, but in our K13 with a glide ratio of 27:1 at 42kt, it is good to have some reserve. So we climbed in one more thermal east of the range and then hopped back over, all smiles and feeling quite happy about the situation.

The return journey was looking ever so easy. We climbed to 8,000ft over Maryvale, which made us 2,000ft over glide 30km away from Warwick aerodrome. All we had left to do was sit back, relax and enjoy the ride. Oops, not that easy. We were rapidly losing height and needed one more thermal to get back. This is when the limitations of a K13 manifest themselves. That one last thermal was too far away.



SPOOKING THE GOATS

We never actually found it, but selected a field 8km short of the strip. We met the lady farmer. She came out to see if we were OK and laughed about how we had spooked her goats. Our enthusiastic crew arrived soon after with the trailer and cold drinks. Not long after that we were back in the club house enjoying cold beer and tall stories.

Many people have spoken about the trophy over the years but to my surprise no one had attempted to retrieve it for the last 24. Hopefully this flight will stir up a bit more interest.

Many of the clubs from 1982 are no longer in existence, but there is still a good network of clubs in the area within a 100km range of each other. However, apart from Warwick Gliding Club, a dearth of wooden gliders are available to fly these vintage tasks. Although a 100km out and return task is hardly a magnificent achievement for an experienced pair of pilots in a modern high-performance glider, it would be a most exciting endeavour for new pilots, even if they must do it in fast glass planes.

The trophy is now proudly on display at Warwick. Please come and get it.



ASK13 GXT

ASK13 GXT, now restored and looking beautiful, was the perfect choice to attempt the retrieval and revival of the 'Come and Get It'. This glider was a Covid restoration project for Brian Gilby, Dan Papacek, Steve Griffin and me. It is now flying most weekends at Warwick.

It has a glide ratio of 27:1 at 42 kt, not fast and not flat but a pleasure to venture out in. Our take off from Boonah for the return journey was launch number 25,550 for GXT.

THE MARYBOROUGH AND DISTRICTS PERPETUAL TWO-SEATER COME AND GET IT TROPHY

In order as the names appear on the trophy -
April 82 Ted Plum and Bill Hatfield, Bundaberg
1983 Max Pinwell and Dan Papacek, Gayndah
1983 Bill Hatfield and I Gorlick, Bundaberg
1983 Leigh Evans and Phil Bryant, Gayndah
1983 Bill Hatfield and P Brieffies, Bundaberg
1983 J M Nelson and P J Bryant, Gayndah
There appears to have been a hiatus in the 'Come and Get It' activities until 1991 -
January 1991 Leigh Evans and Cliff Wallace, Bundaberg
Another eight year rest period followed until 1999 -
January 1999 J Fairburn and M Truitt, Kingaroy
November 1999 J Fairburn and M Truitt, Southern Downs Soaring Club (now Warwick Gliding Club)
February 2000 Nigel Andrews and Ivan Teese, Boonah, K7
Now, nearly a quarter of a century later -
26 October 2024 Denis Nolan and Andres Miramontes, Warwick, ASK13

SAFETY INSIGHTS

CLUB CULTURE AND BEHAVIOURS, PSYCHOLOGICAL AND PSYCHOSOCIAL SAFETY

DREW MCKINNIE
SAFETY MANAGER
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In Safety Bulletin 04/24 Safety Conversations in Clubs we discuss promotion of positive safety conversations, dialogue within and between clubs, underpinning improvements in safety culture.

bit.ly/SafetyConversations_SB0424 refers.

The subject of psychological and psychosocial safety is gaining great attention in aviation environments.

High profile disasters like the Germanwings Flight 9525 in 2015, deliberately caused by a suicidal co-pilot Andreas Lubitz, captured media and public attention. That investigation showed the Captain had been locked out of the cockpit, and that the co-pilot was diagnosed with psychotic depression. However, medical secrecy prevented disclosure to Germanwings and Lufthansa.

This accident, among others, drove the Royal Aeronautical Society (RAeS) to publish a benchmark study of psychosocial risk management and mental health in civil aviation in April 2024. Report at bit.ly/RAeS_CivilAviation_MentalHealth refers. It is a well-researched, well-expressed work with major implications and positive safety suggestions for all aviation bodies.

SafeSkies and PACDEFF Human Factors forums in 2024 highlighted the importance of building positive safety capacities addressing aspects of aviation culture, behaviour, respect and diversity, preventive approaches to ensure personal safety and mental health.

Divergences were also examined. Environments that damage workplace culture, endanger mental health, build barriers to inclusion, respect and diversity were also discussed, along with legal liability implications for organisations and foreseeability tests in law.

We might reflect on the 2023 Barriers to the Pipeline Report by Women In Aviation / Aerospace Australia bit.ly/Barriers2Pipeline_WomenInAviation.

Here, male domination in aviation, continuing barriers to participation, respect and equity have been cited, needing conscious attention to remedy. Not just women, but all groups, deserve respect and the opportunity to enjoy gliding in a safe and inclusive environment.

Nevertheless, we enjoy a wonderful sporting aviation activity in clubs across the country, at camps and at competition sites. We voluntarily share our time and effort to develop and promote our sport. Our GAus Strategic Plan contains key goals including -

- Grow Participation, Inclusiveness, Diversity and Volunteerism – Fostering a diverse and inclusive community aligns with our strategic intent to provide a welcoming environment for all and to ensure pathways for lifelong participation in gliding.
- Build and Implement an Enhanced Safety Culture – A strong safety culture underpins our Strategic Intent by ensuring gliding remains a safe and respected activity within the broader aviation framework.
- Create a Culture of Fellowship, Fun and Enjoyment – Encouraging a balance of safety, fun and affordability is at the core of our strategic intent to provide lifelong enjoyment through gliding.

So how do we do this? A modified summary of psychosocial and psychological safety elements is provided below. It is tweaked to address aspects of culture in gliding and sporting aviation clubs, beyond workplace safety and employment environments.

In gliding and sporting aviation environments, we seek to prevent harm, promote positives, respond to problems, address potential risks with high aviation, personal and social rewards. A positive safety capability approach to this includes safety elements of building challenger safety, contributor safety, learner safety and inclusion safety for all participants, underpinned by cultural safety in clubs.

This highlights that there are aspects of fostering psychosocial and psychological safety that are preconditions for positive safety conversations and culture. It has to be shared and supported by all members, even senior folks from earlier generations and those in positions of authority. We have collaborative safety obligations to be vigilant for signs of absence or suppression, or walking past problems, or inconsistent standards. I ask panels, club committees,

Key Elements of Psychosocial & Psychological Safety

Safety Element	Present / Encouraged	Absent / Suppressed
Challenger Safety: Can I be candid?	<ul style="list-style-type: none"> • Every voice is listened to • New insights are welcomed • Preventive bad news is welcome 	<ul style="list-style-type: none"> • Disruptive ideas discouraged • Selective deafness • Quiet briefings with little input
Contributor Safety: Can I add value?	<ul style="list-style-type: none"> • Leaders ask, not just tell • Respect for alternate perspectives • New contributions valued 	<ul style="list-style-type: none"> • Role based contributions only • My job, not yours • Cliques heard but outsiders ignored
Learner Safety: Can I grow?	<ul style="list-style-type: none"> • Feel safe to ask or speak up • Open sharing of mistakes • Allowed to say I don't know 	<ul style="list-style-type: none"> • Don't draw attention to concerns • Stay quiet rather than admit error • Told to work it out if you don't know
Inclusion Safety: Can I be authentic self?	<ul style="list-style-type: none"> • Different views encouraged • Diversity and difference respected • Respectful listening 	<ul style="list-style-type: none"> • Compare criticize and compete • Individual over collaboration • Slurs, judgements or ridicule
Cultural Safety: Can I collaborate safely?	<ul style="list-style-type: none"> • Positive group culture • Development focus • Relaxed and recharged 	<ul style="list-style-type: none"> • Exploitation and anxiety • Paternalism and apathy • Constant wariness

Adapted from Timothy Clark, 4 Stages of Psychological Safety; Katherine Hill, Safety Leadership and Psychological Safety at PACDEFF 2024; and Gerard Korlin KC, Psychosocial Risks in Aviation at Safeskies 2024; Elements modified Cultural safety aspects added by Drew McKinnie.

working groups and individual members to reflect on these elements and encourage discussion on problems and opportunities for improvements.

(See comments on Safety Conversations and Challenge Networks in SB 04/24: "If there's anything you see or sense that you don't like, please say something. Let me know, and I will do the same for you.")

We prefer great role models and positive behaviours to improve gliding safety and club inclusion. There is a direct link between our integrity policies and the environment within which we strive to improve operational, airworthiness, competition and personal safety.

SOARING DEVELOPMENT

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
csdp@glidingaustralia.org

FUNDING FOR JUNIOR DEVELOPMENT

Gliding Australia is running a coaching program focussed on developing a strong Junior Squad for the Junior World Gliding Championships (JWGC) to be held at Lake Keepit in January 2029. Gliding Australia will match the funding contribution of selected candidates in regard to coaching and pilot development.

To be eligible, candidates must have been born after 31 March 2003 to meet the age requirement for the JWGC. Candidates are also expected to have flown solo in single-seat gliders and be progressing toward qualifying for their GPC by the end of the 25/26 season.

The funding is provided in addition to the commitment that the Juniors will be making to their normal training and flying. It will focus on assisting with competition and cross-country skills via coaching flights approved by the RSDM (Regional Soaring Development Manager).

Events that will be considered for funding assistance are participation in State and National Competitions, State Coaching Events, Regattas and specific coaching as approved by the RSDM.

Funding is provided on a matching basis in which the pilots fund half the costs themselves for the following:

- Entry fees
- Glider hire and towing
- Accommodation and transport

Please contact your RSDM, or the Australian Junior Gliding Club at <https://www.juniorsoaring.org> to express interest.

Those attending this year's JoeyGlide will have an opportunity to see if they qualify for this program.

NEW OGN STATIONS – FILLING IN THE GAPS

Most gliding clubs in Australia now have a working OGN station. However, the coverage in areas we fly over is not complete – there are annoying gaps. As a result, we are initiating a project that aims to identify and fill gaps around Australia, ensuring improved tracking and safety capabilities for our gliding community.

For example, the map to the right shows gaps in the South Australian coverage. The red circles mark desirable locations where we would benefit from additional OGN stations. Similar gaps exist in other states as well, where most of these locations do not have any gliding clubs nearby.

Therefore, we will need to apply some creativity to finding new sites where we can mount an antenna as high as possible.

One solution may be the use of decommissioned wheat silos. They normally have power connected and, of course, would be more than high enough for the antenna. This solution has already been used at one installation in Victoria.

A team has been put together to identify gaps and potential sites, and to make enquiries to see if we can install modular OGN

How safe we feel and how respected we are in our interactions with other members is a key ingredient

Disclaimer: I am not a psychologist or psychiatrist, nor an anthropologist or behavioural scientist. Yes, I am a lifetime observer of human behaviour. I am not pushing barrows of political correctness or woke agendas. Yes, I identify as a progressive Boomer with convictions based upon respect for others. I do listen to expert advice, and actively promote discussion of risk and safety insights.

equipment. These sites will be jointly funded by Gliding Australia and State Regional Groups. Hopefully we can soon fill in the gaps.

CHANGES TO CLAIMING AUSTRALIAN RECORDS FLOWN OVERSEAS

Our current procedures for claiming record flights flown overseas need updating. They currently allow 6 months after notification to file the claim forms. This is from the era of snail mail and is out of step with current IGC rules.

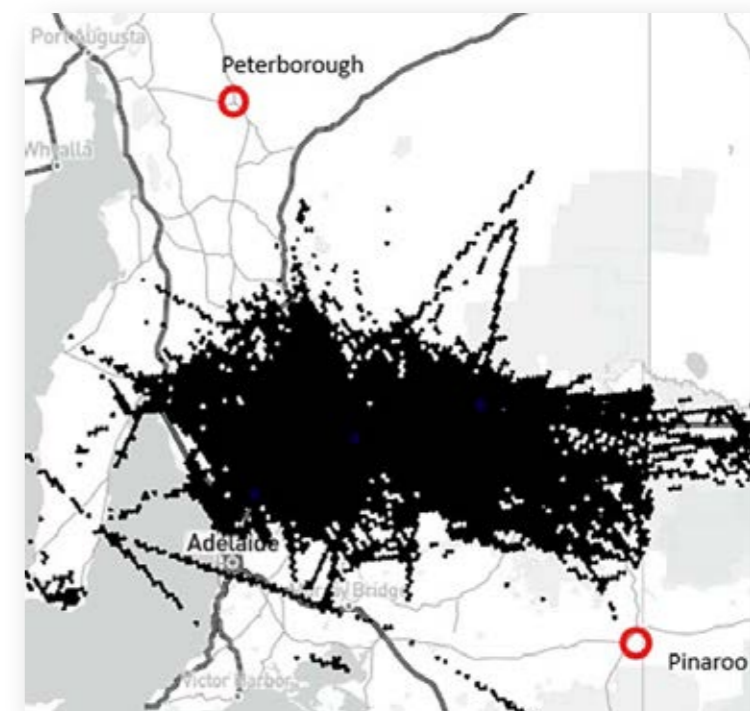
If this change will affect you, please submit any outstanding claim forms.

SOARING DEVELOPMENT LEVY

National and State gliding championships sanctioned by the organising clubs of Gliding Australia are reminded that a levy applies to each competitor, or each pair of pilots for a two seat glider. The levy is \$83 for each senior National pilot and \$31 for each competitor in a State competition. The levy for junior pilots is 50% of the senior levies. These fees do not apply to other competitions such as club regattas.

The levies collected are invested in a discrete fund and the revenue generated is used to help Australian pilots representing Australia in World Championships.

Organisers need to ensure that they budget for these levies when setting entry fees for both National and State Championships.



W&B COURSE AT BENALLA

BY MURRAY STIMSON, MELBOURNE GLIDING CLUB



Since the untimely death in 2023 of MGC Life Member Roger Druce and Dr Ben Loxton moving to the USA in 2018, Melbourne Gliding Club has not had a member with authorisation to conduct a Weight and Balance Inspection of club aircraft. GGC and Beaufort were similarly bereft although, should we have a need, generous assistance was always likely from Trevor Hancock of Grampians Soaring Club, or perhaps Phil Organ or Paul Dilks of Bendigo GC.

The vital importance of a correct Weight and Balance inspection may not be readily apparent to newer pilots. The purpose of the inspection is to ensure the aircraft is being flown within the correct range of the centre of gravity (c.g.) so that it remains stable and controllable in flight, as well as to ensure it is flown below the maximum mass limits (there are a few) so that critical points of the structure do not fail in flight.

Particularly dangerous is loading the sailplane beyond the aft limit of c.g. position, making entry to a stall/spin easier and recovery harder – potentially impossible. Trying to fly with too much weight forward of the c.g. could see the pilot run out of back stick to keep the nose up, or get the nose up on tow, also with potentially serious consequences. That is fundamentally important, right?

The registered operator of any sailplane is responsible for ensuring the correct placards are in place in a glider so that every pilot can load the aircraft correctly. Without those placards, the aircraft is NOT airworthy and must not be flown. A certified Weight and Balance Inspector is responsible for providing correct placards to the RO, and annual and daily inspectors are responsible for ensuring those placards are in place, and that the aircraft configuration still conforms to the W&B numbers being used.

A certification to conduct simple W&B inspections is gained through a course provided by GFA, with the prerequisites of holding a current certification to conduct Annual Inspections, and having conducted three W&B inspections under supervision.

The first course in at least 8 or 9 years was held at Benalla on the weekend of 26-27 October 2024. Seventeen candidates

(L-R) Colin Callum (GCV) leads the W&B of the GCV Duo Discus (VH-GCV) with George Schuitt (Southern Riverina GC), Murray Stimson (MGC) and Neal Bennet (Hunter Valley GC) at Benalla in Oct 2024.

from gliding sites across Victoria, SA and NSW, including Lake Keepit and Warkworth, attended. Mike Durrant of GGC and I were the successful candidates from Bacchus Marsh. Trevor Hancock and the Vic/TAS Regional Manager Airworthiness, Dr John Wharington, assisted Anthony in delivering the practical component using four gliders provided by our generous hosts, Gliding Club of Victoria (GCV).

The main objective was to precisely weigh each glider on its main wheel and tail (or nose) wheel and precisely measure the horizontal distances between those points and the reference datum, usually the wing root leading edge. This involved setting up the gliders at the 'level' attitude specified in their Type Certificate, using plumb bobs to transfer the relevant locations for the hangar floor before using the tape measure. Using basic calculator functions produced the empty weight and the empty weight c.g. locations, from which cockpit placards can be developed. Sounds easy, right?

Anthony Smith, Chair of the GFA Airworthiness Department, who has been incredibly busy with airworthiness directives for all Pawnee tow plane wings over the last few months, had developed the new course from scratch with the help of Roger Druce and a few others. Anthony had been performing and supervising Weight and Balance inspections for over 30 years as an engineer at RAAF Edinburgh, SA, working mainly on the AP-3C Orion 4-engine maritime patrol aircraft.

The course is based on the new version of the MOSP 3 Airworthiness, and the new version of the relevant airworthiness instruction, AIRW-D011 Weight and Balance of Sailplanes. This instruction manual was also largely rewritten by Roger and Anthony Smith over the last few years and issued on 23 May 2023, only a few months before Roger died.

For any engineer, the concepts involved in Weight and Balance are quite simple, applying the well-known first year

equation that the sum of the moments about any reference datum must be zero for any mass (i.e. sailplane) at rest. But it was quite another thing to deeply understand the rigorous application of the equations that result and allow the calculation of ballast masses (fixed, removable or disposable), fuel, oxygen bottles, tie-down kits and, of course, pilots and their drinking water, snacks and outlanding kits.

The final exam required a high mark to pass and involved some challenging problems, such that it took some up to 5 hours to be sure they had the right answers. Furthermore, a few of the class may need to sit a supplementary exam. A validated spreadsheet helps, but is only as good as the data entered by the inspector and was not available until the exam was successfully completed. This rigour is needed because the results directly affect the safety of pilots.

Under supervision across the next year, Mike and I each intend to complete three Weight and Balance inspections to complete our accreditation and ensure our gliders remain in conformance with the manufacturers' limits.

NEW CHAIR AIRWORTHINESS DAVID VILLIERS



Gliding Australia is pleased to announce the appointment of David Villiers as the new Chair of the Airworthiness Panel (CAP). David steps into this crucial role following the retirement of Anthony Smith, whose dedicated service has significantly contributed to the safety and operational standards of gliding across Australia.

DAVID BRINGS AN IMPRESSIVE WEALTH OF EXPERIENCE TO THE POSITION

- A Bachelor's Degree in Aeronautical Engineering from RMIT
- RAN Aircraft Engineering Officer of 816 Squadron
- Quality Assurance Officer at a US Navy aircraft depot
- Deputy resident engineer for the Seahawk project

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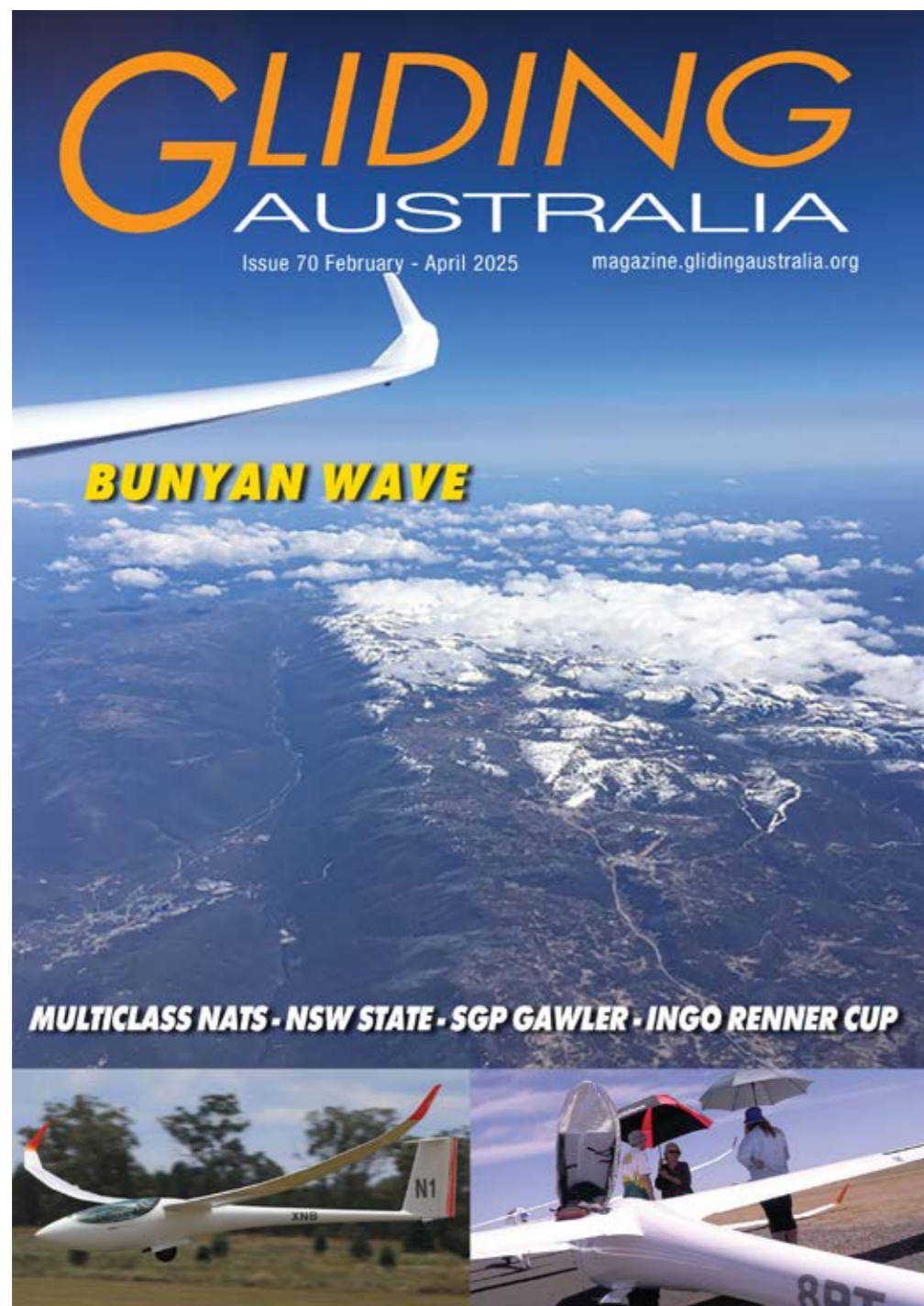
- Director of Aviation Engineering for the RAN
- Civil Aviation Safety Authority (CASA), Airworthiness & Engineering Branch.

After retiring from the Navy in 1997, David joined the Civil Aviation Safety Authority (CASA), where he worked for 15 years in the Airworthiness & Engineering Branch. During this time, he managed critical areas, such as airframes and structures, aircraft certification, and engineering oversight.

David's passion for gliding started during his university days and has spanned decades, apart from a brief hiatus for career and family commitments. A member of the Darling Downs Soaring Club, he is a gold badge holder with two diamonds, a Level 2 instructor, and an annual inspector. He has also served as the Regional Technical Officer for Queensland.

As the new CAP, David will continue to uphold and enhance the high standards of airworthiness in Australian gliding, while making the role his. We extend our gratitude to Anthony Smith for his exemplary service, and we look forward to David's leadership in ensuring the safety and sustainability of our sport.

David Villiers
Chair Airworthiness Panel
cap@glidingaustralia.org



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OPERATIONS

SOAR REPORTS

What sort of issues are being reported in SOAR reports across the country this soaring season?

October had a run of DG300/1000 related undercarriage collapses. This has been addressed in OAN 02/2024. If you are flying these aircraft, it is worth a read. There is also a video to watch. Check out the OAN. A fire also occurred on an airfield when the charging circuit for a tow out golf cart had a short circuit. Spot fires in the grass were stamped out and extinguishers used to put out the subsequent fire. Sometimes our trusty old tow out carts and cars need care. Fifteen incidents were reported in October.

November had 18 reports. Runway incursions and airspace violations headlined. The violations, while minor and short lived, were noticeable. 'Keeping 2' is a good policy – 200ft buffer vertically and 2km from boundaries. Even more than that is better. Some outlandings and harder landings were also reported. As pilots begin venturing out of the airfield area for the first time and others get back into the groove, these sorts of incidents tend to occur.

At the time of writing on 24 December 2024, 11 incidents had occurred in December. With the competition season well underway, some near misses have been reported. These have been glider to glider, glider to tug, as well as glider with GA or RAAUS. The intense concentration during competition can lead to parts of our situational awareness unbuckling. Heat stress and flying day after day in tough conditions can also take its toll.

Asking other pilots, 'Am I okay?' is a good approach.

PADDOCK AND BUSHFIRES STAY AWAY

A column of smoke rising above the ground may seem enticing. A glider pilot may think, "This is a great thermal source." However, the opposite is generally true, and many hidden dangers are associated.

Paddock fires are common where we fly, especially in summer. Every gliding club will have a war story about flying near a paddock fire. In my experience the rewards don't equal the risk.

Flying in smoke is awful and causes coughing, eye irritation and reduced visibility - not my idea of fun. What goes up must come down, sometimes fast. The sink around smoke can be very strong. The lift is not better. With less discomfort, good thermals can probably be found within a few kilometres from the fire. Lastly, if you outland near the fire, you may lose your valuable asset.

More importantly, you may not be aware of fire fighting activities that are under way for the area. If aircraft are detected within 5 nm and 3,000' AGL of fire fighting operations, the aerial firefighting units may be forced to ground. CASA has more information available at

[/tinyurl.com/Bushfires-StayAway](https://tinyurl.com/Bushfires-StayAway)

Notably, incorrectly rigged gliders have featured at least twice this year. Independent control checks are vital after a derig or rig.

Lastly, two pilots whose mobile phone jammed controls in the cockpit achieved a remarkable landing. The glider was able to turn via use of the rudder and elevator, but aileron control was limited. The pilots used good crew resource management

and divided tasks. Upon landing, the phone was identified as the jamming device.

The SOAR reports submitted so far this year are now being investigated by our Regional managers Operations (RMO) for each state and Level 3 instructors assisting with the investigations.



DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
emo@glidingaustralia.org



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.

SINGLE SEATERS

VH-XGG LS8 18m Built 10/01 3625 Hours 1165 Landings Finished in Poly Paint 2004.

Trailer in good order but needs some minor cosmetic work. Glider in good order apart from a slight chip in the tail plane.

A simple panel that works well for me. All tow out and tie down gear etc. MH oxy system bottle is only 3 years old.

Form 2 to August 2025 **Mick Webster 0418 269 145**
mick260649@gmail.com



VH-IUA Speed Astir IIB - Grob G104B - Flapped 15m glider

A great first glider with flaps providing excellent additional performance. Low 1884 hours, 638 landings

Form 2 due October 2025 Mountain High Oxygen System – bottle and primary regulator LX Nav S80 Vario FLARM Oudie IGC Registered trailer, Tow out gear and wing walker Hangered at Beverley, WA \$19,000 **Ray Chatfield 0438 800 934**

raychat.rc@gmail.com



VH-VTW Ventus 2A



3050hrs, 780 launches Pilot weight: 80-110kg LX9000, V8 vario, remote stick, Oudie IGC, PowerMouse. Refinished in PU in 2017. Upgraded Maughmer winglets. Proven performance: 2nd place WGC 2017, 3rd place WGC 2023. Nil accidents. FRP Cobra Trailer (new 2016). Thinback Parachute (new 2020) Many extras not listed. Based in Benalla. \$120,000. **Daniel Summers 0400 286 355**

VH-GAJ LS10st 18m

Airframe 1040hrs, 450 landings, Solo 2350 (sustainer) 13 hrs, Factory PU over Schwabbellack, Built by DG 2010, LXNav 8040 with V8 vario, LXNav S10 backup vario with HAWK and AHRS, Power Flarm Fusion, Becker AR 6201 radio, NOAH bailout system, MHO2, Cobra AI top trailer, Cloud Dancer All Weather covers, Silver canopy cap, Ground handling and rigging gear, Form 2 due 11/10/25, Comprehensive logbook. Located Cunderdin, Western Australia. \$190,000 **Denis Buckley 0438 033 300**
denisbuckleycompro@gmail.com



VH-OTP PZL Bielsko SZD55-1, 15 m Glider and Avionics trailer Imported 2015 new from Poland. Manufactured 2014, first flown 2015, polyurethane paint, and equipped with LX8000 flight computer, V5 variometer and FLARM, ICOM radio (two channel), Winter 80 mm ASI, Winter 80 mm VSI, Winter 80 mm Altimeter, compass and Mountain High Oxygen system. Glider and trailer are in excellent condition. Currently 730 hours and 360 landings. Next Form 2 due September 2025. Trailer and glider hangered at Lake Keepit. Glide ratio 44:1, Empty weight 215 kg, Max weight 500 kg, wing area 9.6 square metres. Price \$90,000 or near offer. **Nigel Holmes, nigel946@yahoo.com.au**
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GME DG-100 2562 hours 1236 landings Form 2 just completed Serviceable trailer - tows well Tow out gear including new IMI tow out bar with tail lifter Full set of covers Lx Helios vario Becker radio \$20,000 ONO Contact

0417141542
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VH-GCG Nimbus 3T s/n 8/60

25.5 meter span, 22.9m tips included, \$1259,000 ono Current Form 2. Glider has 4100 hours, 800 landings. Turbo has 32 hrs. Instruments: Zeus 7.0 with Era857 vario, Winter vario, Winter ASI, Becker VHF (8.33 and 25Kc channel spacing), Transponder, PowerMouse flarm, Air Control Display altimeter, Oudie Holder, LX Joy stick controls. New Fuel system and pump, tilt up instrument panel. Cobra double axle trailer. Vertigo all weather covers and tow out gear. Located Tocumwal. Trade-in of your glider or aircraft is possible. george@coppercreek.com.au **Phone 0434413963**



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VH-KPT MOTOR FALKE SF 25B

Serial Number 46-240 Limbach SL 1700EA engine TTIS 17 Hrs Propeller: Hoffmann – H011A-150B 75L TTIS 87 Hrs Currently based at Bathurst Soaring Club Form 2 has just expired Survey due before the end of the year Paid \$35,000 for aircraft 4 years ago.

There are no problems with the aircraft and the engine



continued over page

hours are extremely low. The aircraft has always been hangered.

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OPERATIONS COMPENDIUM
 Gliding Australia has published numerous articles from the Operations Department that cover all aspects of gliding safety and operational best practice. Here are many of these articles, taken from issues of Gliding Australia, presented in a single Compendium. Download at magazine.glidingaustralia.org/past-issues



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