GLIDING AUSTRALIA

Issue 72 August - October 2025 magazine.glidingaustralia.org

WGC TABOR

OSTIV • SAFETY: BEYOND THE BADGE • INGO RENNER CUP • CLUBS

GLIDING AUSTRALIA MAGAZINE

No. 72 AUGUST - OCTOBER 2025

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

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SOME WORDS ABOUT DOUG

Doug's last day of employment with GAus was 30 June. Although Doug was only with us for a short period, he came at a time of great change, which provided many challenges and opportunities. Doug has been an inspiration for all. He has advised the Board and led the Executive and Head Office Support Teams in a cohesive way that has encouraged excellence, individual input and creativity. The collective result is focussed on delivering GAus's strategic intent.

At the recent annual combined Board and Executive face-to-face meeting, the following citation was enthusiastically endorsed by all present.

The Board and Executive of Gliding Australia extend our sincere thanks and commend Doug Flockhart for his outstanding service as the inaugural Chief Executive Officer of Gliding Australia. Doug's service has been well above and beyond expectations. He has applied considerable intellect, innovation and initiative at a time of great change and new demands on the organisation. He arrived prior to Gliding Australia's application to CASA to become a Part 149 Approved Self Administering Aviation Organisation, and then carried on through the organisational changes and transition period that followed. He has set the tone for remarkable changes in collaboration and effective departmental integration in the Executive. His entrepreneurial spirit has infused the Executive and office teams and empowered them to take opportunities to advance our external relationships and profile. His approachability and enterprise have been noted by members in many clubs, advancing both national and regional organisations' focus on member wellbeing. Doug's contributions have been profound and are most appreciated by all.

I'm sure all Members will join me in thanking Doug for his contribution and wishing him all the very best for whatever lies ahead.

GLIDING AUSTRALIA WELCOMES NEW CHIEF EXECUTIVE OFFICER

Gliding Australia is delighted to announce the appointment of Mariela Pocklington as our new Chief Executive Officer, following an extensive recruitment process. The role attracted more than 350 expressions of interest over a four-week period, with 14 highly qualified candidates shortlisted for interviews.

Mariela commenced employment with GAus on 4 August.

Mariela brings a wealth of experience in sports administration, governance, and stakeholder engagement. She has successfully led and supported volunteer-based, not-for-profit organisations and has overseen major programs across multiple sporting disciplines. Her career includes working in highly regulated environments where strong governance and compliance are essential, ensuring she is well-equipped to support Gliding Australia's strategic and operational priorities.

While Mariela is new to gliding and aviation, she is eager to immerse herself in the sport, learning from our subject matter experts and connecting with members and stakeholders across the country. Her calm, approachable and engaging leadership style will be a great asset as she works to strengthen relationships and support the growth of our sport.

Please join me and the Board in welcoming Mariela to the organisation and wishing her every success in the role. She can be contacted at ceo@glidingaustralia.org or on 0400 897 238.

GLIDING AUSTRALIA RECOGNITION AS A NATIONAL SPORTING ORGANISATION

Many may find this topic a little tedious, but I ask that you bear with me as it is important that members understand the current situation and the proposed way forward.

Although GAus is the peak body for gliding in Australia, it is not recognised by the Australian Sport Commission (ASC) as a National Sporting Organisation (NSO). Until recently Gliding came under the umbrella of the Air Sports Australia Confederation (ASAC) who held the NSO status for all Australian air-sport organisations. For a variety of reasons, ASAC has relinquished its NSO status, which in turn means that all Australian air-sport organisations, including GAus, have lost NSO recognition.

For a number of reasons, it is vital that GAus is recognised by the ASC as an NSO. Perhaps the most important of these is that, without NSO status, our Regional Associations will not qualify for funding from their respective state governments.

Attaining NSO status is not a simple process as there are a number of cascading elements leading to eventual approval including:

- GAus will need to change its identity from an Incorporated Association to a Company Limited by Guarantee (CLG) structure
- The Australian Securities and Investments Commission will need to approve our transfer to CLG
- We will need to demonstrate to ASIC and ASC that our governance and compliance structures are robust and meet their requirements
- Changes to GAus's constitution will be required to support these changes

The Board has determined that GAus should work towards recognition as an NSO and put recommendations to members that will support this direction.

GLIDING AUSTRALIA CONSTITUTIONAL CHANGE

Currently Regional Associations are not recognised in the GAus Constitution as being formally affiliated, which is contrary to CLG requirements. Hence changes to the Constitution will need to be recommended by the Board and subsequently supported by Members for the changes to be implemented.

Effective affiliation will also support the strategic direction of GAus and provide its affiliated Regional Associations, clubs and members with clear and well understood responsibilities which will, in turn, protect the future viability and sustainability of our sport.

The Board has engaged the services of a legal firm to assist in developing a revised constitution that will be CLG compliant. The brief is to develop a like-for-like Constitution with minimal change that:

- Will require Regional Associations to be affiliated with GAus
- Allows the Board to appoint Independent Directors with specialist expertise
- Removes the CEO's membership of the Board but with the requirement for the CEO to advise the Board and attend Board meetings

The Board will be meeting before the end of August to consider and approve a final revised version of the Constitution that will then be presented to Members supported with a communication program. It is planned to call an Extraordinary General Meeting in late September where Members will be asked to vote in support of the revised Constitution.

ACCIDENT AT DARLING DOWNS SOARING CLUB

Although the cause of the recent tragic accident involving Daryl Speight, a well-known and experienced competition pilot, may never be determined, it should serve to raise the awareness of all glider pilots to the inherent dangers associated with our sport. Please be vigilant in maintaining IAMSAFE protocols and effective airworthiness safety standards.

Our heartfelt condolences are offered to Daryl's family, friends, and DDSC members.

Fly safe and be kind to each other.

STEVE PEGLER
CHAIR OF THE BOARD
chair@glidingaustralia.org

SUPPORTING THE CLUBS THAT KEEP US FLYING

Gliding clubs are at the heart of everything we do. They're the places where we build skills, form lifelong friendships, and share our love for flight. Being or running a successful club doesn't always come easily. From juggling volunteers to looking to the future, there's a lot that goes on behind the scenes. That's why Gliding Australia is here to provide support for clubs around the country, with a new range of tools and resources designed to make club management and development easier.

SAY HELLO TO THE CLUBHOUSE - HELPING CLUBS GROW AND THRIVE

To make things easier for clubs, Gliding Australia has launched the Clubhouse, a new online resource library available through the JustGo portal. Structured as a one-stop shop, the Clubhouse offers templates, "get going on…" documents, and practical ideas to help improve daily operations and long-term planning. The Clubhouse intends to make the management of clubs easier, so committees have more time to focus on what really counts: helping members and keeping the spirit of gliding alive and strong.

We understand that every club faces unique challenges, whether it's applying for grants, expanding facilities, attracting a more diverse membership, managing complaints, or planning for next-generation leadership. That's why we provide specialised support in these areas, including help with grant applications, strategic planning, marketing, communication and succession planning. With these resources and access to the club development manager, our goal is to ensure clubs feel supported, able and confident in meeting both everyday needs and long-term goals.

SUPPORTING PEOPLE WHO KEEP CLUBS RUNNING

All clubs rely on volunteers. These are the people who arrive early, stay late and keep gliding going in the background. Appreciating how important volunteers are, Gliding Australia has also established a Volunteer Management Framework and Action Plan. These two tools are designed to help clubs attract new helpers, keep them engaged, and make sure their contributions matter. Find these important resources in the Clubhouse.

READY TO GET STARTED?

If you're part of a club committee or just keen to get more involved in how your club operates, now is a great time to explore what's available. Whether you're tackling a big project or just want to make small improvements, the tools are ready and waiting. Everything mentioned here can be accessed via the Clubhouse in JustGo.

If your club hasn't yet explored these new resources, we encourage you to take a look. If you need any help, contact me on cd@glidingaustralia.org or on 0414 712 973.

AMANDA VANDERWAL
CLUB DEVELOPMENT

FAI GLIDING BADGES

TO JULY 2025

SILVER - GOLD DURATION
MAXWELL JAMIESON
SOUTHERN CROSS

SILVER DISTANCE
SILVER HEIGHT
MAXWELL JAMIESON
SOUTHERN CROSS

GOLD DISTANCE
DIAMOND GOAL
PAVEL KALENOV
BOONAH GLIDING CLUB

SILVER/GOLD DURATION
STEPHEN POLE
GEELONG GLIDING CLUB

GOLD DISTANCE
GOLD HEIGHT
MARCEL VAN DE POLL
BEVERLEY SOARING SOCIETY

WAVE CAMP 2025 - NARROGIN GLIDING CLUB

1 - 10 August 2025
Stirling Range National Park WA 6338
08 9827 9229

QLD STATE GLIDING COMPETITION

Kingaroy SC
28 September - 4 October 2025

The comp will be using AAT's, FRT, and DHT tasking and running two classes,

Club (unballasted)
Sports (ballasted)

Entry is $295 with a late payment of $50 if received after 23rd of September, register on

http://www.kingaroysoaring.com.au/qld-states-25

CLUB CLASS & TWO SEAT NATIONALS - KINGAROY SC

Kingaroy SC
28 September - 4 October 2025

ROOGLIDE 2025: 20-35YRS SOCIAL CROSS COUNTRY WEEK

15 - 21 November 2025
Narromine Gliding Club
Organiser - Rhiaan Bennett
Email is krisaan200@gmail.com

NARROMINE CUP

22 - 29 November 2025
Narromine Gliding Club
For more information, Contact Beryl Hartley
arnie.hartley@gmail.com

CARTER CUP WA

24 - 30 November 2025
Gliding Club of WA
Cunderdin WA
Contact Rob Hanbury 0429 082 520

VSA STATE COMPETITION

29 November - 6 December 2025
Event held at Corowa by Geelong Gliding Club
Event organiser David Meredith
jantardave@gmail.com

The comp will be using the Distance Handicap Tasking (DHT) tasking in three classes:

Ballasted
Club (no ballast)
Rookie (first or second competition)

Entry is $300 early bird, $400 after the 30th of September, register on

http://www.glidingcomp.au/vsa2025

GA CALENDAR

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

NSW STATE CHAMPIONSHIPS

6 - 13 December 2025
Temora Gliding Club

The comp will run in the GP format and use the DHT tasking all classes:

Club
Standard
15m
18m
Open

Entry is $380 with a discounted entry for Juniors at $300. Register on

http://www.temoragliding.org.au/nsw-state-championships/

Enquiries: 0418 433 665

SA STATE CHAMPIONSHIP

12 - 20 December 2025
Gawler

Friday 12 Dec will be an optional practice day.
Entry and website TBA

JOEYGLIDE JUNIOR NATIONALS

17 - 24 January 2026
Benalla
Contact Anoushka De Clelard on email
admin@juniorsoaring.org

WAGA STATE GLIDING CHAMPIONSHIPS

5 - 14 February 2026
Beverley Soaring Society
Beverley WA

The comp will use the Beecroft Wedge tasking and run with one big class

www.beverley-soaring.org.au

ROOGLIDE 2025

RooGlide 2025 is a social cross-country gliding week for 20 to 35-year-olds that will be held at Narromine Gliding Club from 15 to 21 November.

RooGlide is organized to create life-long friendships for glider pilots who have or are close to ageing out of JoeyGlide. It provides opportunities to develop new skills and gain support from other glider pilots in a fun, social environment.

Optional daily tasks will be set for individuals who would like to fly them. At the end of the day, a competition board will be available based on WeGlide results. This creates a fun optional competitive scene that stimulates planning and task management for future competitions.

A daily education talk will be held prior to briefing for 30 minutes, presented by individuals with competition and maintenance skills. It will focus on their favourite topics to demonstrate the passion many pilots have towards gliding.

This event will be coordinated with a big social drive of fun daily games and themed nightly activities such as BBQ night, BINGO and cards. Themes will be organised with activities to engage participants in a nightly social setting to support friendship development.

This week is aimed to foster friendships in gliding that can be maintained throughout life and to encourage a new generation of glider pilots to stay within gliding till they are seniors. This is going to be an exciting week full of fun and a lot of laughs. Please contact the event coordinator Rhiaan Bennett via email Krisaan200@gmail.com for further information and to RSVP to the event.

RHIAAN BENNETT

COMPETITION SEASON

This season's racing calendar is filling up very quickly with the Nationals entries now open with the MCN in Leeton and the Club Class and 20m two seat Nationals in Kingaroy!

Leeton is just about at capacity for entries due the availability of tow planes. Kingaroy is still keen to hear from pilots wishing to compete in the Club Class and Two Seat Nationals, so get your entries in!

Kingaroy is well known for great soaring conditions in September / October and is a great warm up to the season for the southerners looking to get current again. They also do an AWESOME beer can chicken dinner !!

The Distance Handicap Tasking (DHT) is rolling out this year which will bring another level of fun to tasking. The goal is to make the tasking much more accessible for the lower performing gliders and keep the task flight times consistence amongst all pilots.

This seems to have been well received by pilots when looking at the entries into the MCN with Standard Jantar, Salto entered in Standard class, LS3, Pik 20B and ASW20 in the 15mtr Class, Kestel 17, Jantar 2B in Open Class..... well done !

The state competition entries are also open with some keen interest. These offer different styles of racing with GP formats and general task racing.

See the full list of competitions onthispage.

LUMPY PATERSON
CHAIR OF NATIONAL COMPETITIONS COMMITTEE

SOPHIE CURIO TAKES 4TH PLACE AT WWGC CZ

After seven racing days in weak conditions, Sophie Curio finished in 4th place at WWGC Zbraslavice Czechia. There was only one 1,000 points day after all the others were downgraded due to poor conditions. Nevertheless, Sophie won one day and finished the competition just 24 points behind local Czech pilot Michaela Rendlova in 3rd place.

AROUND THE CLUBS

Alice Springs Gliding Club
Alice Springs Gliding Club held their annual intensive training course. This year was a little different as it was held earlier and, thanks to extended availability, four courses were held.
Course 1 was held from 5 - 9 May with Ian Downes and David McIlroy providing the instruction. Ben Pridmore did a stellar job of providing winching services, with over 20 launches on some days. The course was attended by Nikita Ashley, Margot Webster for abinitio training, Graden Dare and Grant Anderson for instructor training. A great time was had by all. Anyone interested in future courses should contact the club.

Kingaroy Soaring Club
Local Kingaroy member Paul Laurentiussen First Solo on 6 July
Congratulations Paul

Gliding Training School AAFC
Squadron 305 and 328 held a Pilot Experience weekend in June, and what a weekend it was. For many cadets, this was their first time around gliders, and their first chance to get in the air. They got stuck into everything from ground handling to helping out on the airfield, and picked it all up super quickly. Seeing the excitement after those first flights never gets old. Massive thanks to the staff and crews who kept things running smoothly, and to the cadets for giving it their all.

South Gippsland Gliding Club
Cold fun at SGGC, where the number of launches equalled the temperature on 28 June.

Stirling Ranges Wave Camp
The Gliding Club of WA and Narrogin GC enjoyed their annual trip to the spectacular Stirling Ranges in August.

Winter fun at Tocumwal Soaring Club
LEFT: Ian and Matt enjoying the cool winter weather.

BELOW LEFT: Winter Solstice bonfire and combined birthday party for Sharon, Libby and Mary-Anne

BELOW: Ian and Bill Harvey enjoying an afternoon flight in the TSC Motor Falke.

Beverley Soaring Societyn (below)
Beverley's Pawnee tug ALA's wings getting refurbished (and a new spar) down in Albany.

Adelaide University Gliding Club
Adelaide GC carried out the annual inspection of their K13 in June. Wings off, tools out, and all hands on deck.

VINTAGE

HUNTER VALLEY GC EASTER VINTAGE REGATTA

Photos Edward Forgacs

Hunter Valley Gliding Club held its annual Easter Vintage Regatta over the Easter long weekend and following week. Pilots visited from interstate, including Matt Sternberg from Warrick with his aerobatic Salto for the first time. On the Easter weekend, members were treated to short joy flights in Phil Unicomb Aviation's Tiger Moth, BCI, the youngest Tiger Moth on the Australian register, built in 1964.

Young gun commercial pilot Ben Brynes flew the Tiger, assisted by newly minted commercial pilot Julia Freedman. Along with BCI we had a number of other private Tiger Moths fly in from Luskintyre, as well as a number of RA Aus aircraft visit from all around the area. This is part of the club's drive to become a more welcoming and inclusive environment to all people involved and interested in aviation.

Visitors and club members were treated to fantastic weather, lots of vintage gliders, flying and friendship with visitors to our club.

Club CFI Paul Dickson wrote, "I would like to extend my thanks to the organisers, tuggies, instructors and other helpers as it was a fantastic effort. Special thanks go to Neil & Kylie for dinners as it is a real effort to organise and feed so many people."

Over the weekend we had 126 launches and gliders were in the air for a total of 106:30hr. When you take into account the separate tug and glider landings and other powered traffic, we had about 450 aircraft movements on the airfield.

Josh Davis

NSW GLIDING LADIES' DAY
SOUTHERN CROSS GLIDING CLUB

BY DOMINIQUE BRASSIER

The first ever Ladies' Day was held at Southern Cross GC, Camden 28 June. The day was sponsored by NSW Gliding and was a huge success. Thirty-six women attended, culminating in 23 flights for the day.

The aim was a fun experience to foster camaraderie, establishing connections and a sense of shared purpose among the minority group of women pilots, as well as to encourage a lively community that more women can and will want to join. After all, this is exactly how the Australian Women Pilots' Association (AWPA) continued to grow to its current success. AWPA was inducted into the HARS Aviation Hall of Fame in October 2024.

This day is part of an initiative to encourage more female leaders and participants in our sport. NSW Gliding is participating in the National Gender Equity in Sports Program that makes funding available to all state and national sporting organisations – not only gliding – who are working towards parity on their committee or board.

Increasing women's participation will also attract new members, both men and women, a growth our sport needs. I actually do believe we will attract new members as a result of this day, precisely because the participants have shared a day of fun and good spirits – word of mouth travels fast – as well as great instruction and flying. In fact, Melysha Turnbull, Women's representative on the NSW Gliding Committee and instructor at SCGC, has already received a request for a one-on-one session.

For the day, NSW Gliding offered free flights for our current women pilots, and SCGC offered club rates for friends and family flights.

SCGC gliding club members were all on deck early in the morning to make sure all the gliders, tugs and equipment were online before the 9am briefing. Melysha did a fantastic job of organising the day. After SCGC President Steven Waller's welcome and Melysha's introduction, the head instructor for the day Rod Ferrier conducted the briefing.

I was honoured to give the presentation of the day, which I called 'From Last on OLC to WeGlide Day Winner'.

In this presentation, I described my difficult journey through early gliding training and how slow my initial progress was (to the despair of my instructors as well as mine) all the way to my progress over last 6 years or so. I also related how I now use WeGlide competition statistics, scoring and badges to improve my flying, and to set and achieve my goals. Granted, I still have a long way to go. It seems everyone enjoyed the presentation – judging by the feedback, it was informative, funny and inspirational. Even better, I delivered all that in under 30 minutes. Mission accomplished.

Thereafter and throughout the day the women enjoyed flights non-stop. We had a diverse range of ages, background and experience, ranging from young Air Force cadets and high schoolers, to seasoned competition pilots. SCGC instructors, tuggies, ground crew and helpers worked tirelessly all day. Some cadets even got a second free flight at the end of the day, thinking Christmas had come early. Everyone had a big smile on their faces, especially them.

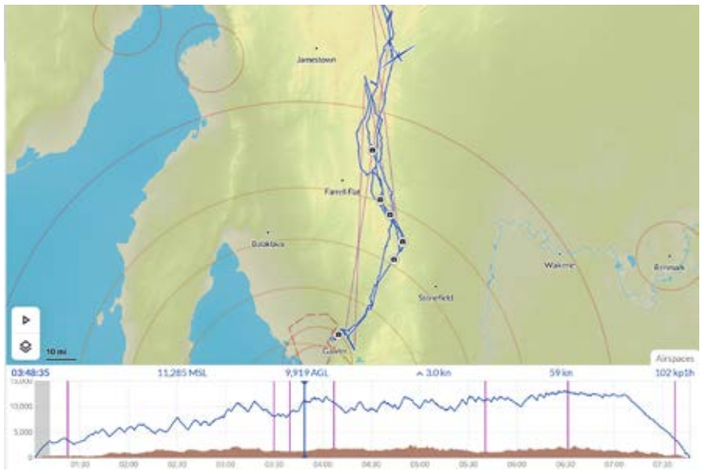
The simulator was also on offer for all to enjoy. Thank you, Ray! I need a bit more practice on the simulator as I am not sure the glider survived my landing in Slovenia.

Catering was organised by Beryl Hartley (delicious as usual!) and the day concluded with a convivial dinner.

Please click this link for a short video to get a feel of our special day tinyurl.com/3vdctv2d

Many thanks to NSW Gliding, Southern Cross Gliding Club and their members who worked so hard on the day, and to Melysha Turnbull and Beryl Hartley.

Future ladies' events include a racing week in December for more advanced pilots, a women's cross country coaching week in February, as well an upcoming Air Experience Instructor course for women (date TBA) and another ladies' weekend (TBA). I can't wait!



ABOVE: Max Scutchings flew 596km at 95 kph in his Discus b from Gawler on 10 March, putting him in 4th place in Juniors.

THE INGO RENNER CUP UPDATE

Australian pilots who post their flights on **weglide.org** are automatically score d 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.

It is possible that there will be changes to the rankings in each class before 30 September.

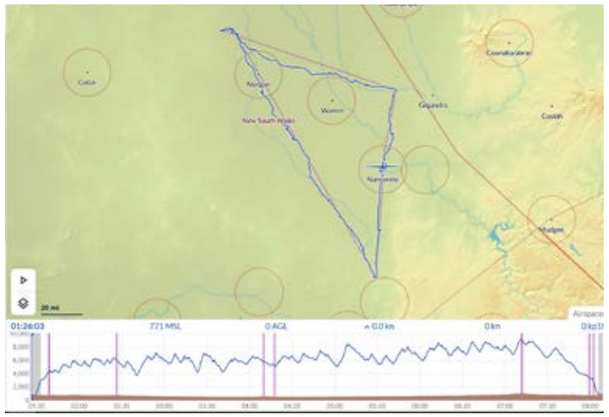
The list to the right on this page notes the current standings, and the entries in red are changes and additions since our last update in January.

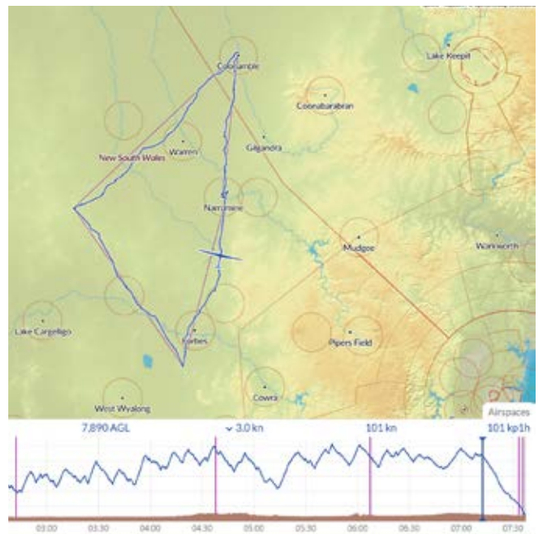
You can see the full lists at **tinyurl.com/ingorenner25**

THE INGO RENNER CUP LEADERS
TO 31 JULY 2025

OVERALL			
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 Gerrit Kurstjens	DDSC E	B29r	2506.07
3 Ed Marel	BSC	ASH31 Mi 21m	2467.70
4 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			
1David Jansen	Kingaroy SC	ASG32	3,171.31
2Jorgen Thomsen	Tocumwal SC	Arcus M	2,554.671
3 Lumpy Paterson	Tocumwal SC	Arcus M	2,204.15
4 Matthew Atkinson	LKSC	Arcus M	2,148.67
5 Ian Steventon	HVGC	Arcus M	2,125.6
6 Justin Smith	LKSC	Arcus M	1,980.6
15M			
1 Tomas Suchanek	Narromine SC	ASw20	4,208.44
2 Tobias Geiger	GCV	Ventus2-15m	4,208.46
3 Daniel Summers	GCV	LS3a	2,863.13
4 Adam Woolley	Kingaroy SC	Ventus 3T 15m	2757.27
STANDARD			
1 Allan Barnes	LKSC	LS8	3,390.81
2 Grant Heaney	Tocumwal SC	Discus a	2,803.58
3 Sophie Curio	Kingaroy SC	LS8	2,596.02
CLUB			
1 Bernie Sizer	Tocumwal SC	PIK-20 B	2,634.59
2 Les Kinsley	Temora GC	Std Libelle	2,138.66
3 Peter Crowhurst	LKSC	LS1-f	1,930.65
WOMEN			
1 Sophie Curio	Kingaroy SC	LS8	2,596.02
2 Kerrie Claffey	BSC	ASG28 18m	1,868.40
3 Dominique Brassier	BSC	Discus b	2,145.64
4 Pam Kurstjens-Hawkins	DDSC	Ventus 3m 18m	2,123.11
JUNIORS			
1 Ethan Blunt	GCV	Speed Astir	2,351.04
2 Kengo Matsumoto	Japan	LS7	1,995.89
3 Peter Brunton	DDSC	ASW20	1,906.72
4 Max Scutchings	Adelaide	SC Discus b	1,530.89
5Leonard Freitag	GCV	Discusb/DG1000	1,294.52

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



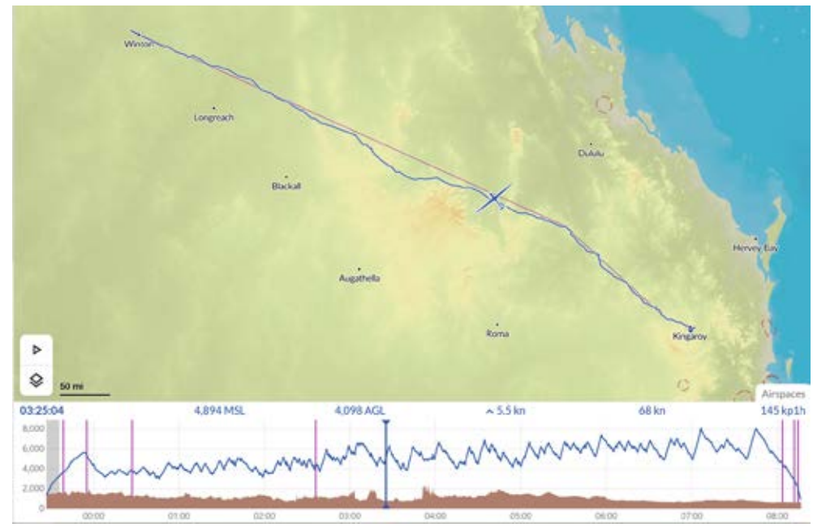


ABOVE: Dominique Brassier flew 535km at 83 kph on 7 February in her Discus b from Narromine for her highest scoring flight of the season, putting her in 3rd place overall in the Women's category.

ABOVE: Kerrie Claffey flew 723km at 106 kph in her ASG28 18m from Narromine on 23 November 2024 to go into 2nd place overall in the Women's category.

LEFT: Gerrit Kurstjens flew 884km at 122 kph in his EB29R from Tocumwal on 10 January to move into 2nd place in Open Class.

RIGHT: David Jansen flew 1,070km in a straight line from Kingaroy in his ASG32 on 15 March to go into the top position in Two-Seater Class.



TEAM SELECTION FOR WORLD GLIDING CHAMPIONSHIPS

MILES GORE-BROWN
INTERNATIONAL TEAM MANAGER

The selection process for Australian national teams has not changed much over the years, however some minor amendments have been made because of the challenges during COVID and, more important, the need to provide teams with plenty of time for training, securing gliders and booking travel and accommodation.

Changes to the selection cycle have been made so that the teams are selected at least 18 months before the beginning of the World Championships. This policy recommendation was presented to the SDP in 2024 and adopted at the start of the 2024/25 competition cycle. This has been applied for selection of the 2026 WGC teams for Poland and Junior WGC in Germany. Selection policy is detailed in International Team Selection Policy Doc SD030.

The selection cycle runs from August through to end of February each year. This period accommodates Nationals Championships held in Queensland early in the season, and those Nationals held early in the year at the end of the season i.e. Waikerie and Tocumwal. If February is not the month of the last national championship, then flexibility is allowed and the last month for selection will be the month in which the last Australian national championship for that season is held.

The World Gliding Championships (WGC) are held in two separate groups of classes, 'big wings' 18m, Open and 20m classes at one event and Club, Standard and 15m classes at another separate event. Junior and Women's WGCs are also held at separate sites. The two separate groups of championships are held on alternative years, which means the selection process for each of the two WGC's is separate and complete by the end of two separate selection cycles.

Selection for the big wings in 2026 WGC is now complete. This year's soaring season, August 2025 until end of February 2026, is the final 60% selection for Club, Standard and 15m classes. The results from the Kingaroy and Leeton Nationals will be used for the final team selection across these three classes.

Junior WGCs are held in the year of for the big wing WGC and Women's in the year of Club Class WGC – in other words, Women's WGC in 2025 and Junior WGC in 2026.

Pilots are ranked based on their individual prescriptive total scores across two selection cycles. The total score is the sum of the 40% and the 60% specific class qualifying score. The 40% selection scores are taken from the results in any class, not class specific, at Australian National Championships held within the selection cycle. The final 60% selection scores are taken from the class specific results and is the class the pilot, if selected, will fly in the WGCs.

The pilot scores from the best competition across the 40% and 60% scores are combined to establish the Master Ranking list for all pilots in that selection cycle. Refer to Figure 1 for Master Ranking at the end of 2024/25 season. This Master Ranking list is the list of all pilots combined across the classes and only in special circumstances is it used during the selection process.

Pilots who fly in more than one qualifying championship must advise SDP of the competitions to be used for selection.

The 40% score is from any Australian national championship in the first year of the selection cycle and the 60% score from the national championship in the last year of the selection cycle. Overseas competition results may be used if approved by the SDP for the 40% score.

Final team selection for each class is determined in descending order of the total scores across the 40% and 60% results from the class ranking list. For each class, the selection process continues down the class ranking list until the WGC team positions are full.

If the class was not filled before reaching the class eighty percentile (80%) score, then the Master Ranking list, refer to Figure 1, will be referenced in descending order, to select pilots from the next in line to fill the applicable vacant team position. This was the process used for selecting the last Open Class pilot for 2026 WGC.

The 2025 through 2026 World Gliding Championship teams were selected as follows:

MASTER RANKING LIST 2025

Pilot	Class Score	Scores %	Ranking	Team
Woolley	20m	99.451	1	20m
Jansen	20m	98.776	2	Open
Bloch	18m	97.96	3	18m
Lumpy	Open 18m	97.24	4	18m
Edwards	20m	95.06	5	
Barnes	Open	92.62	6	Open
Brown	Open 20m	87.238	7	
Temple	Open 20m	84.53	8	
Anoushka	JUNIOR	81.87	9	
Aidan	JUNIOR	64.53	10	
Jamiesen	JUNIOR	60	11	
Ray Stewart	18m	58.9	12	
Geiger	Open	58.09	13	
Develin	JUNIOR	57.16	14	
Blunt	JUNIOR	56.99	15	
Smith	20m	52.46	16	
Karsten	18m	50.65	17	
Fagal	Open	49.03	18	
Justin Smith	18m	45.72	19	
Hayhow	20m	48.38	20	
Thompson	20m	48.29	21	
Gore-Brown	20m	46.17	22	
Geerlings	JUNIOR	40	23	
Below 40% not recorded				

ABOVE: Figure 1

2025 WGC CZECH REPUBLIC

CLUB – JAMES NUGENT, DANIEL SUMMERS
15M – MATTHEW SCUTTER, DAVID JANSEN
STD – ADAM WOOLEY, ALLAN BARNES
TEAM CAPTAIN – SOPHIE CURIO

WOMEN'S – SOPHIE CURIO – 18M

Team selection for this round of WGC was via a subjective selection decision of the SDP due to the lack of available National championships for the previous selection cycle.

ABOVE: The Australian team at WGC Uvalde 2024.

2026 WGC POLAND AND GERMANY:

The WGC in Poland for big wings and Germany for Juniors will consist of Open,18m and 20m class.

This selection cycle was complete at the end of the 2025 at the Open,18m and 20m class National Championships.

The selection process used the Class Specific Ranking lists in addition to the Master Ranking List to select the Open Class second pilot.

Substituted Uvalde WGC competition results were used for the final 20m class selection.

THE FINAL TEAMS SELECTED FOR THE 2026 WGCS:

18M CLASS – LUMPY PATERSEN AND NORM BLOCH
OPEN CLASS – ALLAN BARNES AND DAVID JANSEN
20M CLASS – ADAM WOOLLEY/KEITH GATELY
TEAM CAPTAIN – PHIL RICHIE

JUNIOR TEAM – TOM JAMIESEN AND ANOUSHKA DE CHELARD
TEAM CAPTAIN – MANDY TEMPLE

The Master Ranking list established from the best of all competition scores for 2024/2025 selection cycles is shown in Figure 1.

CURRENT TEAM SELECTION CYCLE:

2027 WGC Italy / Slovenia - 15m, Standard, Club Class / Women's

These two WGCs are at mountain sites and as such, selection will need to consider pilot experience.

The 40% selection scores are established from the Temora and Lake Keepit Nationals and by application, a recognised international CAT 1 competition

Note: CAT 1 competition in 40%-year Aug 24 – Aug 25 if requested – no applications received at the time of writing this report.

It is important to note that in the 2024/25 competition cycle there was NO valid competition for Standard or 15m Class.

Substitution will be available for approved international championships flown in the 2024/25 period from 24 to 25 August. Pilots must advise ITM if this option is to be used for the 40% score for the 2025/26 final selection.

The class specific competition for Club Class will be at Kingaroy and Leeton for the Standard and 15m Classes, providing the 60% selection score for 15m, Standard and Club Class teams.

2028 WGC – 18m, Open Class, 20m and Juniors

The 2026 Leeton and the Kingaroy Nationals will provide the 40% selection score.

The qualifying class specific competition for the 60% selection score will be from the big wing National Championships held in the soaring season August 2026 through to the end of February 2027.

The sites for these WGC events have not been finalised except for the Juniors held at Lake Keepit.

TEAM FUNDING

Team funding is supplied from resources held in the Soaring Development Fund. This fund is managed in accordance with the policy described in SDF Policy Doc SDP002, available online in the Gliding Australia Documents section.

The fund had a total balance as of March 2025 of $511,512. This amount is supplemented by income from competition levies – Nationals and State Championships and investment income earned from invested funds. Competition levies for the season August 2025 thru February 2026 are for Nationals $83 per pilot, 50% discount for juniors and for State championships $30 per pilot.

Funding for team members, including Team Captain, is detailed in SDP002 essentially with funding for two pilots per team, and one team captain. Open Class is no longer funded but funding has been increased for the Women's team with two pilots, and a Team Captain is now funded.

Team funding for the 2026 WGCs is $5,630 for each pilot and $4,220 for each Team Captain.

Congratulations to those pilots already selected and good luck at the Kingaroy and Leeton Nationals for to those in contention for the next round of WGC selection.

Happy safe soaring

WORLD GLIDING CHAMPIONSHIPS TABOR CZECHIA

The 39th World Gliding Championships took place at Tábor Airfield in Czechia with 117 pilots competing in 15m, Standard and Club Classes.

RACING BEGINS

The first two days were no fly days, leaving ten possible flying days to decide the next World Gliding Champions. After two days of rain, the first race promised strong conditions over the task area. What was expected to be a strong soaring day was unexpectedly complicated by a haze of smoke drifting in from Canadian wildfires. The smoke, which reduced visibility and weakened thermal conditions across the task area, created significant challenges for pilots. Unfortunately, as a result, the pilots flew slower than expected and some were forced to land out.

Matthew Scutter showed his world championship credentials by winning 15m Class. He completed the 470km racing task at 100 kph.

Club Class was won by the German duo Uwe Wahlig and Stefan Langer. They crossed the line metres apart to take 1st and 2nd places. After the first race, James Nugent was only 51 points behind Uwe in the lead. There were many race days to come, and as always, it would be the most consistent pilots who stayed at the top of the table. Consistency is something that can be counted on from the two Germans.

Club Class once again featured duelling ASW20s and LS3s with a slew of each. The handicap for the ASW20 is now 1.07 to 1.08 while the LS3's handicap is 1.06 to 1.07. At the end of the competition, LS3s made up seven of the top eleven places, while the ASW20s were relegated to 12th place and below. Was this due to the handicap changes? Perhaps not. At the end of the contest, three of the top five places were won by previous world champions – including James Nugent in an LS3.

ABOVE:Adam Woolley flying over Tabor.

RIGHT: The Australian team at the opening ceremony in the host town of Tabor, Czechia.

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MASS OUTLANDING ON DAY TWO

The following day was cancelled due to weather. The second competition day at the World Gliding Championship turned out to be very difficult. A thick layer of smoke from the Canadian fires spread across the task area. The conditions deteriorated rapidly and caught everyone off guard. In the end, all the gliders landed out. Just one pilot in Standard Class completed the task, landing just off the airfield but within the finish ring.

CLEAR SKIES

The smoke moved out of the task area for Race 3 and the conditions were better than forecast with good climbs to 5,000ft.

The following day was blue with climbs to about 4,500ft. With no clouds, everyone flew in gaggles. However, the Canadian smoke came back into the area and made it a difficult day. Matthew came 3rd, finishing the 235km racing task at 84.65 kph.

FIFTH COMPETITION DAY

It was another blue day and short AAT tasks were set in all classes. Nearly everyone completed their tasks, and the following day was declared a rest day, after which pilots woke to another low, blue day. But when it finally got going, the climbs were strong to 4,000ft.

DAY WIN FOR MATTHEW

The next day was cancelled but on 17 June, Matthew won the day and was now in 2nd place overall - 18 points behind Tom Arscott from Britain and 56 points ahead of Frenchman Max Seis in 15m Class. At this point in the contest, James was in 5th overall behind Langer, but ahead of Wahlig, 81 points behind Hugo Corbille from France in the lead. Adam had a good day, finishing 4th but midfield in 17th overall.

TOP LEFT: Allan Barnes flew an LS8 in Standard Class.

ABOVE and RIGHT: Adam Woolley in his Discus 2a, Standard Class.

LEFT: The Australian contribution to International Night.

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ADAM WOOLLEY

LAST DAY RECAP

A great way to finish! As with previous days, the climbs got weaker as we got higher pre-start. I made a note to Allan Barnes that we may start below base, but it's not a disadvantage because not many were able to make it there – especially with the PEV. Lucking in with a good high start would be a bonus. Fortunately, we managed this and went through the line with 80% of the class

While the terrain was easy, the gaggle was well behaved. When the rising ground came up to meet us, people became erratic and the gaggle split up in the chaos. I lost out by 500ft, but that's OK. It released me from the gaggle. It always frees my mind to be myself.

Allan and I had two fantastic climbs, one at the extremity of the first sector and later at the last big cloud before a slog home in the blue. We decided to come home overtime, because it was evident that the cu was faster and we had left early, allowing good climbs to the end if we needed them.

We only got separated at the end when I rolled into 4kts and Barnsey didn't, just a few hundred feet below me. It was an easy final glide home for 923 points for the day, and made a great way to finish the competition.

18 JUNE

International Night was held that evening and a cold front passed through the area. The next day saw much cooler conditions and, post front, cumulus. Longer racing tasks of about 400km were set. Conditions were improving after a very difficult start to the competition. The day improved as it went along and some fast speeds were recorded for the first time. In Club Class, Stefan Langer came in at 128.4 kph for the fastest speed across all classes for the day. The penultimate race brought another marginal day with many land outs including Matthew in 15m, and Daniel Summers in Club Class.

LAST DAY 20 JUNE

The last competition day was again in mostly blue conditions. Despite the tricky soaring conditions, nearly all the competitors got around the course.

Łukasz Grabowski from Poland won his first WGC,

ABOVE: Daniel Summers flew an ASW20b in Club Class.

ABOVE RIGHT: James Nugent was defending the WGC Club Class title he won at Narromine on an LS3.

BELOW: Gaggle flying was a major feature of this comp.

continued over page

JAMES NUGENT

This was a hard fought but very worthwhile championship. Ultimately, I passed the Club Class championship trophy to Stefan Langer from Germany, but I'm reasonably satisfied with the title defence.

Fifth place overall is a fairly satisfying result considering the challenges of competing in Europe and the calibre of the competition. The result saw me between Uwe Wahlig, Germany, and Jacek Flis, Poland, two of the best and most respected Club Class pilots of the modern era.

Of course, my goal for the competition was higher. Achieving that goal would have needed almost everything to go right, but unfortunately, the first fumble came as early as Day 1. Filtering through the gaggle with Dan, off a well-timed start on a nearly 500km task, I was able to push out ahead in pursuit of the very early-starting rivals.

UNICORN CLOUD

With less then 60km to run in the dying early-evening conditions, pulling in underneath the rivals, who were climbing very strongly, produced absolutely nothing, as did the nearby thermal sources. Maybe 10 minutes drifted away, where even I battled with some frustration. Pilots in the gaggle some distance behind were met with a developing ‘unicorn’ cloud directly on their tracks, which ultimately powered them home, AHEAD of me.

The first week saw the team settle in to a good routine and cadence. Some challenges with the rented glider necessitated reaching for the majority of my spare stock of mylar tapes, bugwiper parts and instruments, to the extent of bringing parts out from Australia with the late-arriving crew members. (Thanks to Brenton, Leesa and Ali.)

BIGGEST, BUT ALSO SAFEST

As the biggest WGC in recent memory with 117 competing pilots, concerns naturally arose about safety. These related to both gaggling and runway congestion. Despite a couple of hours (at least) of gaggle flying each day for nearly 3 weeks, I only had a couple of close encounters. The organisers (and pilots) also took a relatively stern approach to runway use, which seemed to be effective in increasing safety.

Basically, everyone seemed to be on their game for the entire competition. The outcome was that the biggest WGC in recent memory was also one of the safest. There were no significant incidents or accidents, a credit to everyone.

DATA DRIVEN

Gliding as a sport is changing and becoming ever-more data driven. Gone are the days when a dubious temperature trace and a wet finger in the air defines the day's plan. Now we have detailed weather modelling and satellite pictures, and tracking information on competitors available from two sources (FLARM + OGN) available in the cockpit (Starlink) in real-time.

Combined with the weak and low European weather, the racing here is a very 'above the shoulders' type of racing. Despite this, some of the days were among the most enjoyable racing days I have ever had.

Given that most of the competitors are national-champion level or similar, the racing is close and tight. One bad re-centre in a thermal might give your rival a 100ft advantage, which can snowball into beating you home. If you're into that type of competition, it's great fun, especially if you're winning (at least occasionally).

COMPETITIVE RISK

The final two competition days were defined by my unsuccessful efforts to take on more competitive risk in the hope of gaining points on several rivals. The overall podium was within reach, and with enough shenanigans, so was the top step. This usually looked like pushing on ahead of other competitors flying low-handicap gliders, or taking a different line to my rival whenever the choice was a 50/50.

These tactics summarised my general approach to the competition, which was to push hard ahead, most often alone or while trying to outrun gaggles, in order to heap pressure on other pilots. This was an approach that I am proud of and is probably why my final result is somewhat satisfying despite the lack of success. I won't bore you with a discussion on the new FAI Club Class handicaps, but it does put a lot of demand on the LS3/ASW20 pilots to push hard ahead. Times have changed...

It was good to see Matthew collect another championship diploma for 4th in 15m class, and I am sure that Dan, David, Adam and Allan will use their experience here to make them stronger in the future. What ultimately cost me was a handful of factors that individually had very little effect, but when combined, resulted in falling off the pace a couple of hundred points overall.

MATTHEW SCUTTER

I started the last day 180 points off the podium in 5th place. To make it onto the final podium would require two unique miracles to coincide.

First, I needed to fly a very fast unique flight without any of the top players, which is immediately challenging because the top pilots usually start at the best time of day and form smaller fast-moving gaggles, especially on mostly blue days.

Second, I also needed the top pilots – who I was not flying with – to all fly together, and have a bad day. This came close to coming true. I flew entirely by myself on a quite unique track, but started and turned slightly too late. The top pilots did have some savage low spots, with one pilot using the engine.

So I moved up to 4th place overall, my least favourite placing where I have now been too many times!

Overall, I feel as though I flew a very clean contest. I had only two real low points over the 11 days of flying. I never made a significant routing or tactical error. I had a pretty fair distribution of 'luck', but mostly used it up on a terrible low save rather than on getting a jump on my competitors at any point.

I was a little bit unlucky with the outlanding. When 75% of the class makes the same error, it's hard to ascribe it entirely to decision making. But as usual, most of the pilots who were at the top before the outlanding were the ones that figured out a way home, so it was not all luck.

A few factors hurt me significantly. I underestimated how long it would take to learn how to fly the JS3 in 15m. The Czech weather atypically favoured the Diana/Ventus rather than the JS3 – never strong enough to ballast past 55kg/sqm. I had an instrument and a bugwiper failure, and a team flying breakdown. Whether it would have added up to a medal is anyone's guess.

On the flip side, what worked well was SkySight in the planning and cockpit every day for both weather and satellite with WeGlide CoPilot running on my phone, the RES on the JS3 to give me low-stress retrieves, and our interclass-communication.

LEFT: The top ten pilots in 15m Class. Matthew Scutter came 4th overall.

BELOW LEFT: Flying over the Lužnice River outside of Tabor.

ABOVE: The top ten pilots in Club Class. Defending Champion, James Nugent in 5th place.

finishing in top position in 15m Class. In Club Class, Stefan Langer sealed his third WGC win, taking 1st place in the final race. Standard Class was won by Belgian pilot Jeroen Jennen. Jeremy Hood came home 2nd overall, putting Great Britain on all three finishing podiums at WGC Tabor with Pole Jakub Barszcz taking 3rd place.

AUSTRALIAN TEAM

David Jansen decided to withdraw for the last races. Daniel Summers, Allan Barnes and Adam Woolley finished down the table in their classes, but nevertheless flew well in difficult conditions. Matthew finished in 4th place overall with a result that, for him, was a bit disappointing, but showed once again that he is one of the top pilots in the world. James Nugent finished in 5th place in Club Class for a strong and very positive result after his 1st place at WGC Narromine in 2023.

SEAN YOUNG ***GA***

39TH FAI WORLD GLIDING CHAMPIONSHIPS TABOR, CZECHIA

7 - 21 JUNE 2025

15M CLASS

1 POL	ŁUKASZ GRABOWSKI	DIANA 2	6,926
2 GB	TOM ARSCOTT	VENTUS 2A	6,916
3 FR	MAXIMILIAN SEIS	JS-MD3	6,826
4 AUS	MATTHEW SCUTTER	JS3	6,691
35 AUS	DAVID JANSEN	VENTUS 3T	2,241

CLUB

1 GER	STEFAN LANGER	LS 3	7,370
2 FR	ALEXANDRE FIERAIN	LS 7	7,183
3 GB	TIMOTHY FLETCHER	LS 7 WL	7,166
5 AUS	JAMES NUGENT	LS 3	7,035
33 AUS	DANIEL SUMMERS	ASW 20B	5,535

STANDARD

1 LT	JEROEN JENNEN	LS 8A	7,056
2 GB	JEREMY HOOD	LS 8-18	6,545
3 POL	JAKUB BARSZCZ	LS 8-18	6,535
16 AUS	ADAM WOOLLEY	DISCUS 2A	5,926
21 AUS	ALLAN BARNES	LS 8A	5,619

TEAM CUP

1 POLAND	984.41
2 GB	886.96
2 GER	883.19
9 AUS	813.31

Full results at soaringspot.com tinyurl.com/WGC-Tabor

OSTIV PASSIVE SAFETY STANDARD

MURRAY STIMSON MRAeS
OSTIV BOARD MEMBER FOR AUSTRALIA/NZ

In November 2024, OSTIV published on its website the first public release version of the OSTIV Passive Safety Standard (OPSS), researched and developed over many years by Martin Volck, an experienced engineer at Diamond Aircraft.
tinyurl.com/ydda3bzp

The purpose of the OPSS is to serve as a guideline for organisations and individuals who develop sailplanes to improve the safety of sailplane occupants. That should matter greatly to you, because if you are reading this you are probably one of those 'occupants'.

A little context and history might be useful to those new to the sport or not previously concerned about cockpit safety issues. OSTIV is the Organisation Scientifique et Technique Internationale du Vol a Voile, or the group of glider pilots with scientific and technical expertise trying to advance the sport. Since the 1960s the Sailplane Development Panel (SDP) of OSTIV developed an airworthiness standard document (OSTIVAS) that grew into what is now the certification standard for gliders, CS-22, published and enforced by EASA.

Australian Alan Patching was a founding member of that development effort and the cockpit crashworthiness working group of the SDP until 2006. To varying degrees, all the glider manufacturers have progressively improved crashworthiness over the last century, but progress has not been substantial for some decades. Only two weeks before Alan's death in 2022 at age 92, the long dormant working group was restarted under the leadership of Colin Jackson and Adrian Emck of the UK.

DESIGNING FOR SAFETY

A clear realisation driving all this work was that fatalities and serious injuries to glider pilots were a far higher fraction of all crashes than those involving automobiles, and this difference could not be fully explained by lighter structures and higher impact velocities for gliders. Glider crashes with impact velocities in the lower range and longer stopping distances should or could be more survivable than statistics indicate. Several cheap and easily incorporated passive safety measures have been identified and it remains for glider pilots to request or demand them in future glider designs.

OPSS outlines voluntary design objectives manufacturers could incorporate in future designs as additional discriminating factors in new glider purchase decisions, such as:

1) Additional strengthening elements to reduce cockpit breakup on impact

2) Increasing crushable cockpit volumes and progressive crush resistance to reduce deceleration pulses and reduce head, neck, spinal and pelvic injuries.

3) Increasing impact energy absorption capacity for mainwheel legs and cockpit seats.

4) Better support and protection for pilot's bodies to distribute impact forces more widely and reduce piercing injuries.

OSTIV made OPSS voluntary because of two main factors related to the widely held view that increased occupant safety does not sell new gliders. Indeed, this magazine article attempts to generate widespread pilot awareness of the problem of glider cockpit crashworthiness and some of the easier remedies. We hope that in future, increasing safety will sell itself, just as it does now for automobiles.

CERTIFICATION STANDARDS REVISITED

First, glider manufacturers reported that demonstrating compliance with the current certification standards for emergency landing conditions was already extremely difficult at the recently increased impact deceleration of 9g at the Maximum Take Off Mass (MTOM). In recent OSTIV meetings, there have been presentations discussing reducing those MTOM limits, but the performance penalties would be significant. With the recent growth in the minimally certified lightweight sailplane category, significantly increasing certification costs and difficulties could further reduce the market competitiveness of new fully certified sailplane designs, potentially reducing safety.

Second, changing from the current certification basis using static loads to represent dynamic impacts, to one using energy absorption methods, would be a substantial change. A great deal more engineering research and collaboration would be required to satisfy certification authorities that the means of compliance would not reduce occupant safety. We do not want to wait that long.

The Cockpit Crashworthiness Working Group (CCWG) is working on a few other initiatives that are related and likely to bear fruit.

A 'spine shell' is a rigid and padded structure worn by occupants between their lumbar region and a parachute, providing additional strength and support in the event of a downward impact in the seat. How to make this shell fit snugly a wide range of individuals at an affordable price, and proving the level of additional safety, are the subject of ongoing research. Adrian Emck developed the original shell, which he has been wearing for almost 30 years.

CAPTURING IMPACT DATA

One of the major holes in crashworthiness research is the lack of real-world impact data from a statistically large sample set. The data of most interest would be impact velocities (ground speeds and directions) and vehicle attitudes at impact. Post impact decelerations might be nice too, but substantial difficulties exist with the location of the acceleration sensors in the structure and the dynamic response of the supporting structure.

Modern flight computers would seem to provide some of this data at least, but the reality is that quite often the data is lost because power disruption dumps the data in the buffer before writing to non-volatile memory, and a data rate of 1Hz or less is too low. In those cases where the memory remains readable, flight records often stop hundreds of metres before the impact location.

Colin and Adrian enlisted the aid of their colleague Colin Appleyard to develop and flight test a cheap and successful breadboard version of a glider crash data recorder with a 10Hz sample rate, as they presented at the CCWG meeting on 4 July 2025. The CCWG is now approaching flight computer manufacturers with a view to finding the minimum viable upgrades to existing instruments that would meet these objectives.

SURVIVORS INJURY QUESTIONNAIRE

The final research initiative to mention in this article is the Survivors Injury Questionnaire, and we want your help. In pursuing existing crashworthiness data, Stu Smith and I in Australia found that injuries to glider pilots were not identified and reported with useful precision in almost any fatal or serious injury crash reports, including state coronal reports from Australia or NZ. Summary statements such as 'trauma' or 'blood loss' do not allow determination of potentially corrective design changes.

The CCWG proposed and trialled a voluntary and anonymous questionnaire for survivors of crashes to identify their own injuries along with some rudimentary description of the impact they experienced. The brief trial in Europe worked surprisingly well and is now being rolled out as an international research program, approaching all 17 gliding nations affiliated with OSTIV.

Look out for an email from your national gliding authority with a link to fill in the voluntary and anonymous questionnaire, including posting your photos of any aircraft damage. They too will be anonymised. We are not seeking the causes of crashes in this study, but rather the nature of the injuries and their causes. It may not be light reading, but that research might be able to provide some useful statistics on the most common types of injuries, albeit survivable ones!

IMPROVING CRASHWORTHINESS RESEARCH

The gold standard for crashworthiness research would be to replicate research done from 1998 to 2008 for automotive crashes by Monash University Accident Research Centre (MUARC) in Australia. This project involved medical professionals reviewing crash data to identify, where possible, the likely causes of death and types of serious injury, and went beyond the coroners' brief.

While this well-funded research generated significant and reliable datasets for thousands of automotive crashes across Australia, the same is very unlikely to be true for the much smaller total number of serious glider crashes, even globally. However, if an international reporting program or standard could be used to generate a database, that might be a way to identify the most effective crashworthiness improvements without jumping to biased conclusions.

There is no realistic current suggestion that airbags be fitted to gliders, and our crashworthiness research is not so well funded as Formula 1 or even the auto industry. But if relatively cheap and easy passive safety measures can save some lives and prevent injuries, gliding will be improved.

BEYOND THE BADGE

BY CHRISTOPHER THORPE

DECISION-MAKING AND RISK

On 5 June 2024, an experienced British pilot flying a Mini Nimbus C set out to complete a five-hour duration flight – one of the final steps toward earning his Silver badge. The flight ended in tragedy. After overflying several potential landing fields and attempting to thermal below 400ft AGL, the pilot lost control, recovered briefly, but ultimately struck trees and was fatally injured. The glider was destroyed.

The UK Air Accidents Investigation Branch (AAIB) found no mechanical issues, no violation of airspace or rules, and no significant medical event that could explain the accident. The pilot was qualified, current and well respected. What went wrong?

This sobering incident presents lessons directly relevant to the Australian gliding community. From decision-making delays to the dangers of low-level thermalling and the subtle effects of age, the G-CFHG accident speaks to issues that Gliding Australia pilots and instructors must actively confront.

A BADGE IN SIGHT – AND TUNNEL VISION

The pilot's stated goal was clear: complete a five-hour flight to qualify for the Silver badge. Clubmates recalled he was in good spirits, had spoken of his plan to fly cross-country, and wanted to avoid "soaring locally for five hours" as it would be "boring". In other words, the pilot was task-focused – perhaps too much so.

This phenomenon is familiar to instructors: goal fixation. When personal achievement takes centre stage, situational awareness and safety margins can quietly erode. In this case, the desire to complete a badge flight may have led to an increasing tolerance of risk as the flight progressed.

LESSON FOR AUSTRALIAN PILOTS:

Under the GPC syllabus, instructors are required to teach that operational decisions must always override task objectives. Tasks are optional. Safety is not.

If you catch yourself saying, "just a bit further", or "I can make this work", stop and reassess. Pilots should never be afraid to abandon a badge or task. There's always another day – but there's only one you.

1. FIELD LANDINGS: DON'T FLY THROUGH YOUR LAST GOOD OPTION

Flight data showed that G-CFHG descended through what is commonly referred to as the 'high key' point – approximately 900ft AGL – without committing to a landing or initiating a circuit. This is the height at which a pilot should cease soaring or thermalling and begin planning and flying a standard landing circuit, with sufficient altitude to assess the field, manage energy and complete all turns safely. Instead, the pilot continued downwind and attempted to thermal at around 400ft AGL – well below a safe height for recovery or circuit manoeuvring – leaving no margin to respond to an upset or to safely configure for landing.

This behaviour conflicts with both BGA and Gliding Australia field landing guidance. The decision to land should be made while the glider still has time, space and energy to do so safely.

"Below 900ft AGL, a suitable landing site must be selected and the pilot prepared to land – fly a safe circuit with all turns complete by 300ft."

2. THERMALLING TOO LOW: A KNOWN KILLER

G-CFHG's pilot began thermalling in what appeared to be weak lift at about 400ft AGL – just above the treetops. After a few turns, the glider suffered a wing drop consistent with a stall, briefly recovered and then stalled again. The second stall ended in tree contact and ground impact.

Thermalling below 500ft is rarely justifiable, and always risky. Even experienced pilots can be tempted to "give it one more try", especially when trying to complete a goal.

Aerodynamic Reality:

- Steep turns at low speed increase load factor and stall speed.
- Turbulence or wind shear near terrain can trigger a stall with little warning.
- At low altitudes, there's no time or space for recovery – even with perfect handling.

"If you are below 500 feet and not committed to a landing, you're gambling."

3. AGE AND COGNITIVE LOAD: INVISIBLE RISKS

The pilot of G-CFHG was 73 and had a long, positive flying history. He held a self-declared pilot medical (equivalent to our GFA Medical Statement) and was reportedly in good health. Yet, the AAIB noted that while there was no evidence of incapacitation, a contributory medical or cognitive factor could not be ruled out.

As pilots age, changes in reaction time, processing speed and risk perception can occur – even in healthy individuals. This is especially relevant when under pressure or fatigue.

GLIDING AUSTRALIA GUIDANCE FOR AGING PILOTS:

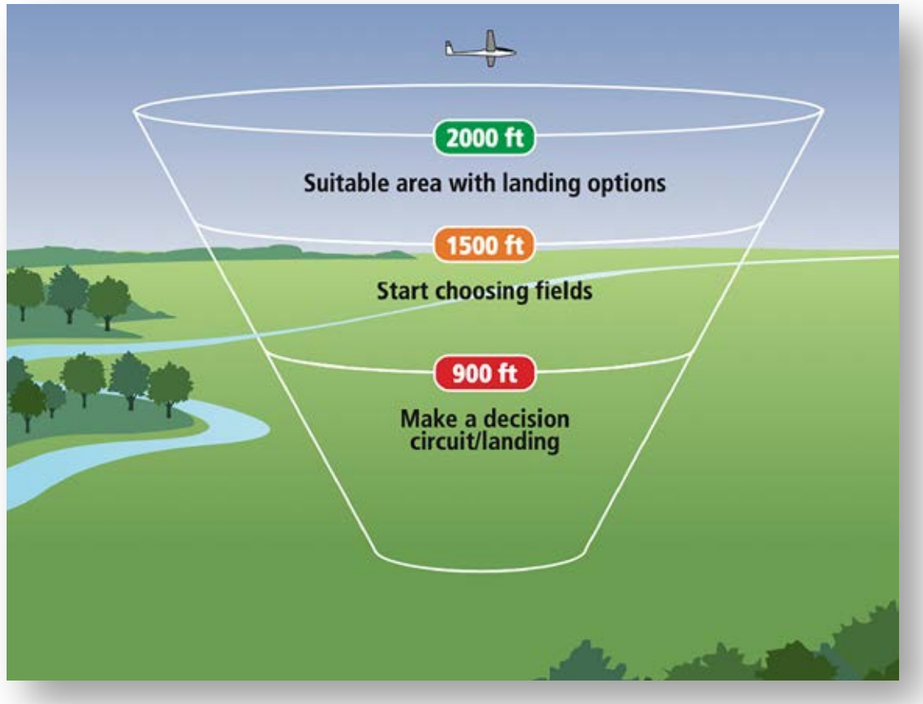
Gliding Australia's **'Managing Flying Risk – Aging Pilots'** safety bulletin provides the following recommendations.

Fly well-rested – skip the push day. Age brings quicker fatigue and lower stamina, so launch only when fully rested. As the safety bulletin notes, "With age ... greater caution is needed ... fatigue ... and reduced stamina" and long tasks can place you "in more stressful conditions than planned". Use the **IMSAFE** check to guard against operating while tired or depleted.

Allow extra planning time – daily and long-term. Both pre-flight briefs and periodic fitness reviews matter. "IMSAFE takes on greater significance ... in a long-term context", and pilots are urged to seek expert medical advice to factor into ongoing self-assessment.

Carry a realistic Plan B – and act on it. Listen to your inner voice and to peers. If the day starts to unravel, use the 'three-stuff-ups' rule as a cue to pause, switch to dual, or call it quits.

Widen your safety margins. Adopt higher personal minima for height, weather and task complexity. The Safety Bulletin urges "sensible self-imposed limits" because cross-country and demanding conditions become "more challenging" with age – so err on the side of caution.



4. TRAINING IS NOT ONE-AND-DONE

The pilot had completed stall/spin training the year prior. He had also completed field landing exercises in a motor glider. Yet, just 12 days before the accident, he had outlanded in a similar area and reportedly acknowledged that he "should have chosen a field a mile earlier".

That insight, though correct, did not prevent a repeat error – suggesting that training, while necessary, must be refreshed and reinforced, especially after close calls.

FOR AUSTRALIAN CLUBS

- Ensure pilots who have recently had difficult or marginal landings are supported with post-flight review, coaching and follow-up flying.
- Use local outlanding zones to practise approach planning.
- Consider integrating more two-seat paddock exercises as part of your club's safety program.

FINAL REFLECTIONS: FLY THE GLIDER FIRST

The final minutes of G-CFHG's flight suggest a pilot under pressure, flying low over difficult terrain, seeking lift and delaying a decision that should have been made minutes earlier.

Despite the training, currency and experience, the outcome was fatal – because **once the margin was gone, recovery was no longer an option**.

KEY TAKEAWAYS

- Don't let task goals override safety decisions.
- Commit to field landings early. Don't fly past your last good option.
- Never thermal below 500ft. If you're that low, you should be landing.
- Understand how age and fatigue can subtly affect your decisions.
- Training must be recurrent, especially after incidents or as pilots age.

CONCLUSION

The G-CFHG accident is a stark reminder that even experienced and well-intentioned pilots can fall into decision-making traps. In our community, safety is a shared responsibility – between instructors, coaches and every pilot on the field.

Let's keep learning, keep talking, and most importantly - keep flying the glider.

RESOURCES FOR FURTHER READING

- AAIB investigation to Mini Nimbus C, G-CFHG - GOV.UK
- GFA Safety Bulletin - Managing Flying Risk: Aging Pilots
- GPC Unit 16 - Circuit Joining & Execution
- GPC Unit 17 - Stabilised Approach & Landing
- GPC Unit 18 - Spin Spiral Dive Avoidance and Recovery
- GPC Unit 24 - Human Factors and Limitations
- GPC Unit 25 - Threat & Error Management
- GPC Unit 34 - Outlanding Planning Demonstration & Execution

About the Author:

Christopher Thorpe is the former Executive Manager Operations for Gliding Australia and has extensive experience in aviation safety, training and gliding operations management.

MEETING OF MINDS

DREW MCKINNIE
SAFETY MANAGER
safety@glidingaustralia.org

SATURDAY 18 – SUNDAY 19 OCTOBER 2025, BEST WESTERN AIRPORT MOTEL CONFERENCE CENTRE, ATWOOD, VIC (NEAR TULLAMARINE & WESTMEADOWS)

MEETING OF OUR BEST HUMAN FACTORS SAFETY AND CLUB SUPPORT MINDS

We make our biggest advances in safety when we work in collaboration and share our experiences, ideas and insights. Those advances result from challenging our thinking with the wisdom of our best minds, and generate discussions with our peers and friends.

In 2024, the Skyward Summit Safety Seminars generated high value briefings and safety awareness events in Brisbane QLD, Jandakot WA, Camden NSW, Murray Bridge SA. A deliberately multidisciplinary approach was taken, allowing good interactions with departmental specialists and the new GAus Executive team. GAus also participated in industry safety conferences and educative forums held by Safeskies, ASAC and PACDEFF. We learned much from those gatherings.

In 2025 we intend to hold a major safety and clubs round table event in a conference setting. It is time for us to tackle human factors safety aspects. In particular, we need to look deeper than just operational and airworthiness data, learn more from what has gone wrong and decide what can be done better.

How many times have you read an occurrence report or crash comic, pondered the facts about a defect or airworthiness issue, or a manoeuvre gone wrong or loss of control, or an environmental risk being realised – and then asked 'why'? Why did that go wrong? What caused that decision or error to be made? What pressures were they under? Sometimes it's easy to think 'pilot error' or 'dumb decision' or 'I would never do that' Yet we sometimes fail to think about the latent conditions that led to those problems.

Human factors thinking explores the organisational and cultural factors such as resourcing, information, systems, normalised processes and practices, training errors, educative gaps, decisions and biases affecting our behaviours and actions.

For many years we have made use of the CASA Human Factors Resource Kits and guidance material, Flight Safety Australia, Close Calls booklets, plus resources from overseas gliding and aviation bodies. We must focus on some gliding and glider launching human factors risks and challenges.

CASA has recently approved a safety grant to assist Gliding Australia to hold this event. Plans are now being finalised, speakers arranged and, hopefully, some means of remote electronic or online participation organised for those unable to attend in person.

Who can attend? Anyone with an interest in Gliding Australia, Human Factors Safety and Club Support! Anyone – any pilot or member. Anyone looking to further their own insights and education, connections with others, and ability to help their peers and club colleagues.

PROPOSED SCHEDULE

SAT 18 OCTOBER 2025 0900 - 1630

HUMAN FACTORS SAFETY SESSIONS

(including lunch break finger food)
1700 – 1800 Networking and drinks
1830 Dinner at venue

SUN 19 OCTOBER 2025 0900 - 1430

OPENING PRESENTATION

Clubs Round Table Dialogue / Workshops
(incl lunch break finger food)

PROPOSED FOCUS AREAS

HUMAN FACTORS SAFETY

HF and technology / systems changes, safety culture, organisational challenges, HF and occurrence trends, risk exposure, operations and airworthiness HF, ground environment HF, winch and aerotow and SLG launching HF, biases and barriers, cognitive overload, strategies for developing better HF awareness and learning, managing safety with diverse demographics

SAFETY DEVELOPMENT

How to give effect to required HF and safety educative and awareness challenges, club culture, pointers and pitfalls

CLUB ROUND TABLE

Strategic challenges and responses, what's working, what we can do differently or better. Becoming architects of change, adapting to resource constraints, collaborative support measures, managing succession and skills development, volunteer support and recognition.

PRIORITIES FOR CLUB SUPPORT

Workshop teams and plenary

NETWORKING

Explore useful contacts and collaboration, ideas for constructive change

SPEAKERS

We plan to bring you great entertaining keynote speakers and experts to exchange views with.

Geoff Brown, Air Marshal Retd, ex Chief of Air Force, Soaring Grand Prix winner and WGC team pilot has great insights in dealing with new technologies and the human element, safety culture and risk.

Professor Sydney Dekker is a world authority on HF and safety culture, particularly in aviation and medical professions, overcoming barriers to dialogue, and is well known in CASA and GAus, QLD gliding clubs.

James Nugent is an insightful and accomplished JWGC and WGC champion pilot, well placed to share insights on managing risks in performance soaring.

We plan sessions on towing and SLG safety, HF education and capability improvements, operations, HF in airworthiness and maintenance, HF aspects behind occurrence data, with illustrative case studies. Some familiar faces, some new.

CASA sporting aviation and sector safety risk profile team members are keen to participate, with a focus on gliding and glider towing operations, mixed operations in uncontrolled aerodromes, and HF safety awareness. We hope other aviation industry folks can attend.

We appreciate the need for open dialogue between clubs, Regions, Executive and Board principals. Interactive sessions are planned to allow round table discussions and reports from around the clubs. We seek insights and collaborative approaches on how we can better support clubs in giving effect to safety improvements, managing resources and constraints, identifying barriers and issues requiring priority attention. Some remote online participation is planned to facilitate this.

Of course, much high value networking and ideas will come from the planned dinner event.

A detailed program will be published as soon as possible. Speakers, budgets, logistics and other elements are being developed and approved.

GLIDING OPERATIONS DECONFLICTION

We have obligations to manage foreseeable risks, so far as is reasonably practicable. While our gliding operational practices in uncontrolled airspace and non-controlled aerodromes may be well understood within clubs, these need to be discoverable by other aviators, managed in mixed aviation environments so that separation and deconfliction can be safely achieved. We need to take reasonably practicable measures to inform and educate others, whether they are regular local operators or just passing through.

Think about your home club aerodrome or airfield, and other airfields where you operate. Now consider these questions:

AERODROME SAFETY FACTORS

- Which have crossing runways?
- Which have line of sight obstructions, trees, hills, structures impeding visibility between runway thresholds?
- Which have multiple aircraft types regularly operating there or in the circuit vicinity?
- Which have multiple aviation operators at that aerodrome?
- Which are sited close to controlled airspace boundaries?
- Which are sited close to VFR and IFR waypoints, VFR lanes, IFR routes, published IFR arrival and departure flight paths?
- Which often have 'unannounced' aviation traffic?
- Which have frequently changing weather conditions necessitating changes in runways?
- Which have separate sealed and parallel grass gliding runways?
- Which have circuit direction constraints?
- Which allow multiple runway operations? In what circumstances?
- Which have published circuit procedures or gliding operations advice in AIP ERSA? Which do not?
- Which have gliding operations yet gliding symbols are not marked on charts?
- Which have Aerodrome Operational Guides or Manuals, User Guides, 'Club NOTAMs', guidance documents? Which do not?
- What special operational procedures are commonly applied but not well documented?

Gliding Australia supports freedom to fly, safely and responsibly, in accordance with laws, aviation safety regulations, published Aeronautical Information Packages. GAus also seeks to minimise the number and extent of mandated rules in MOSPs; we are not in the business of over-prescription.

Some high-visibility accidents and less visible near encounters, close calls, occurrences and reported conflicts have highlighted the need for us to revisit what we require of clubs operating in mixed aviation environments.

ATSB and Coronial findings, plus our SOAR analyses reinforce the need for gliding clubs and operators to provide discoverable guidance and procedures to assist in safe integrated operations, in particular deconfliction in the event of runway changes or multiple runway use.

In the past we have been non-prescriptive about how that is achieved. We have not previously required submission of Aerodrome Operations Guides or Manuals to GAus SM and EMO. Club Presidents, CFIs and Chief Pilots have responsibilities in MOSP2 Operations and MOSP5 SMS Section 8, for Club Risk Plans and Emergency Response Plans at Sections 9 and 10. Operations Safety Audits have included checks of these. Some clubs have shared their documents with us. Others have not been recently sighted, sometimes with Commercial-In-Confidence or Council-driven bureaucratic barriers stated.

Mid-2025, GAus Operations Panel and Executive have determined that changes are needed to meet our safety governance obligations.

Changes to MOSP5 SMS have been developed and are being reviewed for CASA notification and GAus publication in coming months. New requirements are for inclusion of aerodrome operations manual, AIP and ERSA, mixed aviation operations safety. New requirement for submission of Aerodrome Manuals Risk Action Plans to EMO and SM. Other changes include clarification of Emergency Response Plans and changes to Appendices Emergency Response Plan Templates.

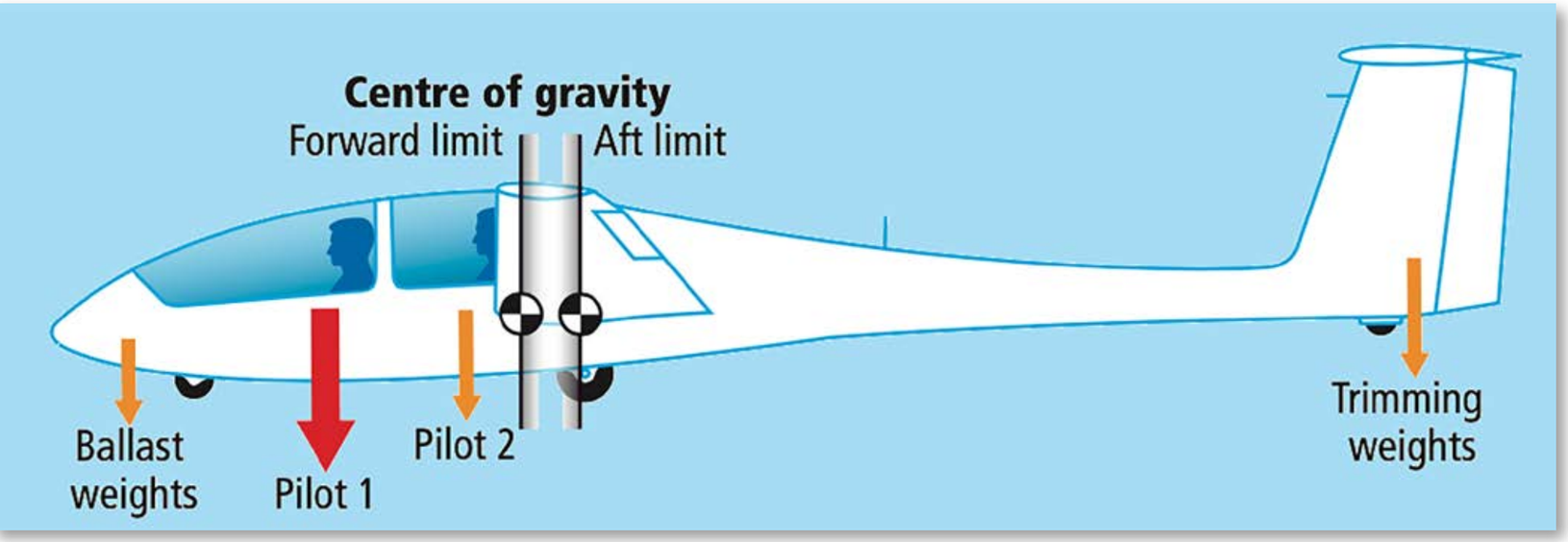
What next? Think about the above questions and assess what operations conflict risks you need to manage. Strike up constructive dialogue between your club and other aerodrome operators, aviation groups in your circuit and local airspace. Assess your risk appetite and the adequacy of existing published guidance in ERSA, charts, AIP, aerodrome guides and manuals. Agree on changes to procedures required to better manage risks of traffic conflict, incursions, collisions, multi-runway operations. Update your plans and manuals, chats and websites. Ask your local RMOs and Airfields Airspace Avionics Officers (AAAOs) for help if needed. Consult EMO and SM if those issues cannot be resolved, or if ERSA changes are needed – note that you are the local experts. If councils or corporate owners block your access to these aerodrome documents, let SM know as we will raise the ante on aviation safety grounds.

Also note there are some excellent references and examples available. AAFC clubs have in depth aerodrome risk plans. Bacchus Marsh clubs have a great multi-user operations manual. Many clubs have thorough entries in ERSA. WA clubs are working on a common plan that can be applied by three clubs.

These changes are in our collective interests – not just in protecting our tail feathers but more importantly in facilitating better mixed operations integration and prevention of serious occurrences. Awareness and education, good procedures and discipline and easily discoverable references - all assist better safety outcomes.

See https://tinyurl.com/aero-ops

GLIDER WEIGHT AND BALANCE



A CRUCIAL ASPECT OF SAFE SOARING

In aviation, management of weight and balance is fundamental to safe, efficient flight. We are all trained to check the weight and balance of our glider by reference to the placards that are required in each cockpit. But what happens when this system falls down?

This has been illustrated once again recently by an occurrence which could have had catastrophic consequences. A very light pilot, who had just been converted into a club high performance single seat sailplane, experienced control and stability issues during aerotow. Investigations revealed that a large ballast weight had been installed in the fin of the aircraft which few, if any, of the pilots who flew the aircraft knew about.

It was not accounted for in the weight and balance placard in the cockpit, and as a result several pilots had been routinely flying the aircraft with the centre-of-gravity well aft of the aft limit. A number of issues have been highlighted by this occurrence, but the importance of correct weight and balance management at all levels cannot be over emphasised.

Weight and balance are critical to an aircraft's stability, structural integrity and crashworthiness. In addition, unlike powered aircraft, gliders rely heavily on precise aerodynamic performance, and correct weight and balance make a significant contribution to this.

UNDERSTANDING WEIGHT AND BALANCE IN GLIDERS

As the term implies, weight and balance consists of two separate, but strongly related factors. A glider's weight is the combined weight of the pilot, equipment, ballast and the glider's own structure. Balance, on the other hand, refers to how this weight is distributed through the aircraft.

Every aircraft is designed to operate within a given weight range that is defined in the aircraft's flight manual (AFM). Factors affecting this are legion, but the main ones are structural integrity and certification limits. CS-22, the European design standard for sailplanes with which most of our gliders comply, specifies a maximum weight of 750kg for unpowered sailplanes, and 850kg for powered sailplanes.

The weight limits on an aircraft determine how strong the structure needs to be. The maximum take-off weight, maximum landing weight, maximum weight of non-lifting parts and maximum cockpit load are all driven by structural strength, or crashworthiness. Maximum cockpit load is limited by factors such as the strength of the seat and harnesses and their ability to protect the pilot in the event of a crash or heavy landing. Exceeding any of these limits is always a bad idea!

The limitations on balance, generally expressed as centre-of-gravity (CG) range, affect longitudinal and lateral stability, handling characteristics, stall speed, ability to recover from a spin, and control effectiveness. In fact, 'stability' and 'control' are two sides of the same coin: a very stable aircraft will not be as responsive to the controls as a less stable aircraft, and a less stable aircraft will be more sensitive to control inputs.

Glider certification standards require that the aircraft be shown to be compliant with its stability and control requirements within a specified CG range. This is always specified in the AFM. Flying a glider with its CG forward of the forward CG limit results in a very stable glider, but one that may lack sufficient elevator effectiveness to round out and hold off during landing.

Flying with the CG aft of the aft limit can result in a less stable glider, both longitudinally and laterally, touchy controls, and an aircraft that is difficult or impossible to recover from a spin. Glider manuals specify acceptable CG limits, and it's imperative to adhere to these to for every flight.

GETTING THE CG RIGHT

The limits of weight and CG position for each glider type are set in the aircraft's AFM. However, the weight and CG position of each individual aircraft is determined by weighing the aircraft and careful calculations to determine the CG of the empty aircraft. These two figures, the Empty Weight (EW) and the Empty Weight CG (EWCG), are the basis of the calculations that appear in the W&B placards. These placards will, at a minimum, state the minimum and maximum pilot weights required to ensure that the CG is in an acceptable position. Many types have provision for removable ballast to be installed in the nose or tail (or both) to widen the acceptable minimum or maximum pilot weights.

In some cases, often in aircraft that have been damaged and repaired, fixed ballast is mounted in the nose of the aircraft. In other cases, to allow a heavier pilot to fly at a more aft CG position, fixed ballast can be mounted in the tail of the aircraft. In both these cases, as long as the ballast is fixed, the W&B placard will have been amended to reflect the installed ballast, and the presence of the fixed ballast will be documented in the aircraft's logbook. All the pilot has to do is comply with the placard.

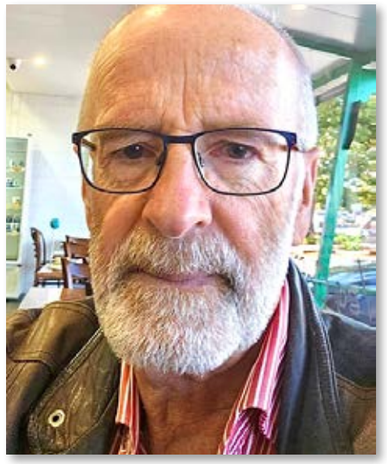
However, in some aircraft, where the ballast is not fixed and can be added or removed as necessary, the W&B system can be very complex, and may require additional measures to be taken before take-off to ensure the correct ballast is secured in the correct place. This can include a physical check of all the ballast locations to determine what ballast is installed where. By complying with the placards, a pilot is guaranteed to be operating the glider within its W&B limits.

W&B AND PERFORMANCE

In our unceasing efforts to achieve the best possible performance from our gliders, CG position is a variable that many pilots attempt to optimise. However, incorrect loading may increase a glider's drag and reduce overall performance despite the opposite being the intention. Even minor miscalculations can affect flight characteristics, especially in competition or cross-country flights where performance margins are tight. It is important to note that the rear-most CG achievable may not be the best option, as other factors can and do affect performance. Again, the AFM often has guidance on performance optimisation.

WATER BALLAST

As far as weight and balance is concerned, the management of water ballast is driven primarily by weight. Gliders equipped for water ballast are designed so that most water ballast is loaded close to the CG, and if a tail ballast tank is fitted, it is emptied at the same time as the main ballast tanks to ensure that the aircraft CG is not compromised as ballast is dumped.



David Villiers
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cap@glidingaustralia.org

CONCLUSION

Weight and balance are critical aspects of glider operation that demand close attention. Ensuring accurate weight and CG calculations, combined with proper management of removable and water ballast, helps maintain safe handling, maximises performance and protects the aircraft's structural integrity.

Every glider pilot should prioritise these checks as part of their pre-flight routine to enjoy a safe and rewarding flying experience.

DAVE BOULTER
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Occurrences & Incidents

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

You can read the full SOAR report at tinyurl.com/ltmko56

Reports noted 'Under investigation' are based on preliminary information received and may contain errors. Any errors in this summary will be corrected when the final report has been completed.

MARCH 2025

1/3/2025 ASK21
DAMAGE SUBSTANTIAL
INJURY NIL
P1 HOURS 268
Heavy landing. Under investigation. High flare on landing with approximately 10kts of tailwind.

1/3/2025 G 102 CLUB ASTIR IIIB
DAMAGE NIL
INJURY NIL
Under investigation. Airprox between RAAUS and glider in circuit.

2/3/2025
DAMAGE NIL
INJURY NIL
Under investigation. Flight after legal last light.

8/3/2025 DISCUS
DAMAGE NIL
INJURY NIL
Under investigation. Airspace incursion

6/3/2025 DISCUS 2B
DAMAGE NIL
INJURY NIL
P1 HOURS 220
Under investigation. Thermalling on base leg.

17/2/2025 ASG32 MI
DAMAGE NIL
INJURY NIL
Under investigation. Take-off over taxying tug.

19/9/2024 DG1001M
DAMAGE NIL
INJURY NIL
P1 HOURS 180
Under investigation. Oxygen system failure.

15/3/2025 DG1001
DAMAGE SUBSTANTIAL
INJURY NIL
P1 HOURS 257
Under investigation. Aileron damaged after hitting raised runway light.

9/3/2025 DG1000
DAMAGE NIL
INJURY NIL
P1 HOURS 2420
Under investigation. Low circuit.

22/3/2025 DG1001
DAMAGE NIL
INJURY NIL
Under investigation. Winch cable break.

23/3/2025
NIMBUS 2
DAMAGE NIL
INJURY NIL
Under investigation. Impaired Airbrake Function.

9/1/2025 ARCUS M
DAMAGE NIL
INJURY NIL
Under investigation. Near miss in circuit.

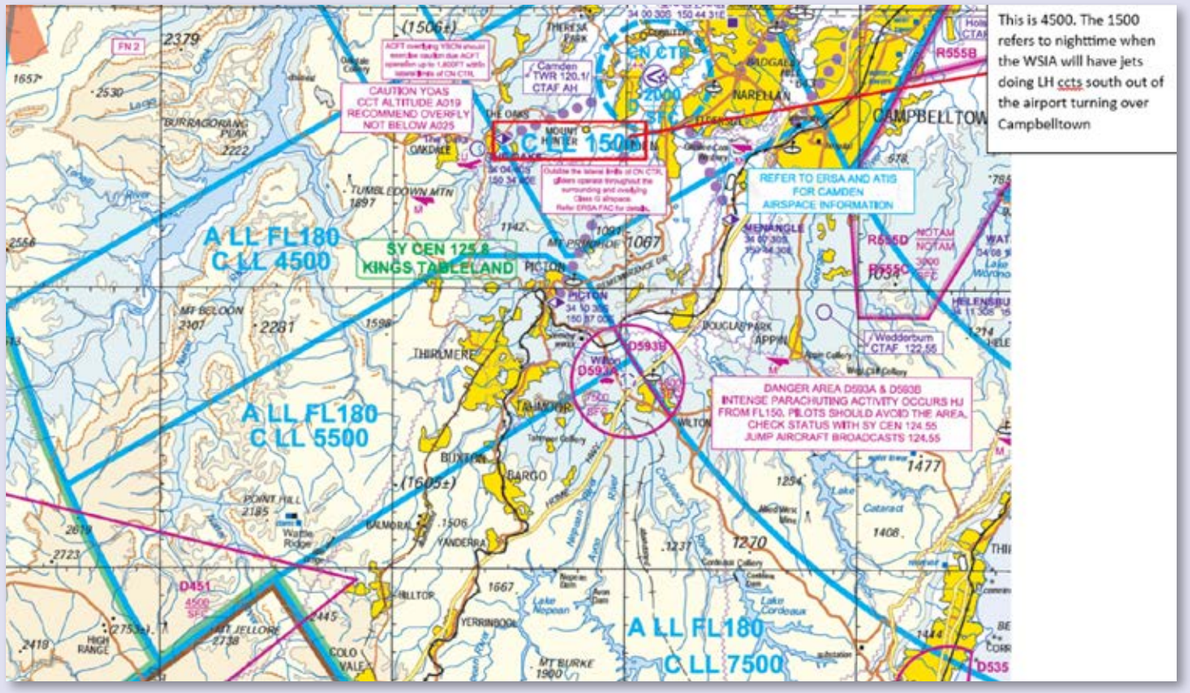
29/3/2025 GROB 102 ASTIR CS
DAMAGE MINOR
INJURY NIL
P1 HOURS 167
Under investigation. Wheels up landing.

30/3/2025 JANTAR
DAMAGE NIL
INJURY NIL
Under investigation. Winch launch using wrong (forward) release.

31/3/2025 LS-8
DAMAGE NIL
INJURY NIL
P1 HOURS 65
Under investigation. Airspace incursion.

APRIL 2025

13/4/2025 MOSQUITO
DAMAGE MINOR
INJURY NIL
P1 HOURS 890



WESTERN SYDNEY AIRPORT AIRSPACE

The airspace boundaries for the Sydney basin have been released. The Western Sydney International Airport (WSIA) is a dominant part of the airspace near Sydney. The good news for gliding at Camden is that the gliding airspace has turned out better than was originally expected. Although the airspace to the northwest, west and southwest of Camden airport has been reduced, this reduction will still allow gliding activities.

The areas to the southwest with C LL 5500 and 4500 respectively were formerly 7500. The area directly west was 7500 and is now 2500. If you want to see this part of the world before it is gone, organise a flight via gliding.com.au, sydneygliding.com.au or Sydney Motor Glider Flight Group on 0439 353 966.

This screenshot from the draft VTC shows the boundaries. The draft VTC is available from the **engage.airservicesaustralia.com**

2021 OCCURENCE MANUAL COMPLETED

When SOAR reports are completed they are moved to the Occurrence Summaries. The 2021 version has been completed. It is available from the glidingaustralia.org website in the Operations area.

TRAINING MANUAL REVISION 2.4 IS CLOSE TO RELEASE

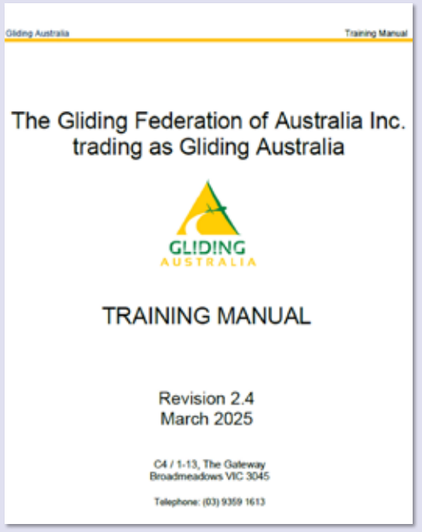
The next version of the GAus Training manual is close to release. It is currently with CASA as part of the review cycle. I foresee it being release early August. This revision fixes several errors and aligns further with our Part 149 status. The manual will be announced via an email to GAus members and will be available via the glidingaustralia.org website documents area.

GAUS DOCUMENT CONTROL AND REVIEW PROCESS

The GAus Document Control and Review Process manual has been released. The manual is available from the lidingaustralia.org website in the Administration documents section. The manual outlines the standards and processes for naming of documents and the process for review of documents. It specifies the tools used for document production and review.

One area of immediate improvement is the use of change bars. Updates to manuals will highlight changed areas as shown in this diagram. Readers can now look through a manual and find the areas that have changed. Double bars denote the changed area.

The review process now focuses on content change. Previously Word versions of documents would be circulated. Unintended consequences where corruption of document preferences and the reviewer's own views on spelling and grammar took precedent to "content". This lead to a lot of wasted time by the document owners. Documents for review are locked in the future so that Comments are the only modification possible.



Wheel up landing. Under investigation. Pilot checked undercarriage down as placarded at 800' on downwind. Minor scratching to doors.

22/4/2025 DIAMOND H36
DAMAGE SUBSTANTIAL. UNDERCARRIAGE DAMAGED. TAIL WHEEL AND RUDDER HINGES DAMAGED. CANOPY DAMAGED SLIGHTLY.
INJURY NIL
P1 HOURS 623
Outlanding glider damaged. Under investigation. Paddock selected was boggy marshland and rough.

5/4/2025 ASG29
DAMAGE NIL
INJURY NIL
Tail weight installed and not noted in glider logbook.

13/4/2025PAWNEE PA-25
DAMAGE NIL
INJURY NIL
P1 HOURS 200
UNDER INVESTIGATION
Towplane lost power significantly while launching with two seat glider.

18/4/2025 PIPER PAWNEE PA-25-235
DAMAGE NIL
INJURY NIL
Under investigation
QantasLink Safety Incident Report Inbound to Cooma Snowy Mountains YCOM Runway 18.

27/4/2025 NIMBUS 2C
DAMAGE MINOR. UNDERSIDE GELCOAT ABRADED.
INJURY NIL
P1 HOURS 1692
UNDER INVESTIGATION
Pilot did not complete FUST actions and did not check FUST due to other traffic in circuit.

MAY 2025

10/5/2025 ASK21
DAMAGE SIGNIFICANT
INJURY NIL
P1 HOURS 6
PIO on landing. Under investigation. Significant damage to glider. Pilot counselled.

10/5/2025 GROB ASTIR CS
DAMAGE NIL
INJURY NIL
P1 HOURS 196
UNDER INVESTIGATION
Unlocked canopy on launch.

3/5/2025 EUROFOX TOWPLANE
DAMAGE MINOR
INJURY NIL
Under investigation. Cowling burnt in engine bay area. No flames or smoke detected during flight.

13/4/2025 PARACHUTE
DAMAGE NIL
INJURY NIL
Parachute leg harness unthreaded. Harness unthreaded instead of being unclipped on previous removal.

14/4/2025 DG1000S
MINOR
DAMAGE NIL
Front clear vision panel damaged during movement of glider.

11/5/2025 SZD 51 JUNIOR
DAMAGE NIL
INJURY NIL
Premature launch. Under investigation. Glider being moved forward in front of adjacent line of gliders. Aerotow already connected and tow plane started launch before crew ready. Glider yawed towards obstacles.

11/5/2025 SZD 50-3 PUCHAZ
TAILWHEEL DAMAGED
DAMAGE NIL
P1 HOURS 255
Hard landing, tailwheel damage. Under investigation

5/4/2025 ASK21
DAMAGE NIL
INJURY NIL
P1 HOURS 670
Loss of control on takeoff. Incorrect fitting of pilot in front seat. Sterile cockpit issue. Release early when issues arise, if possible.

11/5/2025 ASK21
DAMAGE NIL
INJURY NIL
Degraded speed control, distraction by electronic device. Under investigation. Student pilot distracted by message on smart watch whilst turning onto final for landing.

24/5/2025 ASK21 DAMAGE SUBSTANTIAL.
INJURY NIL
Low final turn followed by ground loop. Under investigation. Severed starboard wing tip, severely cracked fuselage, damage to tail.

25/5/2025
DAMAGE NIL
INJURY NIL
P1 HOURS 754
Passenger canopy opened on launch

21/4/2025 ASW27
DAMAGE NIL
INJURY NIL
P1 HOURS 1300
Aerotow launch incident. Under investigation. Confusion between flaps and airbrakes on launch.

SOARING DEVELOPMENT PANEL REPORT

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
csdp@gligingaustralia.org

We are looking forward to the upcoming season with both National and State competitions from October through to February. It is pleasing to see the extent of interest in the Leeton Multiclass Nationals. Entries are now on a waitlist, and each class has sufficient entries to ensure no combined classes – a first for a long time. The Two Seat and Club Class Nationals in Kingaroy in October are still looking for entries, so now is the time to decide. Please see www.kingaroysoaring.com.au/club-2seat-nationals25. Thanks to all competition pilots who are supporting these events.

Also, congratulations to all of our Australian pilots and team members who competed at the recent 39th World Gliding Championships in the Czech Republic. We had some very creditable performances including Mathew Scutter finishing 4th in 15m Class and James Nugent finishing 5th in Club Class.

UPDATED DOCUMENTS

Updates have been made to several documents that competitors will need to be aware of for the upcoming season. They include the International Team Selection Policy document SDP030, Soaring Development Fund Policy SDP002, Australian National Rules SDP010 and two new documents - International Team Five Year Plan SDP031 and Coach Rating and Credentials Procedure SDP063. These documents have been or will soon be published on the Gliding Australia's website.

Important changes include pilot selection criteria that a 60% score can now only be taken from an Australian Nationals competition in the class for which selection is sought. 40% selection competitions can still include appropriately ranked overseas competitions. The five year schedule for World Championships has now been moved into a separate document and we have revised and updated the Soaring Development Fund Document. As a reminder, all National and State Championships are subject to the pilot competition levy. This needs to be included in any competition budget.

The Australian National Rules have been updated to include procedures for the new distance handicapped tasking as well as clarifying the previous intent of handicap adjustments for **aircraft flying up a class** in fully subscribed classes.

Please review these documents prior to the upcoming season.

NOMINATIONS FOR SDP POSITIONS

In accordance with MOSP 4, each year, prior to the Gliding Australia Annual General Meeting, the following positions are made vacant and nominations are sought from the general membership:

- Chair of the Soaring Development Panel
- Deputy Chair of the Soaring Development Panel
- International Teams Manager
- National Coaching Manager
- FAI Coordinator
- IGC Representative
- Chair of the NCC

Miles Gore Brown has indicated that he wishes to step down early as the International Teams Manager and I am pleased to announce that Ray Stewart has been nominated for that role and will be endorsed at the upcoming Board meeting. All other positions are available for nomination.

Also, MOSP 4 requires that every two years, nominations will be called for at least half of the National Competitions Committee (NCC) from all Australian Competition pilots. This process has not been undertaken since the Covid period and so it is time to do so. Accordingly, three vacancies need to be filled for the NCC.

Any member having an interest in these positions is encouraged to nominate themselves. Please contact me at csdp@glidingaustralia.org with your nomination.

JUNIOR DEVELOPMENT

As part of our junior development efforts leading up to the Junior Worlds at Lake Keepit in January 2029, Gliding Australia continues to make funds available for junior coaching. This includes contributions to glider hire, tow fees and accommodation.

A principal focus of junior coaching will continue to be Joey Glide, but coaching for juniors may be made available for other coaching events as well. Please contact me if you have any questions about funding for other junior coaching events.

We are keen to give every eligible junior the assistance they need to be part of the team for the Junior Worlds with a view to selecting a junior training squad.

UPDATING ONLINE AUSTRALIAN RECORDS INFORMATION

Many thanks to Sharon Brunton and her team for bringing the gliding records up to date. Please take a look at https://glidingaustralia.org/records to see current record holders and recent record claims.

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-GUG Rolladen Schneider LS6b – 1890hrs, 540 landings. Refinished in PU paint. LX S100, Powerflarm, Xcom radio, MH oxygen. Komet trailer with new gelcoat on top and updated fittings, ground handling gear, parachute. Form 2 expires Dec 2025. $75,000. Located Hunter Valley NSW.**Ben Coleman 0418 888 329** bc.ls6b@gmail.com

VH-GMX Glasflugel H 401 Kestrel 17M single seat sailplane serial No86 $37,000.

Price includes the glider, equipment, trailer, and Benalla hangar space S/E section. Glider available for sale, without hanger space, in which case hangar space would be available for sale after glider is sold.

Log Book 8376 hours. Nil accidents. Original gel coat surface finish good condition.

Pilot weight min 91.0kg, Pilot weight plus cockpit load max 96.9kg. GFA Form 2 maintenance release valid till June 2026.Lithium main battery & charger. Naviter S7 Electronic Variometer. Winter mechanical vario.X-COM Radio with dual channel function. OUDIE 2 GPS Moving Map navigation.Airspeed indicator new face. Altimeter. Magnetic compass. Memory foam safety seat cushion, 8kg lead seat with canvas cover.

Mountain High oxygen system with large cylinder. FLARM. Parachute. Cotton covers for whole aircraft.

Tail dolly, tail parachute, ground towing drawbar, wing walker.Spare trailer wheel, wheel jack, wrench, 2 adjustable tripod trestles for de-rigging.

Comprehensive maintenance history aircraft log book. Flight Manual. Offers to **Charles Day Phone 0438 341 876** email Charles.Day@bigpond.com

VH-GAY - PIK 20 B with original factory FRP trailer. $20,000 negotiable. Serial No. 20077, 3733 hrs. 1300 landings, 50 yearly complete. Form 2 due August 2025. Tinted canopy, New 90 liter water ballast bags with Water tower and filling hose, Clearnav II nav display with joystick control, Clearnav vario – X country ASA systems TE probe. Filser two-way radio. Winter ASI, Winter vario, Altimeter, Gadringer harness,

Fusion 20 Ah Lithium battery plus charger, Oz Flarm interfaced to the Clearnav II, Mylar seals on all control surfaces, Wing walker plus towbar and tail dolly. Trailer features LED light fittings, New AL- KO IRS trailing arm suspension, New Light Truck Tires, Rego Dec 2025

Davidpickles@dpee.com.au **Phone – 0438 209 697**

VH-GCC Pilatus B4 PC11 aerobatic single seat sailplane S/N 008.

3761 hours, 4177 launches. Basic instruments including 2 varios. Microair radio. Serviceable (and registered) open trailer. Ground handling gear. Airworthy and last flown Dec 2024, now needs a 10 year survey. Comes with all logbook, maintenance records and manuals. Located Gawler SA. I have owned this aircraft for 31 years. Together we have done many good flights and won many awards but it's time for it to go to a new home $6500. Geoff Wood woodgslc@ozemail.com.au

IZG ASW17x This glider is a piece of gliding history, originally built for Hans-Werner Grosses the only 19m ASW17 built it has held many world records and is still competitive with the earlier 18m class gliders. It is located at Beverley WA but I can deliver it to the east coast. Has flown 1366 flts 3624 Hrs. For any further details contact **Peter on 0400912221**

MOTORGLIDERS

VH-FFP G109 airframe 2182 hours, Limbach L2000 eb 222hours, Limbach 4 plug heads with secondary electronic ignition 222 Limbach upgraded inlet manifolds, near new carburettors, external oil filter and oil cooler , Hoffman prop overhaul(Hoffman) 94 hours Microair radio and transponder, sky echo, all ad's up to date, wing spar spigot pins replaced, new harness, new battery, good condition, original gel coat, fresh form 2 Easy and simple to fly / operate flown several morning glory clouds from Burketown one owner pic last 25 years $38,500 ono Hervey Bay

John Godfrey john.gliding@hotmail.com **041707115**

VH-SIW SILENT 2 Targa 13.5 mt SN/2029 384Hrs,164Landings,29Hrs Motor.Self Launcher/One Person rig/derig.All tow out gear,Dust covers 2 Canopy covers. Parachute.Great panel Flarm LX S3+Oudie2 .Current Form 2 for new season.Cobra Trailer in excellent cond...Also Hanger spot at Benalla with solar panel /controller carpeted 2 Lockable Cabinets $90,000.Negotiable **MARK BART SIMPSON 0438 562309** bartasw28@gmail.com

VH-GFG Dimona H36 MKII (tail dragger) S/N: 36254

With a new form 2 this beautiful aircraft is ready to soar the morning glory.

Fulfil your dreams and complete your bucket list. Engine Limbach 2400: SOH 462hrs. TBO 1200hrs Propellor Hoffman: (Fine, Cruise, feathered) SOH 10hrs. TTAF: 2563 Location: Bacchus Marsh VIC $65,000 ono AUD. The aircraft is in good condition inside and out, always hangered. At last form 2 all new fuel, oil lines and fire sleeves firewall forward, brakes overhauled, new oil sensor and new rocker gaskets fitted. **Dave Goldsmith** daveandjenne@gmail.com **0428450475**

VH GXM DG808B built 2001 with low hours, one of the best self launching sailplanes in good condition. Only 716 flt hrs, 37 hrs engine, 369 flights. MH Oxygen, Trig ADSB, LXNAV S10 with HAWK, Oudie, PowerFLARM, Artifical Horizon, Cobra Trailer, Ground handling gear, Recent lift

continued over page

strut replacement, new fuel hoses. Significant spares. Great sailplane, much enjoyed, only selling to move up! Asking $168000 Contact **Bob McCormack** at Temora **0412544345** weetangera9a@gmail.com

ZK-GWD DG808C Competition Low hours self launching sailplane in exceptional condition. 2006, 970 hrs, 67 engine hours. Factory executive package. MH oxygen, parachute, ground handling equipment, pilot relief system, Factory PU paint, Solar charging, NDH, ADSB, Cobra trailer, Large inventory of spares. Jaxida outdoor covers (yellowing). A very well set up sailplane ready to go. New price is AUS$190,000

Glider is in NZ so will attract GST on import. Contach **Brett Hunter** bretthunternz@gmail.com

VH-YBE ASH25 self launching Motor Glider. It's your choice, use a tug or launch yourself 25m and 26.5m options very good condition 3330 hours, 1300 landings Motor Rotax 505A 147 hoursAccessories and parts inc. Full set of Jaxida covers, solar panels on engine doors, spare engine with muffler and much more Anschau Trailer Contact Dieter, preferred contact by email admin@sdr13.com or phone **0428 860 160**

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The place to fly!

Fleet Includes

Boomerang	*JS3 RES*
Ventus 3M	*2 x Duo Discus*
Ventus 2cxT	*4 x LS4*
Discus B	*LS7*
Ventus B	*Multiple Training Gliders*

TOCUMWAL SOARING CENTRE

Glider Hire or **BYO - 3 x Towplanes - Onsite Accommodation - tocumwalsoaring.com**