GLIDING AUSTRALIA

Issue 74 February - April 2026

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MULTICLASS NATIONALS LEETON

WOMEN'S RACE WEEK · JOEYGLIDE · INGO RENNER CUP

GLIDING AUSTRALIA MAGAZINE

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COVER: NORM BLOCH IN HIS JS3 AT LEETON - BY SEAN YOUNG

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FROM THE EDITOR

As the end of the summer soaring season approaches, it is a good time to look back on another remarkable period of gliding in Australia. The weather over the spring was a mixed bag, with a variety of conditions across the country making for difficult soaring conditions. The summer so far has also produced challenges, but with some periods of astonishingly strong conditions.

During this time, a band of highly motivated pilots have been at gliding sites across the country, waiting and ready for the next 'big day'. Many of the great flights are detailed in the Ingo Renner Cup article on page 28. The flights of David Jansen and his co pilots from Alice Springs have surely pushed the bounds of both dedication and the distances that can be flown across Australia. Similarly, some of Matthew Scutter's flights including his journey in November from Mitchell west of Roma in Queensland to Winton in the northern interior, plus his flights in January starting from Cobar in NSW, deserve notice for their audacity in stretching the envelope.

Of course, mention must be made of the pilots who travelled up to the wilderness of Carpentaria to ride the Morning Glory during Spring. Praise too to the pilots who have waited patiently at sites across the nation at Narromine, Gawler, Beverley, Temora and others to fly long distances in extreme weather.

Extreme weather? Safety must be our primary concern as pilots. We all know this, and returning home safely is top of mind for all pilots. But the weather is and has been getting more powerful. The recent heatwave across the eastern states illustrates this. Temperatures on the ground were in excess of 45°C in many of the landscapes that pilots were roaring above at 10 or even 15,000ft.

These were amazing soaring conditions to be sure. Many pilots now have the comfort of an engine to get them home when soaring options deteriorate – if the engine works as hoped.

In the past, clubs like Benalla produced printed information for visiting international pilots, warning them of the dangers of outlanding in up to 40°C. Going forward, we can expect significantly higher temperatures. Will they continue to increase over the coming years? Survivability both in the air and on the ground is becoming a more pressing issue. Perhaps this is being masked by fewer outlandings in remote areas. But next season, make sure you are prepared.

In addition to long distance flights, it has also been an active period for training, from basic and up to instructor level. You can read about the NSW instructor course on the page opposite. It is very encouraging that it was so well subscribed, even over-subscribed. It is also encouraging to see many younger pilots who have now progressed to become instructors, as well as top class cross country and competition pilots.

On page 6 you can see the large number of Badge flights that have been achieved recently. They include 1,000km Diplomas, Diamond distances and many more. When the summer is over, several more will be added, perhaps even Diamond Heights flying from flat country. Congratulations to all the accomplished pilots who achieved their goals this soaring season.

In this issue are articles from the Multiclass Nationals at Leeton. What a great event that was, with pilots from all around Australia taking part. Well done to the organisers for a successful and enjoyable contest.

JoeyGlide took place in January, another successful event with lots of great flying, including coaching. Thanks must be given to all the coaches who travelled to Benalla to help progress the next generation of Australian glider pilots. You can read about JoeyGlide on page 10.

Women's gliding culminated in a well organised event at Narromine, Women's Race Week. You can find the report, stories and images on page 16.

In this issue we are featuring many practical and safety related articles. They include advice for instructors from Chris Thorpe on page 14 alongside Safety, Airworthiness and Operations plus SOAR reports starting on page 34.

I hope you enjoy this edition of Gliding Australia. Safe soaring

SEAN YOUNG
EDITOR

NSW GLIDING INSTRUCTOR COURSE

The NSW Gliding instructor course run at Narromine between 17-21 November 2025 was a test of energy, endurance and logistics, where perhaps the latter was the most challenging.

I had responded to some strong pushes from keen, dynamic women pilots in two clubs. As a result, when all bids were in, we had 13 attendees for the course, including one L2 upgrade candidate from another state!

However, I made two fundamental errors. First, responding to the high demand meant that my operational budget was put under very severe strain, and second, I initially failed to predict the commensurate increase in the number of instructor training flights we would need to cover all attendees.

I was very fortunate that, under the strong leadership of NSW Gliding President Duncan Tchakalian and the rest of the committee, I obtained agreement for the budget-straining course to proceed. In the event, we did not spend as much as anticipated, thanks to great accommodation management by Beryl Hartley, and the course candidates made good progress.

LONG, HOT DAYS

Three trainees came from Bathurst SC, three from Southern Cross GC, two from Lake Keepit SC, and one each from Canberra GC, Central Coast GC, Darling Downs GC, Narromine GC and Temora GC. We also had a strong team of Level 3 instructors, namely former Chair of the Operations Panel Pat Barfield, Michael Vince who had graduated as a Level 3 in October 2024, Jenny Ganderton who was completing her own Level 3 training as a member of the staff on this course, and myself.

Day 1 was subject to inclement weather, so we elected to have a marathon day in the excellent auditorium of the Narromine Aviation Museum. This activity took the form of a course module in which each candidate gives a presentation of up to 10 minutes on a subject assigned to them several days earlier. The staff instructors were super impressed at the universally high standard of subject presentations delivered,

The course days that followed were all hot and dry, with sometimes significant crosswind conditions. We had the use of Narromine GC's Cessna 180 – Arnie's personal aircraft flown by Czech pilot, Jan – and Hunter Valley GC's Eurofox, enthusiastically flown by Mick Webster. Hoffie (Pete Hoffman) also gave us fine service with his own Pawnee.

Trainees and staff instructors alike operated over long and quite hot days while, as usual, staff instructors worked late into the night on assessments and marking.

EXHAUSTED – BUT SUCCESSFUL

At the end of the course, everyone was exhausted. I did not fly again until after two full rest days prior to the Narromine Cup. More importantly, every trainee graduated with an instructor rating.

Course results were as follows: One new Level 3 (Jenny Ganderton), two Level 2 upgrades, three new AEIs – – and seven new Level 1 instructors. One of the AEIs has since upgraded through post-course training as a Level 1.

My grateful thanks go to the committee of NSW Gliding, my fellow staff instructors and the course tow-pilots. I also owe thanks to the clubs and Paul Tridgell for providing gliders, and to Arnie and Beryl Hartley who once again gave us magnificent support.

DAVID MCILROY, RMO NSW

1963. Later that year, the club received its first glider, a Slingsby T31 tandem tutor. Their first competition took place in Dooen during Easter 1966.

Max had read a book titled *8 Days at Angers* (France), which inspired the Club to organize an 8-day competition. Considering the conditions, the ideal timing for the event appeared to be early February rather than Easter. Consequently, the first Horsham Week took place in 1967 at Dooen. Eight pilots competed, including David Wilson, a dedicated Horsham Week meteorologist who participated nearly every year, flying a Boomerang. Tony Tabart also took part, flying his Bocian; Tony competed in just about every Horsham Week. Alan Patching was another participant in the event.

In 1967, the Wimmera Soaring Club was granted permission to establish itself at Horsham airfield, and the hangar was relocated there. The first flight from Horsham took place in October 1967. Additionally, the first Horsham Week at this location, which was the second Horsham Week overall, was held in February 1968

Gliding VicTas thanks Max for his amazing contribution to gliding in Victoria and sends its sincere condolences to Max's family and friends at this very sad time.

Fly high, fly fast, Max.....

AUTHORS: IAN GRANT, CHRIS THORPE

VALE MAX HEDT

Max Hedt, from the Horsham Flying Club, passed away on Sunday evening, 30 November 2025.

Max was the last surviving original member of the Wimmera Soaring Club, which later became the Horsham Flying Club. His contribution to the club, to the Horsham airfield, and to the Horsham Week gliding competition cannot be overstated. Max was a central figure in the development of gliding in the Wimmera and is remembered through numerous awards and trophies that proudly carry his name.

The Max Hedt Trophy history - Tommy Thompson (father of Jeremy Thompson), and several others founded the Wimmera Soaring Club in

TONY SORENSEN WE SALUTE YOU

After decades of stellar service, Tony Sorensen has decided to call it time on his active involvement in Caboolture Gliding Club's Management Committee.

- Tugmaster for 13 years (2000 - 2013).
- Deputy Tugmaster, providing excellent support to Steve Bowtell, for 12 years (2013 - 2026).
- Stalwart to the day-to-day flying operations of the Club for 25 years.
- Long-time Senior Instructor on the CGC Training Panel.
- Active member of the CGC Management Committee for 25 years.
- Awarded Life Membership in recognition of his service to the Club.

The club thanks Tony for his stellar service over the years and wishes him the very best for the future.

Tony commented, "Believe me when I say, the whole time that I have been a member of CGC has been an absolute pleasure. More than anything else, I will miss the company of a wonderfully friendly lot of members."

KEVIN RODDA, SECRETARY CABOOLTURE GC

FROM THE ARCHIVES DECEMBER 1991

In the December 1991 edition os Australian Gliding featured the victory of Brad Edwards at the World Gliding Championships in Uvalde Texas. Below are some rare colour photographs from a regatta in South Australia.

COMPETITION RESULTS

VISTORIAN STATE CHAMPIONSHIPS COROWA

30 NOVEMBER - 6 DECEMBER

BALASTED

1 Pete Temple	Adelaide SC	JS-MD 3 RES	3,872
2 Philip Ritchie	Adelaide SC	Quintus M	3,568
3 Geoff Brown	Temora GC	JS-1C (18m)	3,451

CLUB CLASS

1 George Schuit	Outback Soaring Std Cirrus		3,758
2 Bernie Sizer	Tocumwal SC	Pik20B (W)	3,364
3 Jack Hart	Temora GC	Pegase 101 (W)	3,284

ROOKIE

1 Richard Grohmann	Mt Beauty GC	GC ASK-21	3,147
2 Stephen Pole	Geelong GC	LS4	2,846
3 ristopher Adda	Geelong LS6c	18m	1,796

Full results at soaringspot.com tinyurl.com/VIC-state

NSW STATE CHAMPIONSHIPS TEMORA

6 - 13 DECEMBER 2025

CLUB CLASS

1 Jack Hart	Temora GC	Pegase	4,228
2 Les Kinsley	Temora GC	Std. Libelle	4,069
3 Jo Davis	DDSC	ASW 20	3,993

15M

1 Scott Lennon	Temora GC	LS 8	4,446
2 Peter Trotter	KSC	LS 8	4,324.6
3 Lisa Trotter	KSC	LS 8	4,209.2

OPEN

1 Brad Edwards	JS3 RES 18m		5,188
2 Geoff Brown	Temora GC	JS1 18m	4,866
3 Richard Frawley	Narromine GC	JS3-RES	4,818

Full results at soaringspot.com tinyurl.com/NSW-state

BEVERLEY DOUBLE-CROSS-COUNTRY WEEK BEVERLEY

8 - 19 DECEMBER 2025

WEDGE

1 Craig Challen	Ventus 2cxa	18m	3,939
2 Geoff Overheu	DISCUS	BT	3,813
3 Paul Croft	LAK-17B	FES	2,000

DHT

1 Greg Beecroft	ASG 29	18m	6,581
2 Kim Taylor	JS3 TJ 18m		3,391
3 Karsten Bojesen	JS3 TJ 18m		3,242

Full results at soaringspot.com tinyurl.com/Beverley-DC

SA STATE CHAMPIONSHIPS GAWLER

14 - 20 DECEMBER 2025

SPORTS OPEN

1 Pete Temple	Adelaide SC	JS3 RES 18m		3,796
2 Philip Ritchie	Adelaide SC	Quintus		3,334
3 Max Scutchings	Adelaide SC	LS 4		3,226

Full results at soaringspot.com tinyurl.com/SA-State

GA CALENDAR

Use the **Contact GFA** menu at
glidingaustralia.org
to send event details to the GFA

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**

HORSHAM WEEK
7 - 14 February 2026
Horsham VIC
Registrations are open at **tinyurl.com/Horshamweek**

20M TWO SEATER NATONALS
8 – 15 March 2026
Narromine Gliding Club
We are pleased to announce that Narromine Gliding Club will be hosting the event for this year, a well proven site and, with the expertise of Beryl, Arne and team, a well-rehearsed establishment for the Two Seater competition.
Sunday 8 March - Practice day;
Monday to Sunday, 9 - 15 March - Competition days
Sunday night 15 March - Final dinner.

40TH WORLD GLIDING CHAMPIONSHIPS
18M, 20M, OPEN
16 - 30 May
Poland Czestochowa
wgc2026.eu

14TH JUNIOR WORLD GLIDING CHAMPIONSHIPS
CLUB, STD
1 - 15 August
Germany Aalen-Elchingen
wgc2026.org

COACHING COURSES AND CAMPS

NSW GLIDING'S XC COACHING WEEK - NARROMINE
NARROMINE, 2 - 7 MARCH 2026
Saturday afternoon 1 March - Rigging, welcome dinner and briefing. This week precedes the re-scheduled 20m Two Seater Nationals. (see above in EVENTS)
Contact: Matthew Atkinson (NSW SDM) coaching@nswgliding.org

LAKE KEEPIT
LKSC run 365 day operations with intensive instruction courses run weekdays by manager Jenny Ganderton and weekend training by our volunteer instructors and coaches, which can be linked together.
By arrangement, LKSC can provide high level XC coaching by Andy Aveling, Allan Barnes and Matthew Atkinson in a 20m DG1000S. Andy Aveling is a retired airline pilot and flies about 800 hours per year at Lasham UK, Lake Keepit, New Zealand and Namibia.

LAKE KEEPIT REGATTA
21 - 28 February 2026
The Keepit Regatta is where fun meets skill-building — a friendly, low-pressure event designed for pilots of all levels. Entries are limited to just 30 gliders for safety and quality, so every pilot gets the attention they deserve.
In 2026, we're going back to the Regatta's original mission:
Helping early cross-country pilots fly further, with confidence
Giving seasoned pilots the tools to sharpen their edge
The coaches - You'll have the rare chance to fly at least once with one or more of the following coaches: Brad Edwards, Bruce Taylor, Allan Barnes, Andy Aveling.
Gliders - Two seaters include ASG32Mi (x2), Duo Discus (x2), DG1000 and Arcus M.

WA
CROSS COUNTRY WEEK AT BEVERLEY 5 - 14 FEBRUARY
Beverley Regatta 23 - 27 February
Narrogin Women in Gliding Development Weekend
28 – 29 Febraury
Cross Country Week at Beverley 9 – 13 March
Easter Regatta at Beverley 3 – 6 April

FAI GLIDING BADGES

TO JANUARY 2026

1000KM DIPLOMA
BRINK VAN SCHALKWYK - BALAKLAVA GC
RICHARD TRAILL - MELBOURNE GC

DIAMOND GOAL, DIAMOND DISTANCE, 750KM DIPLOMA
SOPHIE CURIO - KINGAROY SC
OLIVER ROBERTS - TOCUMWAL SC

DIAMOND DISTANCE, 750KM DIPLOMA
PETER BRUNTON - TOCUMWAL SC

DIAMOND GOAL, DIAMOND DISTANCE, GOLD DISTANCE, SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION
MATHEW STERNBERG - KINGAROY SC

DIAMOND GOAL, GOLD DISTANCE, SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION
ATSUO HIRABAYASHI - GCV

DIAMOND DISTANCE, GOLD DISTANCE, SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION
DARREN THOMPSON - HUNTER VALLEY GC

DIAMOND GOAL, GOLD DISTANCE, SILVER DISTANCE, SILVER HEIGHT
KOJI IOKI - TOCUMWAL SC

DIAMOND GOAL, GOLD DISTANCE, GOLD HEIGHT
STEVEN MCAVOY - GEELONG GC

DIAMOND GOAL, GOLD DISTANCE
PETER DE HAAN - GCV
PETER WHITE - GCV
PAUL BRODERICK - LAKE KEEPIT GC
VIKI BOURLIOUFAS - SOUTHERN CROSS GC

DIAMOND DISTANCE, SILVER/GOLD DURATION
MICHAEL VINCE - CENTRAL COAST SC

DIAMOND DISTANCE, GOLD HEIGHT
ADAM MECHLER - GEELONG GC

DIAMOND DISTANCE
MAX SCUTCHINGS - ADELAIDE SC
BRUCE WYNNE - LAKE KEEPIT GC
LEONARD FREITAG - MELBOURNE GC
BRADLEY LANGE - WARWICK GC

DIAMOND GOAL
SHUN IIDA - LAKE KEEPIT GC

GOLD HEIGHT, GOLD DISTANCE, SILVER/GOLD DURATION, SILVER HEIGHT
PHIL CALLANDER - GCV

GOLD HEIGHT, GOLD DISTANCE, SILVER/GOLD DURATION
DAVID THOMAS - GEELONG GC

GOLD DISTANCE, SILVER DISTANCE, SILVER HEIGHT
JUNNOSUKE NISHIDA - NARROMINE GC

GOLD DISTANCE
JADE CLARKE - AAFC GTS
MATILDA KAY - AAFC GTS
BRYAN MCGRATH - GEELONG GC
IAN SAWELL - LAKE KEEPIT GC
MAXIM SUPONYA - SOUTHERN CROSS GC
YANNICK SASSO - SOUTHERN CROSS GC

GOLD HEIGHT
VITALIY BASCHLYKOFF - GEELONG GC
NEALE BRAIN - HUNTER VALLEY GC
MILES PARK - SOUTHERN CROSS GC
MICHAEL DONOHOE - SOUTHERN CROSS GC
PIETRO CROVATO - SOUTHERN CROSS GC
RAYMOND CALDON - SOUTHERN CROSS GC

SILVER DISTANCE, SILVER HEIGHT, SILVER/GOLD DURATION
HAMISH YOUNG - AAFC GTS
JOSHUA LEE - AAFC GTS
MATTHEW COLE - AAFC GTS
WARREN MULLAN - LAKE KEEPIT GC
IAIN MACLEOD - LAKE KEEPIT GC
GAUTIER COLLIGNON - OUTBACK SOARING
AMOS SHAPIRA - SOUTHERN CROSS GC
KOKI TAIRA - TOCUMWAL SC

SILVER DISTANCE, SILVER HEIGHT
TIM ARMITAGE - AAFC GTS
CALUM JACKSON - AAFC GTS
DANIEL FOLD - AAFC GTS
CHRISTOPHER EDWARDS - AAFC GTS
RUI MORIMOTO - AAFC GTS
SAM UNGER - AAFC GTS
ELLA CAMPBELL - AAFC GTS
LOUIE D'ALTERIO - AAFC GTS
THOMAS PURDEN - AAFC GTS
LIAM NATTRASS - AAFC GTS
ZACHARIAH MALAKELLIS - AAFC GTS
SIMON CLEARY - BOONAH GC
GRANT NICAUD - CENTRAL COAST SC
TRISTAN MAIR - MELBOURNE GC
GREG SHOOTER - SOUTHERN CROSS GC
DAFYDD SCHOLES - SUNRAYSIA GC
MAX JENKINSON - NARROMINE GC

SILVER/GOLD DURATION
MAX JAMIESON - SOUTHERN CROSS GC
TRISTAN EMMS - AAFC GTS

SILVER DISTANCE
MILLIE WILLIAMS - WARWICK GC

SILVER HEIGHT
TOM HAMMOND - AAFC GTS
LUKE SZOSZKIEWICZ - SOUTHERN CROSS GC
HENRY STEAD - SOUTHERN CROSS GC
LEO PORT - SOUTHERN CROSS GC

AROUND THE CLUBS

Storm at Narromine
A powerful storm hit Narromine on Wednesday 26 November, causing massive damage to the town and outlying areas.

Narromine Airfield was crowded with gliders for Narromine Cup Week. Strong wind tore across the airfield, damaging several gliders while two hangars were structurally damaged. Wind gusts of up to 63kts were reported. Thankfully, no pilots were injured. The CU can be seen in the distance moving to the east.

Kingaroy Soaring Club
Congratulations to Connie, who went solo at Kingaroy Soaring Club in December.

Mount Beauty
Beautiful sky at Mount Beauty in early January

Aurora at Benalla
Pilots at Benalla for JoeyGlide were treated to a spectacular display of the Aurora Australis in January

Grampians Soaring Club
Grampians SC held Kev's Triangle Regatta in January. The first day kicked off with six gliders flying and one completing Kev's Triangle.

Darling Downs SC
A proper Australia Day weekend at Darling Downs! It was HOT, stormy and full of good flying. The Australia Day Time Trials ran, the leaderboard bounced around, and the Gold and Silver Thong Trophies found worthy winners.

JOEYGLIDE 2026

JoeyGlide, organised by the Australian Junior Gliding Club, is the annual Australian Junior National Gliding Championships. This year it was held at Benalla, 18-25 January, and celebrated JoeyGlide's 20th year.
Entrants travelled from as far as Townsville for the event, including 15 competition entries and 23 coaching entries who participated in a preparation class for future competition.
JoeyGlide extended their thanks to all competitors, coaching participants, coaches, supporters and volunteers for their help in delivering a safe and welcoming event.

From Max Scutchings

The summer of 2025/2026 was a big season for me. I took part in the Victorian State Competition, South Australian State Competition and Multiclass Nationals in Leeton, culminating in Joeyglide 2026, my first Junior Nationals and fourth-ever competition. After listening to a number of winners at the Nationals talking about 'having fun' and how it contributed to their success, I decided to take that into my approach.
I was privileged to fly an LS4 that I had loaned from the Waikerie Gliding Club in South Australia. Arriving at Joeyglide, I was very excited to see the number of people taking part with 15 competitors and around 40 participants overall including pilots who received coaching. The practice day was all about area familiarisation at Benalla. I had been warned that it can be a tricky site with landmarks that can catch you out. The locals recognise the Warby Ranges as a good thermal trigger late in the day.
After doing well on the practice day, I had a fairly slow start to the week, so it was important to reset and start fresh on Day 2. I put a lot of effort into having the right 'mindset' to ensure that I am focused on the task. That is particularly important when you don't quite get it right, and need to reset and get back onto the job. That worked for me, and I managed to win Day 2. From then on it was intense racing against the other juniors, some of whom were local and some who had travelled from interstate. In the end, consistency worked in my favour. After some tough days of racing, and the last day cancelled due to poor weather, I was fortunate to win the competition. I was very impressed with the coordination of the event and found everything to be very professional, safe and, most importantly, enjoyable.
Joeyglide was the most fun I've had in a glider, spending time with and racing other people my age. The social aspect as well as the flying brings it together to be a fantastic event. If you are a junior and are interested, I would highly recommend it. Joeyglide 2027 will be even bigger and better so we hope to see you there.

LEFT: Max Scutchings
Max finished the competition in 1st place, flying an LS4a. Max is currently in 3rd place in the Ingo Renner Cup. His best flight of the season was 780km out-and-return from Gawler.

ABOVE: Ethan Blunt
Ethan finished in 2nd place flying a Speed Astir 2.

Coaching at JoeyGlide
Coaches and pilots lined up for a group photo. Eleven pilots gave their time to fly dual coaching flights at JoeyGlide. Both morning and afternoon tasks were flown. You can see how their flights went, and the flights all the pilots, at tinyurl.com/joey26

Charlie Fortunaso McKay
Charlie finished in 3rd place flying a DG 100.

Amber Davison
Amber finished in 2nd position flying a Jantar 2.

Kengo Matsumoto
Kengo, from Japan, flew Hors Concours, finishing at the top of the scoring table.

JOEYGLIDE BENALLA

19 - 25 JANUARY 2026

HC	**Kengo Matsumoto**	**Japan**	
1	**Max Scutchings**	**Adelaide SC**	**Std Cirrus** **4,538**
2	**Amber Davison**	**GCV**	**LS4a** **4,380**
3	**Ethan Blunt**	**GCV**	**Jantar 2** **4,174**
			Speed Astir 2 **3,888**

Full results at soaringspot.com tinyurl.com/joey26

WHEN GOOD INSTRUCTION MEETS HARSH REALITY

LESSONS IN MANAGING TRAINING

BY CHRISTOPHER THORPE

Even the most experienced instructors can find themselves in situations where sound intentions collide with the unforgiving realities of aerodynamics and human performance. But just as important, inexperienced instructors – newly qualified, returning after time away or still building instructional judgement – can be even more vulnerable to the same traps. Gliding instruction is demanding work: it combines teaching, supervision, judgement and immediate aircraft management – often in the most time-critical phases of flight.

Instructors in their early instructional careers may still be developing the judgement that comes only from repeated exposure to varied students, changing conditions and time-critical decisions.

This is not a criticism. It is simply a reality of human learning: instructional judgement matures through experience, reflection and repetition – often gained across many seasons.

Australian gliding history includes fatal training accidents involving instructors of varying experience levels and very low-time students. Without dwelling on specific cases, the recurring patterns are highly relevant to every instructor and CFI. These events often begin with routine decisions made in routine conditions. The risk does not announce itself dramatically. It accumulates quietly – until the margin disappears.

This article is not about blame. It is about strengthening our collective safety practice by recognising common training traps that can affect any of us, and by reinforcing discipline in the phases of flight where there is no second chance.

LESSON 1: TIMING THE TRANSFER OF CONTROLS

One of the most important and least discussed instructional skills is knowing when not to hand control over.

Every student must ultimately fly each phase of flight. But not every moment is suitable for learning. A student may appear comfortable in smooth air at height, yet still lack the fine control, anticipation and speed awareness needed for high-consequence phases close to the ground.

A KEY PRINCIPLE

Learning opportunity must never outrank survival margin.

COMPETENCE VS EXPOSURE

A student can sound confident and look competent, particularly when the aircraft is stable and the workload is low. But competence is proven under workload, not in comfort.

Early-stage students are still developing:

- fine motor control (small inputs, not coarse corrections)
- relaxed grip and proportional response
- coordinated use of controls under pressure
- accurate speed perception without prompting
- calm scanning habits and task prioritisation

A small lapse – completely normal for a beginner – can become catastrophic at low altitude.

EXPERIENCE CUTS BOTH WAYS

Highly experienced instructors sometimes take on extra workload because they can – monitoring, coaching, planning ahead and managing aircraft outcomes simultaneously. The danger is not competence. The danger is that the instructional task can expand to fill the available capacity until there is little margin left for surprise.

Less experienced instructors may face a different risk. They can be technically capable and diligent, yet still underestimate how quickly risk accelerates in the circuit, on tow, or in the flare. They may also be more likely to delay intervention while waiting to see whether a student will self-correct – particularly if they are trying hard to 'give the student space'.

Neither pattern is a character flaw. They are common human tendencies. In both cases, the remedy is the same: disciplined training structure, clear gates for progression, and firm control of the aircraft whenever the safety margin is narrow.

THE SYLLABUS PROTECTS US

The GPC syllabus is deliberately staged to ensure that higher-risk flight segments occur only after students demonstrate repeatable basics.

Handing control to a student before they can reliably manage pitch, speed, coordination and workload does not accelerate training – it shifts risk into a zone where the instructor may not be able to rescue it.

CRITICAL PHASES REQUIRE INSTRUCTOR PRIMACY

Some phases have very low tolerance for error, including:

- the initial seconds of a winch launch and the transition into the full climb
- top-of-launch and recovery after release (or any launch abnormality)
- early aerotow and positional deviations
- any unexpected event near the ground
- turn initiation at low level
- final approach and flare
- any flight below roughly 300–500ft AGL (context-dependent)

These phases are not the place for 'letting them have a go' unless the student has already demonstrated consistent control capability under supervision.

Confidence can be built at 2,000ft. Judgement errors at 50ft cannot be undone.

A SIMPLE TEST FOR HAND-OVER SAFETY

Before handing control over, ask:

"If the student made a sudden incorrect input right now, could I reliably recover?"

If the answer is "no" (or even "not sure"), then it is not yet time for the student to fly that segment.

Practical indicators that a student is ready include:

- they have recently flown the task successfully at altitude
- their control inputs are smooth and correctly scaled
- they maintain safe speed without continuous coaching
- they demonstrate a relaxed grip, not stiffness or tension
- they respond appropriately to surprise or workload changes. Recency matters. Repetition matters. Margin matters.

COMMUNICATION PREVENTS CONFUSION

Control handover needs to be explicit and confirmed:

- "You have control." (student responds: "I have control.")
- "I have control." (student responds: "You have control.")

If I say "I have control", you immediately release the controls and respond "You have control."

I will respond "I have control", to confirm the transfer is complete.

The most dangerous cockpit moment is one where both pilots think they are flying – or neither is.

No handover is complete until the receiving pilot confirms control and the other pilot confirms they are clear.

LESSON 2: LOW LEVEL MEANS NO SECOND CHANCES

Gliders are remarkably forgiving when we have altitude and time. They are brutally unforgiving when we don't.

At height, we have:

- time to recognise errors
- space to correct attitude and energy state
- a recovery window if the aircraft departs the ideal path. Near the ground, those options disappear.

In soaring we trade altitude for time. At low level, you have neither.

THE HEIGHT–TIME EQUATION

A glider on a winch launch, on aerotow at a few hundred feet, or on short final, is in a compressed world where:

- airspeed decays quickly if mishandled
- control inputs have immediate consequences
- bank angle reduces stall margin dramatically
- the instructor's intervention may come too late – even when correct. This is not about skill or diligence. It is about physics outrunning humans.

DISTRACTION AND OVERLOAD CLOSE TO THE GROUND

Some of the most dangerous instructional situations are not caused by poor technique but by a sudden, unexpected distraction at low altitude, just as workload is peaking.

A minor abnormality can instantly become a major threat if it occurs at the wrong time. Attention is pulled away, priorities blur and the instructor becomes overloaded – especially if they are still gaining confidence in real-world instructional flying.

This is precisely the environment where startle effect and task fixation can override training. People do not rise to the occasion – they often fall back to whatever response comes first under pressure. In the wrong moment, even a well-trained instructor can forget his or her training, not because they don't know it, but because human performance temporarily collapses under overload.

WHY 'STRAIGHT AHEAD' IS DRILLED

The gliding community has long emphasised straight-ahead landings after low rope breaks and stable wings-level approaches. These are not conservative habits – they are survival strategies.

When altitude is limited:

- turning costs energy
- correcting costs time
- recovery requires height

At low level the only reliable currency is speed plus stability.

THE LOW-LEVEL TURNBACK TRAP

One of the most consistent fatal traps in low-level emergencies is the attempted turnback.

It usually starts with a real problem – something unexpected that demands attention – followed by a rushed decision to save the situation with a manoeuvre that requires height, speed and mental bandwidth.

But at low altitude, a turnback attempt often produces:

- increased bank angle and reduced stall margin
- loss of airspeed control while attention is divided
- delayed recognition of the developing stall
- insufficient height to recover

Instructors should treat the turnback impulse as a known human trap, an understandable decision made under pressure, but frequently unrecoverable when started too low.

The correct response must be not just known, but automatic: Fly the aircraft. Keep it safe. Commit to a survivable landing path.

LESSON 3: INSTRUCTOR DEFENSIVE POSTURE

In a glider, the instructor has fewer escape tools than in powered training. There is no go-around. There is no throttle to buy time. At low level, the instructor's primary safety tool is immediate and decisive control of the aircraft.

Defensive posture is not mistrust. It is professionalism.

'Ready' must be physical, not theoretical

Defensive posture means:

- hands positioned to take full control instantly
- feet ready for immediate rudder authority
- a scan that prioritises attitude, speed and trajectory
- a mental state primed for intervention

At low altitude, 'I'll fix it if needed' is not a plan unless you are already positioned to act.

Shared control at low level is high risk

Shared control – student flying pitch while the instructor manages airbrake – can be useful training at height, where there is time to fix problems. But near the ground:

One phase. One pilot. One purpose.

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If the student is not yet reliably holding speed and attitude, the instructor should fly the approach and flare until that skill is stable and repeatable.

When in doubt, fly it out

Hope is not a safety tool.

A disciplined instructor does not wait and see if a student will correct a developing low-level risk. If there is doubt about speed, attitude, bank or alignment: Take control early

Taking control early

- prevents negative training
- maintains the safety envelope
- models professionalism
- protects confidence in the learning environment

For instructors early in their careers, this point deserves emphasis. Decisive intervention is not 'overreacting'. If anything, instructors tend to regret intervening too late far more often than intervening early.

LESSON 4: HUMAN FACTORS AND TRAINING JUDGEMENT

Instruction is a human factors task as much as it is a flying task. Students bring motivation and enthusiasm, but they also bring predictable beginner vulnerabilities:

- tense grip and coarse inputs
- fixation and tunnel focus
- startle response and delayed processing
- task saturation and freeze behaviour These are normal and expected in early training.

Instructors, regardless of experience, are still human too. They manage:

- aircraft control
- student supervision and interpretation
- circuit management and lookout
- constant anticipation of errors

All of these items must be handled while operating without power reserves, and often in time-critical phases. Low altitude exposes every human limitation at once.

Judgement is the instructor's core skill

Instructors make constant micro-decisions:

- Is the student relaxed or tight?
- Are they ahead of the glider or chasing it?
- Is this exercise consolidating success or inviting surprise?
- Is this the right moment to hand over – or the right moment to pause? Good judgement often looks like restraint:
- repeat consolidation rather than 'progress'
- end the flight on success rather than 'just one more try'
- delay low-level practice until skills are proven at height

For newer instructors, this restraint can feel uncomfortable. There is often a quiet internal pressure to demonstrate competence, to progress the student, to keep the flight moving and to get it done.

But training safety is not achieved by pushing the envelope. It is achieved by expanding it only when the student is ready.

A CULTURE THAT SUPPORTS INSTRUCTORS

A mature training culture is one that supports instructors as well as students. That support includes:

- mentoring for newly qualified instructors
- shared briefings on local hazards and what catches people out
- encouragement to debrief honestly, without embarrassment
- clear standards from CFIs about handover height and intervention expectations
- consistent messaging that safety comes before progression

New instructors do not become good by being left alone. They become good by being supported.

THE TAKEAWAY

Fatal training accidents are rarely caused by negligence. More often, they reflect an accumulation of small, understandable decisions where the margin quietly disappears – particularly when close to the ground.

Gliding instruction is an act of stewardship. We pass on not only technique but also habits and discipline that shape how pilots fly for decades.

The most valuable lessons we teach are not manoeuvres. They are:

- patience and timing
- early recognition and early correction
- energy and margin protection
- calm control under workload
- respect for low-level reality

Good instruction is not measured by how quickly a student is pushed forward, but by how safely and confidently they progress.

We honour those lost by absorbing these lessons – and strengthening our standards – one flight, one student and one disciplined decision at a time.

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.

This article is provided as an educational resource for the gliding community.

INSTRUCTOR TAKE-HOME CHECKLIST 5 RULES

1) Training Risk: Low Level, High Workload, No Second Chances

Protect the margin - don't hand over control unless you have enough height, time and recovery space.

2) Low level = instructor primacy

Below an agreed height: you fly unless competence is proven and repeatable.

3) Surprise = Aviate, Commit, Land

If something unexpected happens: fly the aircraft first, choose the safest option early, and land ahead if low.

4) Turnback is a known trap

Treat the low-level turnback impulse as hazardous – avoid unless clearly safe and trained.

5) Intervene early, not late

If doubt exists about speed, attitude or trajectory: TAKE CONTROL and stabilise.

ADS-B REBATE PROGRAM

BY KEVIN WILSON

FLARM SYSTEMS WITH ADS-B IN ARE ELIGIBLE

Did you know that installing a FLARM system with **ADS-B IN** is eligible for the ADS-B rebate of up to 50% of the project cost, excluding GST, under the Round 2 criteria?

This article describes how members at a GAus club in Western Australia have made successful ADS-B rebate claims for FLARM with ADS-B IN, including a $5,000 rebate for a LX9070 system.

"The objective of the Program is to incentivise voluntary uptake of ADS-B equipment in Australian-registered aircraft operating under Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) to improve safety and efficiency for Australian airspace users."

Source – Program Guide

In December 2024, my club, Beverley Soaring Society in WA, was looking to replace the classic FlarmMouse devices in four of our club owned gliders.

At that time, I was assisting with the Western Australia Gliding Association (WAGA) and WAGA SkyView Display development programme. [*Topics of planned future GAus magazine articles.]* This initiative aimed to produce a low-cost, genuine PowerFLARM solution that would encourage cost-conscious glider owners in WA to install a FLARM system so as to achieve the WAGA goal of equipping 100% of gliders and tugs with FLARM. We were exploring all possible ways to reduce the cost of FLARM systems to our members, with a target of under $1,000 per installed unit.

When reading through the Rebate Round 2 criteria, I noticed that the wording had changed since the first round. Round 2 states that eligible equipment now includes:

"... on or after 1 June 2024 – for a device which provides ADS-B-IN functionality or a device which provides ADS-B-IN and OUT functionality."

As there are numerous FLARM devices that have integrated ADS-B IN, I wondered if it could really be the case that a FLARM device with ADS-B IN is eligible for the rebate.

Also I saw the requirement in the Program Guidelines that the equipment must be installed by an Approved Installer, defined as "a Licensed Aircraft Maintenance Engineer (LAME) or another installer CASA considers to be qualified". Would a GAus Annual Inspector be acceptable?

I posted on the GAus forum in December 2024 asking if anybody had made a successful rebate claim for FLARM with ADS-B IN. I was surprised when I got no response, since Round 2 had been open since May 2024. Did this mean that these devices were not eligible, or simply that no one had yet claimed? Or had no claimant read the GFA Forum?

I contacted GFA to see if they knew whether a FLARM device with ADS-B IN was eligible and if an Annual Inspector is considered qualified by CASA. I spoke with Doug Flockhart (GAus CEO), who advised that CASA had not discussed the Round 2 criteria changes with Gaus, so GAus did not know. He took on the task of following up with CASA. Subsequent feedback was that we would have to make a rebate application to test for eligibility.

In WA during early 2025, we pressed ahead with the WAGA FLARM development and included integrated ADS-B IN as a cost-effective and safety-positive addition. We thought the WAGA FLARM would satisfy the ADS-B rebate criteria, but this was not certain at that point.

Then, in July 2025, a club member installed his WAGA FLARM with SkyView Display and submitted an ASD-B rebate claim, in which he used his GAus Annual Inspector qualification for the installation certification.

The rebate scheme administration team at Business Gov.au was very efficient but not technical. It seemed there was no precedent of FLARM devices with ADS-B IN having been claimed or approved. They responded asking for more information about PowerFlarm with ADS-B IN and also the WAGA product brand. We provided the required information. After 6 weeks – probably delayed due to the admin team seeking eligibility clarification from CASA – the club member was advised that his rebate application had been accepted!

By then I was ready to submit claims for our four club gliders in which we had installed WAGA FLARMs and utilised existing LX S100 displays. I found the application process to be relatively simple, requiring filling in an online form and attaching a photocopy of the aircraft's Certificate of Registration and a completed installer's certification form.

The only query I received back related to the $50 unit cost of the WAGA SkyView display that was shown on the WAGA invoice template, but not claimed for these gliders. They asked if we had made an error because they had received other claims where the SkyView cost was $6,000. We explained the WAGA SkyView is a different device to Dynon HDX SkyView!

Within a few weeks, I had confirmation of acceptance of our rebate application and a month later we received the payment to our bank. So, we have successfully updated four of our club gliders with a PowerFlarm (with ADS-B IN) for a cost after ADS-B rebate of approximately $500 per glider.

Encouraged by the Club's rebate claim success, another member submitted a claim for an expensive LX9070 (with integrated ADS-B IN) system that he had recently installed. He has now received payment of the maximum allowable $5,000 rebate.

It is possible, indeed likely, that other members of GAus have made successful rebate claims for FLARM with integrated ADS-B IN prior to my club's claims, but I find it surprising that there has been little publicity or chatter about this wonderful opportunity.

We have now concluded that it has been proven that FLARM with integrated ADS-B IN is eligible for the ADS-B Round 2 rebate and can be certified (for a glider) by an GAus Annual Inspector. Since the rebate is for the project cost, then it seems that if a display needs to be added to show the ADS-B IN traffic, or if the project is a navigation system upgrade that adds FLARM with ADS-B IN, then you can apply.

If you have upgraded your avionics since May 2024 and gained ADS-B IN capability then you can apply for the rebate. If you are thinking about upgrading your avionics with ADS-B IN, there has possibly never been a better time than now. The scheme ends 31 May 2027 or earlier if the funding is fully allocated.

Full details of the ADS-B Rebate scheme and how to apply are at tinyurl.com/ADSBgliding

WOMEN'S RACING WEEK

BY MELYSHA TURNBULL

In the first week of December, 12 women flew in the inaugural Women's Race Week at Narromine.

Race Week was open to women who had completed a 300km cross-country flight. From intermediate pilots to world championship pilots, the event was a mixture of mentoring and race practice. I have half a mind to avoid the word 'race' as some find it off-putting, but hopefully this article will show that it was about flying tasks with friends. Sophie Curio and Jenny Thompson set Distance Handicap Tasks (DHT), the new format for the NSW State Championships, each day. The lower performance gliders launched first, ahead of the ASG29s and Ventus 2a at the back.

WINDY START

On the Practice Day, we had 20kt wind on the ground, while winds over 60kt were blowing up high. Sophie had time to explore into sheer wave in her LS4. She sat above the clouds at 17,000ft with a 62kt headwind, getting chilly while she waited for me on a lead and follow. Meanwhile Jenny in dark mode, below the clouds, swept past us, setting the record straight that this week would be an exhibition of her speed, punctuated by absolute silence over the radio.

The following day was a no-fly day due to the wind and clouds. Ailsa McMillan entertained us with seminars about flying in gaggles, competition and so on. I learned about the jellyfish and sharks. The jellyfish are the slow racers out front that indicate the thermals to the sharks, who hunt them down and pass them.

I took an interest in airworthiness (for the first time) - in particular, taking apart, cleaning, greasing and reassembling the undercarriage of Narromine's Discus B to make it easier to retract with my feminine biceps.

The first day saw more gliders rigged and taking to the sky in still windy and blue conditions. In fact, the rest of the week was blue. Leonie Furze made a standout Club Class performance flying her Discus B down to Forbes. The next day saw us doing a cat's cradle out to Nyngan, back to Warren, down to Albert Silo and home.

As on most days, I started first. I felt the flock press down on me just south of Nevertire on the way to Albert Silo as five of us shared a thermal. I think lots of pilots enjoyed this task as they started to feel match fit. Daniela Helbig cracked the 100kph mark – and didn't look back for the rest of the week, leading into a successful first solo competition at the NSW State Championships.

The third day saw us heading up towards the outskirts of the dreaded Macquarie Marshes at Buckinguy Homestead. Ask Beryl about the wild boars that will leave just your boots, the 40C-plus heat and the empty homesteads for a scary story to replay in your mind as you overfly.

I enjoyed myself immensely on this task, as the early start was fortuitous. I was finding an 8kt lift in the blue all alone, about 80km from the start while listening to the sharks chatter about struggling in weak lift back at Narromine. I was caught at Nevertire, but this time we were on our way home to Narromine. Ailsa and Sophie helped me core their final climb and headed on final glide. I took one more thermal...

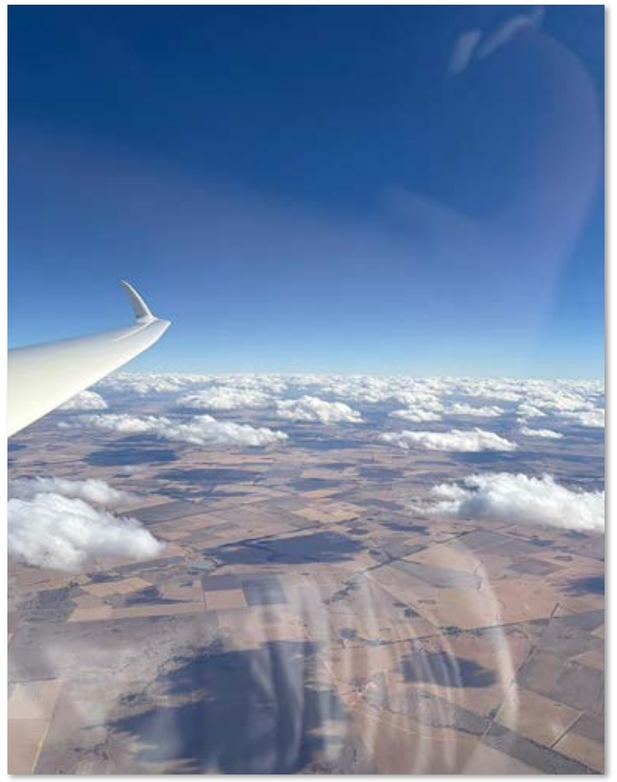
Katie and Allan Barnes also attended the event. Allan generously provided coaching flights to Dominique Brassier, Julie Lentle and Katie. Dominique was especially delighted and put lessons learned into all subsequent flights, reaching goals of increasing difficulty she set herself for each flight using the WeGlide scoring system.

OFF TO NSW CHAMPIONSHIPS

On the last day, Kerrie Claffey, Jo Davis and Leonie Furze flew their gliders to Temora for the NSW State Champs. The radio chatter of the party heading south was very entertaining as Leonie made two low saves over airfields, after which Kerrie schooled her on height bands over the radio. We later found out Jo thought it better to stay silent and not admit she was at 1,6000ft. I flew with water for the first time and headed off to another outpost on the outskirts of the Macquarie Marshes. The women logged nearly 12,000km over the week.

A huge thank you to Jenny Thompson for spearheading this event. Thank you to Sophie Curio for all the mentorship, lead and follows, weather briefings and task setting. Thank you to Allan Barnes for the coaching flights. Thank you to Beryl and Arnie for hosting us at Narromine. Thanks also to Gliding Australia for providing support to enable the event to go ahead, and to NSW Gliding for supporting the NSW women.

We hope more women join us next year and from further parts of the country. In the meantime, we would also love to hold a Silver Badge camp for women starting out on their cross-country journey. Please reach out to female pilots in your club who are on the cusp of cross-country glory, ensuring we have enough numbers to host a Silver Badge week in the future.



LEFT BOTTOM: Practising gaggle flying.

ABOVE: Sophie Curio climbed in wave above the cumulus.

BELOW: Melysha, Sophie, Leonie, and Lou relaxing after a day of flying.

MULTICLASS NATIONALS RETURN TO LEETON

BY LUMPY PATERSON
PHOTOS BY GARY BRASHER
AND SEAN YOUNG

The Multiclass Nationals were held at Leeton NSW in January. There were 44 entries in 18M, Open and combined 15M-Standard classes, making Leeton the best attended Nationals for some time.

The weather conditions were excellent, resulting in some very fast race days. The following story is from the new 18M Champion Lumpy Paterson with additions from the blogs of some of the other pilots.

Leeton is based in a region with soaring conditions that are among the best in Australia. However, it was back in 1985 when the last Multi Class Nationals was held in this location. JoeyGlide also held two National events there in 2005 and 2006, and in the last seven years it hosted the SkyRace event with great success. The weather has been very favourable and, along with Leeton's facilities and town infrastructure, it's well suited to host events of this size comfortably.

It was great to see such a large field for this Multi Class competition. Only the 15M class needed to be mixed in with the Standard gliders to be able to validate the class. I'm sure that the new DHT (Distance Handicap Task) assisted in boosting numbers in Standard and Open Class, with a wide variety of sailplanes entered in each class. Open Class didn't have two of the same model entered, and it was great to see those big wings out there engaged in some competitive racing.

Standard Class also had scope in their field rather than just LS8s, which were very well represented as always. There were also two Standard Cirrus, a Salto, LS4, ASW24 and AS34 mixing up the group. Seeing these gliders lined up at a Multi Class Nationals again was refreshing.

FROM ACROSS THE NULLARBOUR

The commitment from the Western Australian team was awesome. Nine pilots and crews made the journey across the paddock to play at Leeton. Top job, team WA! A special mention must go to Ash and Sam Boyle for making the trip with their big Open Jantar 2B, bringing the kids along for a memorable holiday – I think that's what they called it.

It's always great to see Ash – he drives the Jantar like he stole it. It was encouraging to see the kids joining in on the action as well, assisting greatly on the flight line with ropes, wings and things even in the 40°C heat. Adam Woolley's Ventus 3 also had some special treatment from the kids, getting a daily dust-off just prior to launch.

The season may have started a little cooler in the south but summer was well and truly at Leeton during this competition. The practice days provided some good conditions, allowing pilots to get their bearings and an understanding of the lay of the land. The town of Griffith is out to the west and has well irrigated farmland, which is not great for thermals, but just to the north and east of Leeton lie good hilly, rocky outcrops, which in contrast provide awesome triggers to get things going.

18M Class had 20 entries this year, which was just magic. This class has the least variance in glider performance, which ensures some great racing knowing that all the tasks are very similar, even with DHT.

LONG RACING TASKS

Straight out of the gate on Day One, we had a 658km racing task in 18M Class – now *that's* starting a comp – which made full use of the day with gliders finishing around 7pm. The conditions saw 10,000ft reached during the task and included softer spots that needed to be navigated as we flew from the CUs out into the blue. Everyone made it around, bar one pilot who fell just 12km short of the line.

1. Norm Bloch 147.13kph JS3
2. Ray Stewart 146.57kph JS3
3. Greg Beecroft 144.00kph ASG29

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ABOVE: 18M Champion Lumpy Paterson in his JS3 at Leeton.

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TOP LEFT and BELOW: Matthew Scutter took 1st place in 15M-Standard Class.

ABOVE: Contest Director Greg Schmidt

BELOW: Brad Edwards and Uli Schwenk from Germany, on the flightline discussing the peculiarities of Australian weather.

DISTANCE HANDICAP TASKING

This competition was the first national contest to use Distance Handicapped Tasking (DHT). DHT is a tasking system that allows gliders of different performance to compete fairly by adjusting task distances based on glider handicaps. This means that lower performance gliders fly a modified racing task with shorter distances compared to higher performance gliders.

You can learn more about DHT at help.dhtask.com

MATTHEW SCUTTER

Finished 625 points clear overall of my next competitors today with a 260km task at 163kph!

An incredible sky meant I was able to do the task with only 7,000ft of climbing, average LD 68:1 at 105kts. A little hard to join the dots but one of my best ever final glides. Thank you to the organisers, fellow competitors and crew who made it possible. Leeton is a nice site (just a bit dusty!).

Day Two was cancelled due to the very strong wind and high temperatures. These conditions made it problematic, needing a high trigger temperature to break the inversion, and with a total fire ban in place.

Day Three was in complete contrast to the previous day. High cloud prevented good heating reaching the ground, and a cooler southerly breeze produced one of those 'character building flights'. Only seven of the 20 pilots were able to complete the task and this changed some priorities for the field. The winning speed around this 264km task was a blistering 83kph!

Pilots displayed good airmanship in these trying conditions, while maintaining separation and choosing suitable and safe places to land out. We spent most of the day bouncing off the ground with maximum heights of around 4,000ft agl and quite often down to 1,100ft. It was tricky to find climbs that kept you airborne, but didn't let you drift too far downwind in the process, which would take you further from home. Greg has a reputation for excelling in these kinds of conditions, and today was no exception.

1. Greg Beecroft 83.10 kph ASG29
2. Norm Bloch 81.06 kph JS3
3. Geoff Brown 77.12 kph JS1

Day Four was cancelled due the weather, so some sightseeing, wine tasting and chilling out took place, soaking up the Leeton hospitality.

A FEW GEAR CHANGES

Day Five saw the 18M Class heading out on a 523km task with forecast heights of 8,000ft with good strong climbs and this turned out to be the case. Again, keeping the momentum up required a few gear changes during the flight as the CU thinned out in places. The first half of the task was quite fast under some nice CU but the second half was a bit slower out in the blue. However, it was good racing with only ten minutes separating the top nine finishes.

1. Ray Stewart 143.69kph JS3
2. Greg Beecroft 140.80 kph ASG29
3. Norm Bloch 142.07 kph JS3

Day Six brought another big task, set with 622km of racing. We started off heading east into the trough line with heights of around 7,000 to 8,000ft under mostly good CU, but you needed to be rather selective to get the best climbs, as some were only producing average thermals. It was plain to see that pilots had their own ideas of what was working the best as the routes were quite varied. However, all came together again at the turn points.

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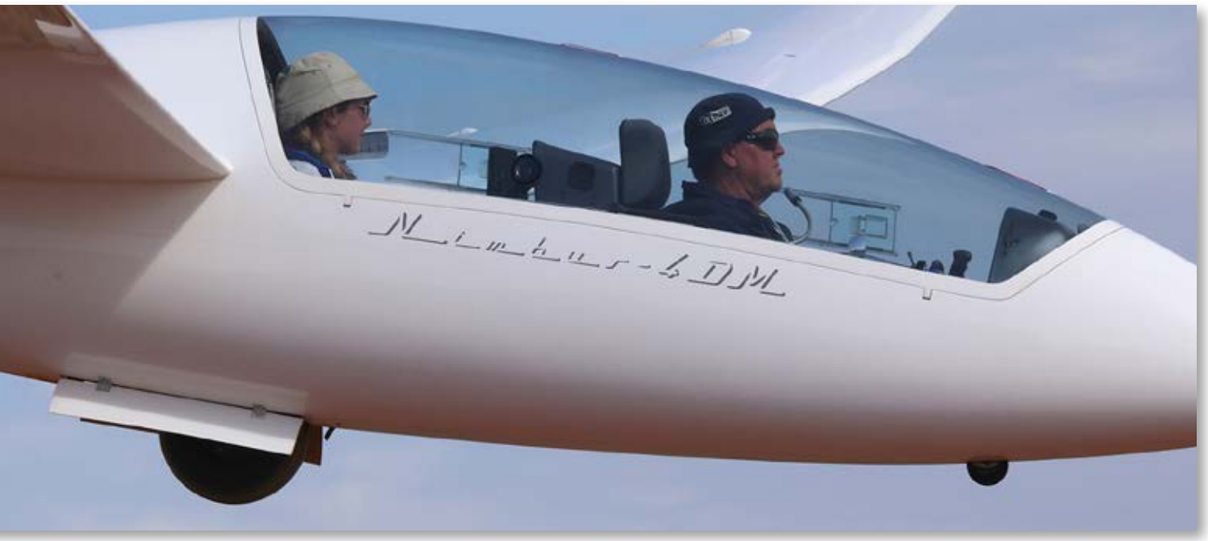

ABOVE: Andrew Georgeson and Anoushka de Chelard won Open Class.

TOP RIGHT: Scott Lennon flying his LS8. Scott came 2nd in15M-Standard Class.

BOTTOM RIGHT: Tobias Geiger who came 3rd in 15M-Standard Class with Adam Wooley who came 3rd in 18M Class.

As we turned onto the fourth leg, things got rather interesting as the sky blued out on track, but about 20 to 25km east of track, the CU were still working and looking good. The field seemed to split here, as many deviated back to the clouds and a few of us, me included, stayed direct on track. Then we all met up at the second last turn point - the run under the CU was faster but the advantage evened out, having travelled further.

The last 100km run home for most of the fleet was a real hoot. The last turn point lined up perfectly with a nice convergence line running all the way to the control point and most ended up flying the last leg very fast, in some cases leaving the last thermal well below final glide and making up the height on the run home. I left my last climb needing around 2,500ft on a 4kt ring setting, and within 30km I was 800ft above!

1. **Norm Bloch 148.91 kph JS3**
2. **Greg Beecroft 144.65 kph ASG29**
3. **Matthew Atkinson 144.83 kph JS3**

STITCHING THE ENERGY LINES

Day Seven looked rather exciting on the forecast and the task setters set another good task utilising the best weather with five turn points over 503km. There was a possible cooler change moving in from the southwest later in the day, which was going to cut off convection considerably. However, if we timed it correctly, there could be a very nice convergence line running back north towards the control point.

I had a great flight stitching the energy lines together fairly well. I spent most of the day on my own until reaching the last turn point, where I hooked up with Karsten Bojesen and Geoff Brown and we all ran the line to the control point in company.

1. **Lumpy Paterson 168.70kph JS3**
2. **Bruce Taylor 168.42 kph JS3**
3. **Ray Stewart 167.07kph JS3**

A LITTLE PLAYING AROUND

Day Eight featured another great racing task of over 624kms and the use of five turn points running mostly up to the north and then west to maximise the time under the fluffy white stuff.

There was a little playing around prestart today as Matthew Scutter indicated in his weather briefing that wave could be possible today. It was quite hard work to make the transition into wave from the thermals and it was very weak until you could get established into it. I found a nice little spot on my own and managed to climb up to 15,500ft in about 3kts. Normally when we get wave, it's downwind of the start line, and then you need to push into the 40kt headwind that allowed you to climb in the wave in the first instance.

This time my first turn point was downwind – YAY! This made for a very fast first leg, and having started very near last in our group, I was able to mix in with the group mid-field, halfway down the second leg. I managed 239 kph to the first turn, but not long after that I needed to descend, as I was unable to go over the CUs. I had to burn 2,000ft of height to remain clear and get underneath them to play in our normal environment.

The task was cleverly set to keep us under CU for 90% of the flight, but there was a sting in the tail on the way home when a very strong southerly arrived at Leeton about 20 minutes before we turned the final turn point. This found a number of pilots scrambling to find some height again to make it home. We all left with surplus height, 2,000ft above final glide and every bit of it was used up to sneak over the fence.

Norm had a good run all day, only to use his jet 5km from home. Unfortunately for him, he was the first to experience the conditions, getting caught in this breeze even with a good margin. It was a tough call, but made with all the experience of a Q747 Captain, and the risk wasn't worth it. Safety over points – well done, mate!

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ADAM WOOLLEY

Absolutely epic day, probably a record 1,000km day in any class today! I had an 8kt average over 500km and averaged 163 kph, no mistakes, no 6kt top ups, all cruising, for sure. I didn't win, I don't think I can pedal this glider faster in such conditions. I started 20 minutes earlier than I planned. There were 8kt climbs to 9,000ft already and a great energy line to the first turn. My first climb was a 10kter, the second was 10 too! The day just kept rolling like that. 8kts was the top up safety climb when I was approaching 6,000ft, unbelievable.

MAX SCUTCHINGS

Today's lesson was about mindset. I had a really slow start, and didn't find a climb for the first 20 minutes, which put me 30+km behind the people I started with. There was a lot of moisture in the sky and I found it hard to pick the reliable CUs. I put the first part of the flight behind me and started fresh, picking good lines and finding strong climbs, and caught back up as much as I could. I got better at final glides as well.

I left my last thermal 1,200ft under on a 4kt MacCready setting. I managed my energy and flew above 90kts all the way in. It's all learning and practice for Joeyglide, and I'm having a lot of fun flying alongside some amazing pilots.

1. **Brad Edwards 153.49kph JS3**
2. **Richard Frawley 624.85kph JS3**
3. **Lumpy Paterson 146.85kph JS3**

Day Nine had a forecast of thunderstorms and over development starting early in the afternoon. A 351km speed task was set for the last day. We also had gate open and gate closed times for the first time, with a 30-minute window in which to start. It was going to be a sprint today, and I felt a little pressure as I was on top of the leader board - but only just. Ray Stewart was only 18 points behind and flying consistently well - 'nervous much'.

JUST FLY YOUR BEST FLIGHT

My plan was to just fly the best flight I could do, minimise the risk and have fun.This advice came from Tobi Geiger. The flight went very well and I was able to pick some good lines along the tracks towards the turn points without the need to stop and climb too much. I knew Ray had started behind me and I figured as long as he didn't pop up on my FLARM I was staying far enough in front.

I was also very conscious when flying against the calibre of pilots we have in 18M Class, not to get tunnel vision and that I needed a good performance regardless. I found a good climb about 85km from home, which lined me up nicely with a good-looking energy line for two thirds the way home, which worked very nicely all the way to the control point.

1. **Lumpy Paterson 158.41kph JS3**
2. **Brad Edwards 153.60kph JS3**
3. **Peter Temple 152.02kph JS3**

I appreciate that it's a contentious topic, but it was so good seeing competition finishes in use again for the first time in years. These were not compulsory, and pilots had the choice to finish at higher altitudes if they wished. There is something about seeing gliders coming through the finish line dumping water while Gary Brasher captured some ripper quality photos with his big camera.

TOP LEFT: Max Scutchings flying an LS4 in 15M-Standard Class. He went on to win JoeyGlide in Benalla.

BELOW LEFT: Ryan Driscoll and Ashley Boyle

ABOVE: View from Lumpy's cockpit in wave above the clouds.

RIGHT: Souie Imam flew one of two Standard Cirrus in 15M-Standard class.

BELOW RIGHT: From Western Australia, Ben Terrel with brother-in-law and crew Geoff.

MASSIVE THANKS

A massive thank you must go to the organisers of this event, which ran very well in what could be considered challenging conditions! Awesome work Nick Gilbert, Charlie I'Anson, Greg Schmidt, Aaron Stroop, Tom Gilbert, Scott Lennon, Neil Campbell (remote scorer) and Barry Kirkup from the Leeton Aviators group. Based on previous years' attendance numbers, the competition organisers team wasn't oversubscribed. However, even with the large number of entrants, the team worked extra hard to ensure all ran to plan.

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Getting tow planes for such a big entry list was certainly a challenge given the current Pawnee situation. Brad and Edwards Aviation supplied a C 82 all the way from Armidale, with Bill Bartlett and his ever reliable C180, Temora Gliding Club with their big Pawnee and Tocumwal Soaring Centre who supplied Isabella, the yellow Callair. While tugs are one part, tug operators are the other critical part of that equation. Bill Bartlett, Allie Swart, Charlie and Neil Dunn (from Kingaroy) - thank you for getting us all up in the air and to a much cooler place every day.

Thank you and congratulations to all pilots for the support, great racing and achieving some personal bests during the event. There were many pilots attending their first ever Nationals, a couple of Juniors, and pilots flying older gliders, and the airmanship and camaraderie displayed were excellent.

GA

ABOVE: Greg Beecroft

LEFT: Many pilots and crews from Western Australia travelled to Leeton for the championships.

TOP LEFT: Matthew Scutter, 15m-Standard Class Champion, also won the Speed Trophy for a speed of 162.93 kph.

ABOVE: Scott Lemon, the Standard Class Champion, took 2nd place in the combined 15M-Standard Class.

BELOW: The Best Performance by a Novice Pilot, Josh Geerlings

TOP RIGHT: 18M CLass Champion Lumpy Paterson

ABOVE RIGHT: Open Class Champions Andrew Georgeson and Anoushka de Chelard

MULTICLASS NATIONALS
LEETON

8 - 16 JANUARY 2026

18M CLASS

1 LUMPY PATERSON	TOCUMWAL SC	JS3-JET	6,102
2 RAY STEWART	KINGAROY SC	JS3-JET	5,978
3 ADAM WOOLLEY	KINGAROY SC	VENTUS 3TS	5,878
4 GEOFF BROWN	TEMORA GC	JS-1C	5,726
5 NORM BLOCH	BEVERLEY SSS	JS3-JET	5,595

15M- STANDARD

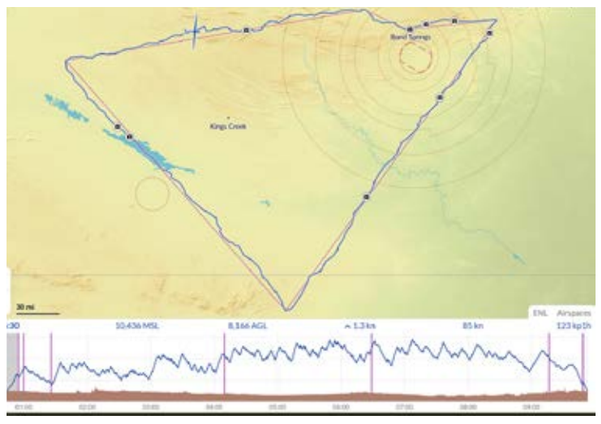
1 MATTHEW SCUTTER	KINGAROY SC	DIANA 2 FES	5,920
2 SCOTT LENNON	TEMORA GC	LS8	5,296
3 TOBIAS GEIGER	GCV	VENTUS 2AX	5,133
4 ALLAN BARNES	LKSC	LS8	5,089
5 PETER TROTTER	KINGAROY SC	LS8	4,889

OPEN CLASS

1 GEORGESON & DE CHELARD GCV	KINGAROY	NIMBUS 4DM	6,167
2 RYAN DRISCOLL	GCV	NIMBUS 3T	6,060
3 JOSHUA GEERLINGS	NARROGIN GC	JS1-18M	5,941
4 PHILIP RITCHIE	ADELAIDE SC	QUINTUS M	5,878
5 ASHLEY BOYLE	NARROGIN GC	JANTAR 2B	5,699

Full results at soaringspot.com tinyurl.com/y64caker

NEW RECORDS - INGO RENNER CUP



INGO RENNER CUP

Australian pilots who post their flights on **weglide.org** are automatically scored for the Ingo Renner Cup. The annual 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. So far, 464 Australian GAus members have posted flights, showing that our sport has a large, enthusiastic community of sporting pilots.

The summer soaring season is far from over. But as we go to press, there have been many fast, long distance flights. New records have been set and numerous personal bests flown.

The following pages show the results so far, with details of the pilots' flights.

See the full list in all categories at
tinyurl.com/ingorenner26

JANSEN - ANDERSON - MURPHY

In early December, David Jansen moved his ASG32 from Kingaroy in Queensland to Bond Springs NT, the home of Alice Springs Gliding Club.

First, David and Josiah Murphy set a new 750km out-and-return speed record of 161.06 kph in 20m Two-Seater Class on 6 December.

Then, on 12 December, David and fellow pilot Grant Anderson set a series of new speed records in both 20m and Open Classes. The 845km flight included a 750km speed triangle at 164.93 kph.

Several days later on 18 December, David and Grant flew 1,355km from Bond Springs to Coober Peedy setting out-and-return, speed out and return and three point turn distance records. [*See these and other December flights listed on the opposite page.*]

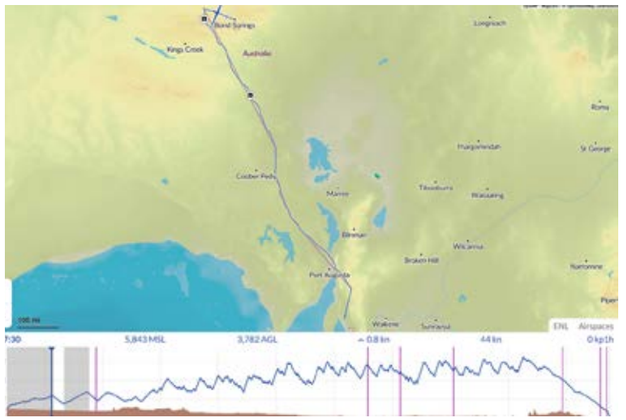
Continuing into 2026, on 8 January the pair flew 1275km with an FAI Triangle distance of 1250km at 143 kph.

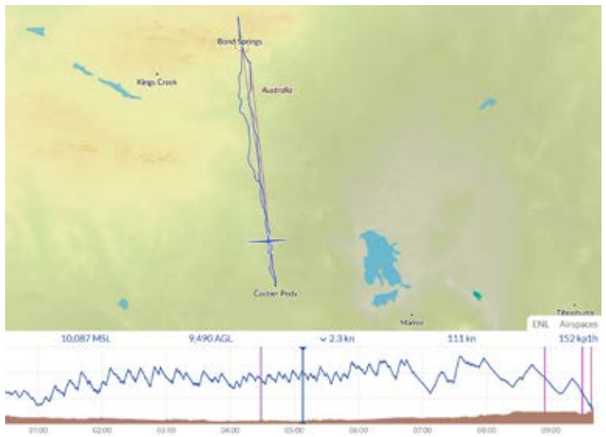
On 24 January, David and Grant made another record flight (unconfirmed at time of going to press) flying a Straight Distance to Goal of 1, 266km. The total distance flown was an astonishing 1,424km from Bond Springs to Balaklava in South Australia.

These remarkable flights have put David firmly at the overall top of the Ingo Renner Cup. He is also top of the Double Seater Class.

You can see all of David's flights at
weglide.org/user/2381

ABOVE: David Jansen and Grant Anderson flew 1,275km at 143 kph in an ASG 32 Mi on 8 January 2026 from Bond Springs NT. David is currently top of the league overall and in Two-Seater Class for the 2026 season.





ABOVE: On 18 December 2025, David Jansen and Grant Anderson flew 1,355km at 138 kph, achieving a 1,175 out-and-return distance to Bond Springs.

ABOVE RIGHT:
24 January 2026 David Jansen and Grant Anderson flew 1,424km from Bond Springs NT to Balaklava SA.

National Records (Flown in Australia) – Open Class

Free Distance D Jansen & G Anderson	24-Jan-2026	ASG32-Mi	1,354.93 km
Free Out and Return Distance D Jansen & G Anderson	18-Dec-2025	ASG32-Mi	1,175.15 km
Free Triangle Distance D Jansen & G Anderson	8-Jan-2026	ASG32-Mi	1,262.81 km
Straight Distance to a Goal D Jansen & G Anderson	24-Jan-2026	ASG32-Mi	1,266.06 km
Out and Return Distance D Jansen & G Anderson	18-Dec-2025	ASG32-Mi	1,171.12 km
Three Turn Point Distance D Jansen & G Anderson	24-Jan-2026	ASG32-Mi	1,395.58 km
Triangle Distance D Jansen & G Anderson	8-Jan-2026	ASG32-Mi	1,259.24 km
Speed Out & Return 1000km D Jansen & G Anderson	18-Dec-2025	ASG32-Mi	139.80 kph
Speed Triangular 750km D Jansen & G Anderson	12-Dec-2025	ASG32-Mi	164.93 kph
Speed Triangular 1250km D Jansen & G Anderson	8-Jan-2026	ASG32-Mi	141.78 kph

National Records (Flown in Australia) – 20m Two-Seater Class

Free Distance D Jansen & G Anderson	24-Jan-2026	ASG32-Mi	1,354.93 km
Free Out and Return Distance D Jansen & G Anderson	18-Dec-2025	ASG32-Mi	1,175.15 km
Free Three Turn Point Distance D Jansen & G Anderson	24-Jan-2026	ASG32-Mi	1,411.82 km
Free Triangle Distance D Jansen & G Anderson	8-Jan-2026	ASG32-Mi	1,262.81 km
Straight Distance to a Goal D Jansen & G Anderson	24-Jan-2026	ASG32-Mi	1,266.06 km
Out and Return Distance D Jansen & G Anderson	18-Dec-2025	ASG32-Mi	1,171.12 km
Three Turn Point Distance D Jansen & G Anderson	24-Jan-2026	ASG32-Mi	1,395.58 km
Triangle Distance D Jansen & G Anderson	8-Jan-2026	ASG32-Mi	1,259.24 km
Speed Out & Return 300km D Jansen & J Murphy	6-Dec-2025	ASG32-Mi	161.06 kph
Speed Out & Return 500km D Jansen & J Murphy	6-Dec-2025	ASG32-Mi	161.06 kph
Speed Out & Return 750km D Jansen & J Murphy	6-Dec-2025	ASG32-Mi	161.06 kph
Speed Out & Return 1000km D Jansen & G Anderson	18-Dec-2025	ASG32-Mi	139.80 kph
Speed Triangular 100km D Jansen & M Waddell	23-Jan-2026	ASG32-Mi	192.30 kph
Speed Triangular 200km D Jansen & G Anderson	12-Dec-2025	ASG32-Mi	164.93 kph
Speed Triangular 300km D Jansen & G Anderson	12-Dec-2025	ASG32-Mi	164.93 kph
Speed Triangular 500km D Jansen & G Anderson	12-Dec-2025	ASG32-Mi	164.93 kph
Speed Triangular 750km D Jansen & G Anderson	12-Dec-2025	ASG32-Mi	164.93 kph
Speed Triangular 1000km D Jansen & G Anderson	8-Jan-2026	ASG32-Mi	141.78 kph
Speed Triangular 1250km D Jansen & G Anderson	8-Jan-2026	SG32-Mi	141.78 kph

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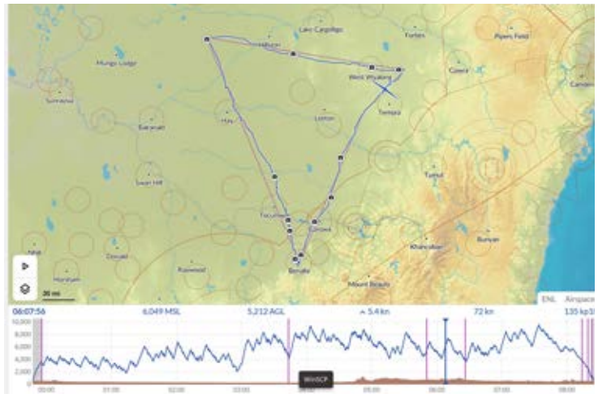
PHOTO Gary Brasher

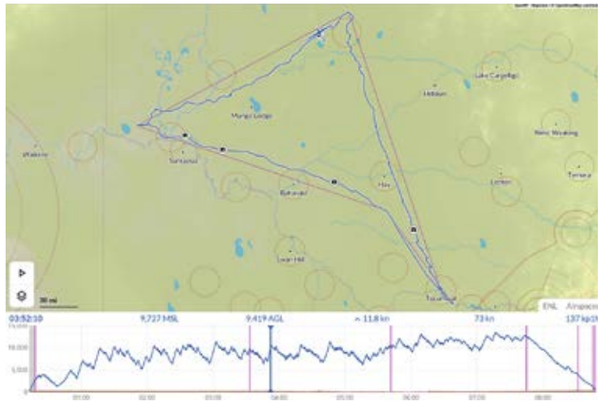


RYAN DRISCOLL

TRACE ABOVE

Ryan Driscoll is at the top of the table in Open Class. Ryan's top scoring flight was 1,036km at 122 kph on 12 December 2025. He completed a 1,002 FAI Triangle flying his Nimbus 3T 25.5m.

PHOTO Gary Brasher



LUMPY PATERSON

TRACE LEFT

Lumpy moved up one place to take 1st place in 18M aftter a 919km flight on 4 February. This flight replaced his 3rd best scoring flight

Matthew Atkinson in 2nd in 18m Class in his first season flyin a JS3 TJ 18M. His top flight was his first 1,000akm on Australia Day 26 January. He flew 1,039km at 135 kph out-and-return from Narromine to a point past Wilcania in far western NSW. Awaiting confirmation at time of going to press, Matthew hopes this flight will set a new 1,000km out-and-return record.

TOMAS SUCHANEK

Irrepressible Tomas Suchanek has had another amazing season flying mostly from Narromine. He is at the top of the 15m Class, with his best three flights all over 1,000km. Apart from flying at Narromine, Tomas also packed up his Ventus 2a and trailered down to Temora to take advantage of better forecast conditions there. You can see a video of him at tinyurl.com/Int-suchanek

His best scoring flight was 1,038km at 121 kph flying a 1,000km FAI triangle, setting a new Czech National record (awaiting confirmation) and possible Oceania record. This season, Tomas has flown six flights of 1,000km or over.

ALLAN BARNES

TRACE ABOVE

Allan Barnes leads Standard Class, flying his LS8. His best flight was on 20 December when he flew 1,056km at 113 kph from Lake Keepit. On this flight, he achieved his first 1,000km FAI Triangle flying out of Keepit. May he fly many more..

THE INGO RENNER CUP LEADERS 2026
TO 31 JANUARY 2026

OVER ALL

1 David Jansen	Kingaroy SC	ASG32 Mi	5,033
2 Tomas Suchanek	Narromine GC	Ventus 2a	4,385
3 Allan Barnes	Lake Keepit SC	LS8 - Arcus M	3,332

OPEN

1 Ryan Driscoll	GCV	Nimbus 3T 25.5m	3,314
2 Attila Bertok	Lake Keepit SC	Nimbus 3 25.5m	3,193
3 Gerrit Kurstjens	DDSC	EB 29	2,256

18M

1 Lumpy Paterson	Tocumwal SC	JS3 TJ	3,180
2 Matthew Atkinson	LKSC	JS3 TJ	3,169
3 John Jurotte	Bathurst SC	Ventus 3M	2,827

TWO SEATER

1 David Jansen	Kingaroy SC	ASG32 Mi	5,033
2 Jorgen Thomsen	Tocumwal SC	Arcus M	3,031
3 Ian Steventon	Hunter Valley GC	Arcus M/Duo Dis	2,189

15M

1 Tomas Suchanek	Narromine GC	Ventus 2a	4,385
2 Ethan Blunt	GCV	Speed Astir 2	2,855
3 Tobias Geiger	GCV	Ventus 2ax	2,672

STANDARD

1 Allan Barnes	Lake Keepit SC	LS8	3,259
2 Dominique Brassier	Bathurst SC	Discus b	2,685
3 Oliver Roberts	Tocumwal SC	LS4	2,497

Full results at weglide.org/ranking/au?season=2026

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JACK HART

TRACE RIGHT

Jack Hart has been havig a top performing season in his Pegase flying from Temora. Sitting at the top of Club Class, his top scoring flight was on 7 January. He flew 912km at 109 kph including a 760km Triangle. Great flying in a Pegase!

ETHAN BLUNT

TRACE BELOW RIGHT

Ethan Blunt leads the Junior table. He also took 2nd place at JoeyGlide, Benalla in January. Ethan's best flight was flown from Benalla on 9 February. He flew 799km at 101 kph with a 754km Triangle. This impressive flight also moved him up to 2nd place in 15M Class.

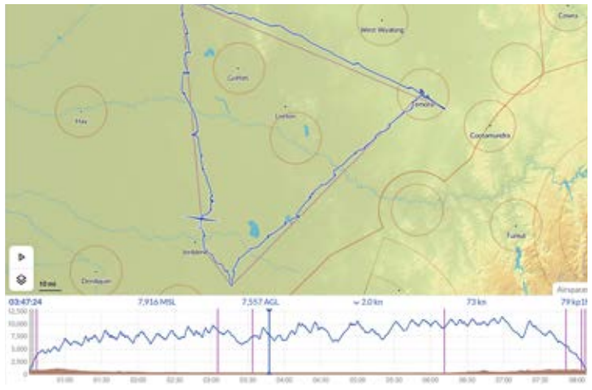
PHOTO Gary Brasher

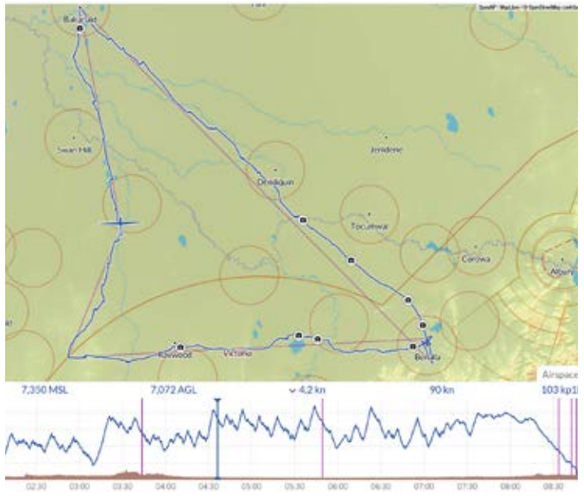
DOMINIQUE BRASSIER

TRACE RIGHT

Dominique (Betty) Brassier has been pushing her envelope all season with one personal best after another. She is top of the Women's Table and in 2nd place overall in Standard Class. Well done, Dominique!

Her top scoring flight was 640km at 85 kph in her Discus 2, flying from Temora on 15 January including a 568km Triangle.





THE INGO RENNER CUP LEADERS 2026
TO 31 JANUARY 2026

CLUB				
1	Jack Hart	Temora GC	Pegase	2,931
2	Bernie Sizer	Tocumwall SC	Pic 20	2,320
3	John Welsh	Beverley SC	Hornet	2,310
WOMEN				
1	Dominique Brassier	Bathurst SC	Discus b	2,685
2	Kerrie Claffey	Bathurst SC	ASG29 18m	2,183
3	Leonie Furze	Temora GC	Discus b	1,721
JUNIORS				
1	Ethan Blunt	GCV	Speed Astir 2	2,855
2	Leonard Freitag	Melbourne GC	Discus b	1,990
3	Max Scutchings	Adelaide SC	LS4	1,949

Full results at https://www.weglide.org/ranking/au?season=2026

GA

CONTINGENCY PLANNING VISUALISATION & SAFETY

Have you ever been airborne, knowing you should not be up there, wishing you were on the ground, knowing you have blundered into real danger?

My predecessor Professor Sidney Dekker is a wise and insightful man, a compelling communicator, writer and lecturer, with enormous commitment to improving safety.

He has helped our GAus team in recent investigations, with sage reminders about hindsight bias, evidence-based analysis, understanding interpolations of human plus operational and organisational factors in evolving situations.

How, and why, did this happen? What precursors were there? What drove the situation to unravel? Why were these decisions made?

Clarity in thinking about these questions is key to drawing the right conclusions and making recommendations to reduce the probability of recurrence and severity of outcomes. People, pilots and maintainers don't deliberately set out to come to harm. Yet sometimes the most well-intentioned, experienced, mindful, skilled, proficient people make errors and face dreadful circumstances, with tragic consequences.

We have to go beyond blame – storming "arrh, the pilot stuffed up!" and "I would never have done that!" – to different thought patterns such as, "What did we do to set up that failure?" What was missed, and why? To what extent did our organisation create those circumstances?

In this table, Professor Dekker has shown old and new views of human error:

Old View: Human error as the cause of failures	New view: Human error as the consequence of systems & organisations
Human error is the cause of most accidents.	Human error is a symptom of trouble deeper inside the system.
The engineered systems in which people work are made to be basically safe; their success is intrinsic. The chief threat to safety comes from the inherent unreliability of people.	Safety is not inherent in systems. The systems themselves are contradictions between multiple goals that people must pursue simultaneously. People have to create safety.
Progress in safety can be made by protecting these systems from unreliable humans through selection, procedures, automation, training and discipline.	Human error is systematically connected to features of people, tools, tasks and the operating environment. Progress in safety comes from understanding and influencing these connections.

He has also gone on to look at the characteristics of organisations that have serious accidents, and those that succeed in preventing them. There is much overlap! But the key preventive aspect is that some organisations and leaders actively promote and build positive safety capacities, and environments that create better defences and safety conversations.

WHEN THINGS GO WRONG...

When things go wrong and tragedy occurs, we instinctively resort to looking at processes and procedures, rules, compliance, supervision and oversight issues. We might look at training errors and training gaps, while checking regimes, logbooks and syllabi and training documents. It might help to review key operational and airworthiness documents that influence knowledge, skills, competence and proficiency.

Occasionally, links do exist between operations occurrences and airworthiness issues, resulting in consideration of maintenance changes, ADs, design changes or improvements, placards, warnings, latches and engineering changes.

Then there are safety education and awareness challenges, bulletins and communications, seminars and webinars, with well-intentioned yet sometimes incomplete feedback mechanisms.

Audit checklists might be modified, and new issues found to emphasise in club audits and safety reviews. We may conduct pilot flight reviews, or AMO audits, or other just-in-case inspecting approaches…

Believe me, much thought goes into considering the right layers of safety recommendations.

BUILDING PREVENTIVE CAPACITIES...

Building preventive capacities is more difficult, determining what exists at club and individual pilot or maintainer levels to reduce probability of recurrence when no-one else is looking over our shoulders.

We have a strong cultural affinity for promoting airmanship, judgement and discipline. Yes, so many positive conversations are heard on these topics – yet errors and omissions still occur. What's missing?

Some wise friends have reminded me about the value of clubs creating environments that help reduce errors. Examples are clean and well-lit hangars and maintenance working areas, less clutter, sterile launch points, sterile cockpits and fewer interruptions and distractions. Other ideas include open (no rank) participation in safety conversations in briefings and debriefings, safety pauses, rest periods for busy folks and better equipment.

Preventive capacities are improved when we have drummed-in contingency plans and responses.

WORST CASE CONTINGENCY PLANS AND RESPONSES

What-if scenarios can be considered and visualised – either pre-flight, in the clubhouse or later in an armchair. Let's look at the winch launching example. Dropped wing on ground roll – release immediately! Low level rope break – pull release twice, lower nose to flying attitude, land ahead if safe.

Our stall and spin recovery actions are drummed into our training and AFR/BFR checks, and should be automatic measures – reduce Angle of Attack (AoA), recognise symptoms, recover.

Outlanding into a cropped paddock causing groundloop – forward stick, keep tail off ground to minimise rotation stresses.

Canopy open on launch? Aviate, concentrate on flying, not canopy closure, land ahead if safe, manage energy and extra drag, then navigate and communicate.

Smell insulation burning inflight? Radio call PAN PAN if able, master off, open vents, return and land. If worsening smoke then consider canopy jettison. If even worse, consider bale out.

Bale out scenarios - have you rehearsed how you might exit the cockpit? Have you rehearsed parachute activation procedure?

CLUB LEVEL CONTINGENCY PLANS AND RESPONSES

Each club and major competition event is required to have Emergency Response Plans. Emergency contact lists are important and necessary, but what about other preventive contingency plans? We might argue that flood or bushfire contingency plans are more likely to be necessary. Severe weather events might require recall or diversion/alternate procedures.

HANGAR FIRES? CLUBHOUSE FIRES? GROUND VEHICLE FIRES? WHAT ABOUT OTHER SCENARIOS?

Are the non-manoeuvring areas around your aerodrome expanding due to urban incursion or developments, trees or new hazards? Or are new operators mixing it in your circuit areas? How does that affect safe launch and circuit patterns?

NEW TOWPLANES OR WINCHES MAY REQUIRE CHANGES IN SOPS

New longer wingspan gliders inevitably bring training and conversion implications, but what else could go wrong? You may require new taxiway markers and obstacle clearance measures, with better towing equipment.

So your club has changed a bunch of batteries. Are new charging stations called for? Are chargers being used on the wrong batteries? What about fire prevention and safety, or dropped batteries?

SCENARIOS AND VISUALISATION

The Training Principles and Techniques (TPT) Manual – accessible in Documents-Training-Instructor training – highlights the Kolb model of adult experiential learning, which also applies in a safety context:

Note that these learning approaches can apply to individual pilots and maintainers, members, clubs and all groups and organisations. Visualising the credible new risks we face, or what could happen to us by noting unfortunate occurrences elsewhere, can and should inform our contingency plans and response options.

Style	Learn By	Safety Context
Experience	Doing	Actual experience in operation Cause & effect Actions & Outcomes Hands on School of Hard Knocks
Reflection	Reflective Observation & Recall	Reflection & scenario replay review What went wrong? How do we fix it? How do we prevent it?
Concepts (Theory)	Theory & Conceptualisation	Analysis of events & occurrences Root cause and cascade risks Evidence and science Constraints
Practice & Visualisation	Visualisation, Rehearsal & Assimilation	Scenario defined & rehearsed Contingency plans and responses tried. How effective were they? What should we do differently next time?

Hubris is a risk driver. "It will never happen to me" or "we would never do that" are hazardous attitudes. The same applies at organisational levels! "We have great procedures…"

FULL CIRCLE...

And so we come full circle.

We are all fallible. We can all make mistakes. I once flew a towplane on a day when I shouldn't have. It was bonkers. Violent turbulence. Yes, I got away with it but was so close to coming unstuck. Personal judgement errors were primary causes. Then delays, worsening conditions and then I missed a bunch of warning signs. We looked past the pressures and expectations of other people, organisational issues and precedents. We bypassed obvious and foreseeable risks. We boiled the frog! We could have damaged people and aircraft…

Still airborne, I had to do some contingency planning for if or when the approach went wrong – and it did, requiring two go-arounds and modified circuits in rapidly worsening conditions. On the third one I got down okay, but was prepared to go around again. Oh boy, that was scary as!

I replay that flight over, when the instant I was airborne, I knew it was wrong. I visualise what could have gone wrong, nearly did, and what I should do differently in future.

BOTH FEET ON THE GROUND

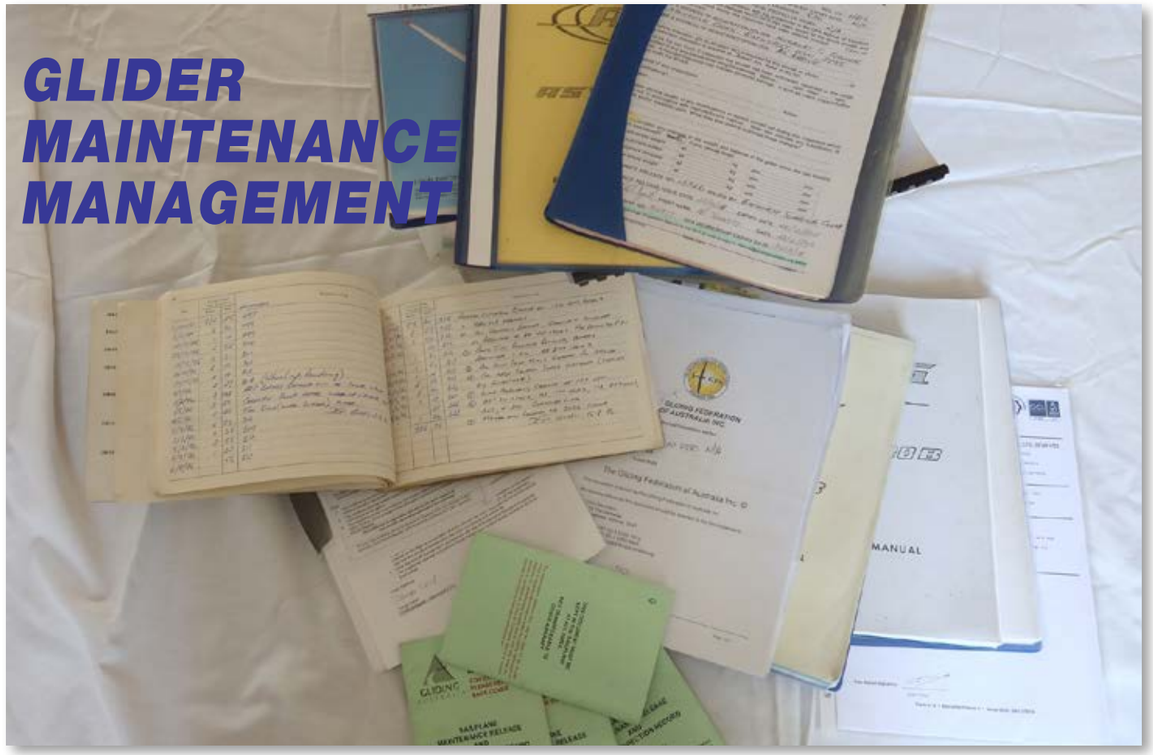
So I now think about what organisational and personal pressures and circumstances could lead to recurrence, with other people involved. What drives press-on-itis, goal fixation, sunk cost fallacies? What barriers exist leading to a tug pilot saying no? What better decision processes and thresholds should apply? How does a careful sensible safety-conscious pilot end up pushing too far?

The club now has clearer contingency plans about high winds operations and severe weather warnings. We are promoting better use of met forecasts and data, thresholds for limiting operations, tug pilot limits, alternative landing options. We have looked at our risk appetite and thought about credible contingencies. Anyhow, I don't fly powered aircraft any more...

So, when things go wrong, analysing human, social and organisational factors, operating environments, airworthiness and operations training and systems – all of these require honest evidence-based thinking and careful framing of layers of risk reduction responses, thinking that goes well beyond pilot error. We consider layers that reduce the probability of risks occurring, plus those to limit the consequences. Scenario analysis, contingency planning, options visualisation and rehearsal at both individual and organisational levels can help. It's worth discussing with your pilot friends and club members.

DREW MCKINNIE
SAFETY MANAGER
safety@glidingaustralia.org

GLIDER MAINTENANCE MANAGEMENT



It has often been said that an aircraft is not airworthy unless the weight of the aircraft is exceeded by the weight of the associated paperwork. While not strictly true, paperwork is an essential part of aircraft maintenance, and despite the burden it can impose, it is a major aid in maintenance management and control, and therefore the airworthiness of our aircraft.

Of particular use in this regard is a glider's Maintenance Release (MR). This small document is critical to the documentation of airworthiness. The MR is a working part of the aircraft's logbook, and must be retained as part of the aircraft's records. The various sections of the MR contain all the information necessary to document an aircraft's airworthiness and provides the means to ensure that all required maintenance is done on time. This is particularly true where club aircraft are flown by many different pilots, and worked on by many different inspectors – the MR provides the hand-over information passed from one pilot to the next, and from one maintainer to the next.

However, this only works if the MR is used correctly. There have been a couple of recent cases where maintenance required has not been entered into the appropriate pages of the MR, and as a result maintenance has been missed. This is sometimes the result of periodic maintenance (such as periodic re-greasing of l'Hotellier fittings) when the work has been done and signed off in the MR, but the task has not then been re-entered for the next scheduled recurrence. Other than l'Hotellier fittings, there are some aircraft which have recurring maintenance tasks that can come due more than once between annual inspections.

FORM 2 INSPECTIONS

One maintenance task which needs careful scheduling is the Form 2 inspection itself. The GAus default system of maintenance is the Form 2 inspection. MOSP3 specifies that the Form 2 inspection is valid for 12 months or 250 hours time-in-service, whichever comes first. Not many gliders do over 250 hours in 12 months, but some do, particularly some club 2 seaters. If the 250 hour validity of the Form 2 is not entered into Part 1 of the MR, there is a significant risk that it will be missed and the aircraft will overfly the validity of its Form 2 and its MR.

However, a small number of gliders use their manufacturer's system of maintenance, and this will have other requirements which must be complied with if the Registered Operator elects to comply with the manufacturer's system rather than Form 2. MOSP3 provides guidance in Chapter 9. Obviously, any maintenance tasks scheduled must be entered into the appropriate section of the aircraft's MR and signed off when completed.

Everyone who uses the MR, and that is all of us, needs to pay close attention and ensure that entries are made for all required maintenance. When recurring maintenance is certified, the next occurrence of that maintenance must be entered into Section 1 of the MR as Maintenance to be Performed.

MAJOR VS MINOR

Major and Minor Defects (Part 2) of the MR also need to be monitored carefully. Deciding whether a defect should be entered as Major or Minor can be difficult, and it is important that anyone entering a defect should err on the conservative side. In other words, unless you are certain the defect is Minor, it's Major and should be entered into the MR as such. Seeking advice from someone with greater experience is always a great option. If anyone with the necessary Maintenance Authority disagrees with your decision, they can sign off the Major and re-enter it as Minor, thereby taking responsibility for the entry.

Finally, Part 3 of the MR is where the majority of problems occur. Arithmetic errors in adding hours and minutes, as well as transposition errors (where the order of two or more digits are reversed) can result in significant, cumulative errors in the totals of hours and landings. The errors can result in maintenance being missed or called out more often than needed because the error in Part 3 is used to decide if maintenance listed in Part 1 is required or not.

A simple solution to the addition problem is the use of a smart-phone app that adds hours and minutes. Any number of them are available on the web. At the end of a long, hot, sweaty day on the airfield, mental arithmetic is no-one's strong point!

FOREIGN OBJECTS

Recent defect reports (SDRs) have raised the issue of foreign objects found in aircraft, sometimes long after the item was lost. These have included a metal valve cap found jamming an aerotow release, flight controls restricted by a 'spare' M6 nut, and various tools found in aircraft during maintenance.

Apart from the jamming and control restrictions, there are concerns about where the spare hardware comes from. In the case of the M6 nut, no bolt was found to be missing its nut or washer (no washer was found either) but I doubt that this was much comfort to the inspector who had to sign off the defect – the nut could have come from anywhere in the aircraft, or it could have fallen out of a pocket or tool kit. There can be no certainty that something has not been missed.

The metal valve cap in the release is another issue. There is no direct path from the cockpit to the release once the release cover is installed, and why there would have been a loose valve cap in the cockpit in any case is a good question.

The only solution to these problems is maintenance hygiene – keeping the workspace sterile.

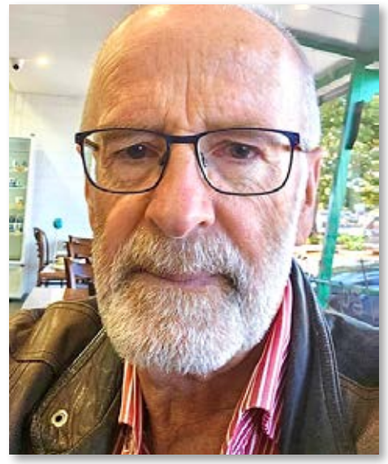
CONTROLLING YOUR HARDWARE

One way to control loose hardware is to use a receptacle of some sort to contain all hardware and fasteners removed during a job. This can be as simple as a small zip-lock bag or bags to hold the bits and pieces. Another solution is a plastic box divided into cells into which the various parts can be placed so you know which parts came from where. Placing fasteners on the seat cushions or in the side pockets may be convenient, but makes it very easy to lose things when they are tangled up with the cushions and harnesses. Having to pull the seat pan out looking for a part that can no longer be found in the cockpit is a major inconvenience.

Tools left in aircraft is a perennial problem and one that affects all sectors of the aviation industry. The only solution is professionalism. Anyone who works on aircraft needs to keep track of their tools, both by knowing what should be in their tool kit after the work is completed, and managing the number and location of tools in the aircraft.

One good practice, although sometimes difficult to implement, is to never put a tool down inside an aircraft.

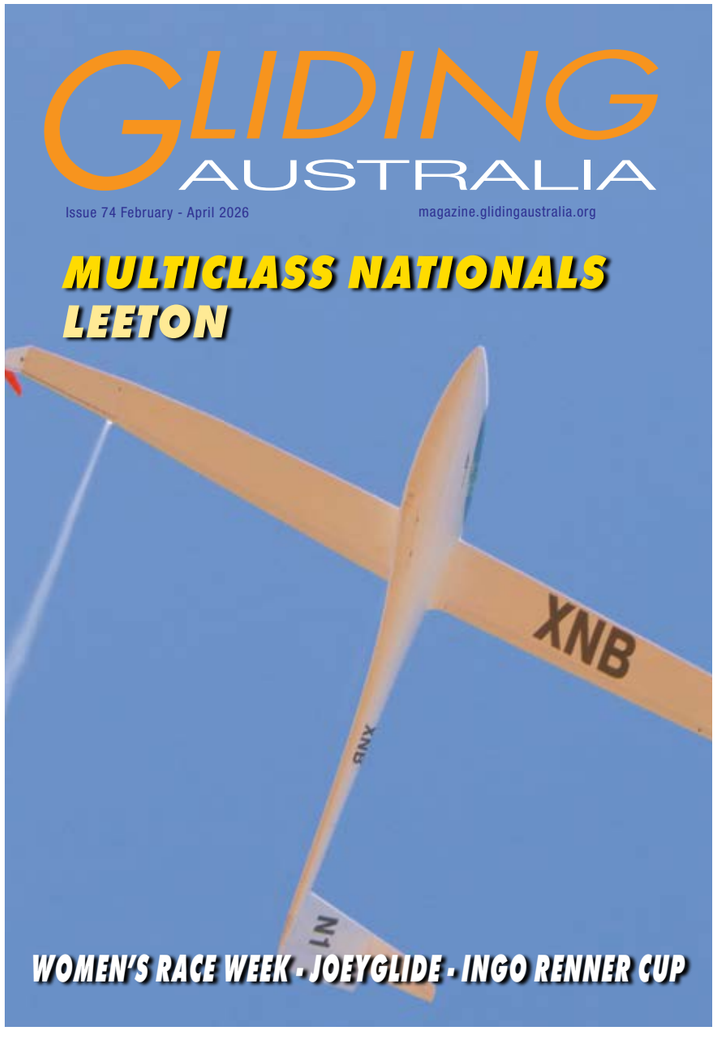
Another is to check the contents of a tool box or tool kit after finishing a job to make sure nothing is missing. That can be easier said than done, but tools like Allen Keys and small spanners often come in sets where a missing tool is immediately obvious. Big toolboxes full of accumulated tools, bits of wire, loose spare hardware of uncertain origin, and special one-off tools created for specific tasks can be impossible to check. (How many Phillips head screwdrivers did I have in there again?) A smaller tool box with the essential tools that can be checked is a good idea. All other tools and the odds and sods can live in another box that is only accessed when needed.



David Villiers
Chair Airworthiness Panel
cap@glidingaustralia.org

Whenever we're working on aircraft, we have always to be conscious of the hazards involved with foreign objects, loose tools and so on. Conscious effort and self discipline is required to manage these risks and everyone who works on gliders has a part to play.

Gliding Australia Magazine Back in Print



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PUSHING IT: SLOWER IS SAFER AND FASTER IN THE LONG RUN

DAVE BOULTER
EXECUTIVE MANAGER OPERATIONS
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Progression in gliding is rewarding – new qualifications, longer distances and new aircraft types are all part of the journey. However, accident and incident trends consistently show that risk increases when multiple new challenges are taken on at once or in quick succession.

'Pushing it' rarely comes from poor intent. It more often arises from confidence growing faster than experience, combined with good conditions, peer pressure, time pressure or personal goals. Cross-country flying is a common pressure point. Extending distance, flying later into the day or pressing on in weakening conditions can quietly erode margins, particularly when fatigue sets in or landing options reduce.

PACING PROGRESS

Progression is most effective when it is paced. Club conversion steps exist to create space for learning, reflection and consolidation – not to be cleared as quickly as possible. Experience is built by flying in varied conditions, not by accumulating numbers.

Transitioning to different glider types demands adaptation in handling, energy management and systems awareness. Giving these transitions the time they deserve reduces workload, improves decision-making and supports long-term safe advancement.

Strong days reward optimism. Marginal days punish it. Progressing rapidly through cross-country milestones without experiencing weaker conditions can leave pilots unprepared when lift, height and options are limited. Intensive flying periods, such as camps or strong soaring weeks, can compress experience. Pilots may achieve milestones quickly, but the real test comes when conditions are less forgiving. Without time to consolidate judgement across a range of days, the step from success to setback can be surprisingly small.

Marginal weather days demand conservative decision-making. Accident trends show that pilots often 'push it' on days that start well but deteriorate – pressing on rather than reassessing, diverting or stopping early.

WHEN SLOWER REALLY IS FASTER

Fatigue and time pressure are underestimated risks. A lot of glider pilots take up flying later in life. With that comes a 'time clock' that is ticking. There are 'bucket lists'. There is a sense of needing to achieve or have the chance to fly better performing aircraft before the clock stops. Unfortunately, fatigue can increase as we get older.

Instructors and coaches play a critical role. Well-intentioned encouragement can unintentionally become pressure if students feel the need to perform, progress quickly or meet perceived expectations. Good instruction balances challenge with consolidation. Allowing time to embed skills before adding new complexity builds safer, more resilient pilots.

A consistent message from accident reviews is that stacking transitions – new aircraft, new conditions, longer distances, unfamiliar terrain – significantly increases risk. GAus safety philosophy emphasises progressive learning, management of margins and conservative decision-making, particularly during periods of advancement or change.

A useful self-check for pilots and instructors alike:

"What is new today – and how many new things am I managing at once?"

Slowing progression is not a setback. Experience shows that slower is safer – and faster in the long run.

GETTING THE PAPERWORK RIGHT

Let's start with **AEF flights**. The AEF form must be completed before the flight, not afterwards and not "when we get time". This is not optional. It is a regulatory, insurance, and duty-of-care requirement. If the form isn't completed correctly, the flight should not proceed.

Tow pilots are no different. A valid flight crew licence, completion of the applicable syllabus, and formal approval by the EMO are required before towing operations commence. Until the paperwork is complete, the privileges are not valid.

Medical status is another recurring issue. All flight crew must have a current medical recorded in JustGo. If a pilot does not yet meet the requirements to be Pilot in Command, they may use a Not PIC medical, but they cannot fly solo until a valid medical is in place. No medical, no solo - simple.

Maintenance Releases. Make sure they are filled out correctly. Check for any maintenance that must be completed on the glider before flight. When a Form 2 is completed on a glider, return the paperwork and make sure the dates are correct.

One common theme is documentation being uploaded incorrectly or not at all into JustGo. The instructions are clear, but they are often not read. It is lucky that reading instructions is not a test for pilots — but following instructions is still required.

None of this exists to create bureaucracy. These processes protect your friends and pilots, instructors, clubs, and Gliding Australia itself. They ensure flights are legal, insured, and defensible when things go wrong. They ensure your and your friends' interests are met.

The message is straightforward: **paperwork is part of safety.** Getting it right enables flying. Getting it wrong stops it.

Take the time. Read the instructions. Upload the documents. Fly knowing everything is in order - in the air and on the ground.

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.

NOVEMBER - DECEMBER 2025

26/10/2025 ASG29E
DAMAGE MINOR
INJURY NIL
P1 HOURS 2042
WHEELS UP LANDING

31/10/2025 RAAF E-7A AND VENTUS 2CX
DAMAGE NIL
INJURY NIL
AIRPROX. E-7A AND VENTUS PASSED EACH OTHER IN OPPOSITE DIRECTIONS APPROXIMATELY 500M OR LESS APART.

2/11/2025 PIPER PAWNEE AND NIMBUS 2
DAMAGE NIL
INJURY NIL
P1 HOURS 1450
AIRPROX. TOW PLANE AND GLIDER PASSED WITH 100M OF EACH OTHER NEAR CIRCUIT.

7/11/2025 NIMBUS 3DM
DAMAGE MINOR
INJURY NIL
P1 HOURS 1500
PARTIAL UNDERCARRIAGE COLLAPSE ON TAKEOFF

7/11/2025 DG 1001 CLUB
MINOR
INJURY NIL
P1 HOURS 2227
HEAVY LANDING DAMAGE TO UNDERCARRIAGE

12/11/2025 JS3
MINOR
INJURY NIL
P1 HOURS 4854
ABORTED TAKEOFF

13/11/2025 WINCH
DAMAGE NIL
NIL
WINCH FAILURE DUE TO INCORRECT FUEL

9/11/2026 PW6
DAMAGE NIL
INJURY NIL
WING DROP ON WINCH LAUNCH

10/11/2025 LS8
DAMAGE MINOR
INJURY NIL
P1 HOURS 3350
UNDERCARRIAGE COLLAPSED

26/10/2025 DG1000
DAMAGE MINOR
INJURY NIL
WING TIP DAMAGE WHILE TOWING

29/11/2025 DISCUS B T
DAMAGE MINOR
INJURY NI
GLIDER AND CAR TOUCHED DURING GROUND HANDLING

11/11/2025 NIMBUS 2, JS1B, LAK 17B
DAMAGE NIL
INJURY NIL
FLIGHT INTO CLASS C AIRSPACE

16/11/2025 MOSQUITO
DAMAGE MINOR
INJURY NI
P1 HOURS 110
HEAVY LANDING

20/11/2025 LS8
DAMAGE MINOR
405
WHEELS UP LANDING

21/11/2025 ASK21 , LS8
DAMAGE NIL
INJURY NIL
P1 HOURS 19
LAUNCH HALTED WHEN GLIDER WAS ON LATE FINAL FOR SAME RUNWAY

23/11/2025 LS6C
DAMAGE MINOR
INJURY NIL
P1 HOURS 275
WHEEL UP LANDING

20/11/2025 LAK 17B T
DAMAGE NIL
INJURY NIL
P1 HOURS 175
RESTRICTED AIRSPACE INFRINGEMENT

19/11/2025 STD LIBELLE
DAMAGE MINOR
INJURY NIL
P1 HOURS 200
WHEEL UP LANDING

24/11/2025
DAMAGE NIL
INJURY NIL
*UNCOMMANDED RELEASE OF TOW CABLE AT TOW AIRCRAFT END * ACTIVE RUNWAYS BLOCKED BY GLIDER/CAR COMBINATIONS CROSSING RUNWAY * GLIDER/TUG COMBINATION SIMULTANEOUS LAUNCH WITH MOTORGLIDER . MOTOR GLIDER ON RUNWAY 22. GLIDER/TUG ON ADJACENT GRASS RUNWAY 22.

26/11/2025 PIPER PAWNEE 25-235
DAMAGE MINOR
INJURY NIL NIL
P1 HOURS 2390
PAWNEE WING TIP GROUND STRIKE

27/11/2025 VENTUS 2 CXT
DAMAGE MINOR
P1 HOURS 2100
GROUND HANDLING INCIDENT

3/12/2025 PIPER PAWNEE PA25, ASW 28 AND RAAUS
DAMAGE NIL
INJURY NIL
P1 HOURS 5,500
AIRPROX – GLIDER/TUG COMBINATION AND RAAUS AIRCRAFT IN CIRCUIT

4/12/202 PW5
DAMAGE NIL
INJURY NIL
P1 HOURS 332
GLIDER OVERRUN TOW ROPE IN GROUND HANDLING

6/12/2025
DAMAGE NIL
INJURY NIL
DRONE OPERATIONS NEAR AIRPORT

6/12/2025 ASTIR CS
DAMAGE NIL
INJURY NIL
P1 HOURS 40
UNDERSHOOT ON LANDING FOLLOWED BY GROUND LOOP

9/12/2025 ASK21
DAMAGE NIL
INJURY NIL
P1 HOURS 10
AIRSPACE VIOLATION

9/12/2025 DG1000S
DAMAGE NIL
INJURY NIL
POSSIBLE DEVIATION FROM APPROVED MANOEUVRES AND FLIGHT AUTHORISATION

9/12/2025 EB29R
DAMAGE MINOR
INJURY NIL
P1 HOURS 5,700
WHEELS UP LANDING. BATTERIES FLAT. GLIDER REQUIRES ELECTRIC ASSISTANCE TO LOWER UNDERCARRIAGE

8/12/2025 DG1000S
DAMAGE MINOR
INJURY NIL NIL
TAILWHEEL DAMAGED DURING LANDING

13/12/2025 PW6
DAMAGE MINOR
INJURY NIL
P1 HOURS 115
REAR CANOPY OPENED DURING GROUND ROLL

18/12/2025 DUO DISCUSS
DAMAGE SUBSTANTIAL
INJURY NIL
P1 HOURS 18,600
WING DAMAGED BY BIRD STRIKE

20/12/2025PIPER PAWNEE, JANTAR STD 3, CLUB LIBELLE
DAMAGE NIL
INJURY NIL
P1 HOURS 250
GLIDER/TUG COMBINATION CONFLICT WITH ANOTHER GLIDER IN CIRCUIT.

18/12/2025 DG400
DAMAGE NIL
INJURY NIL
P1 HOURS 242
SHALLOW CIRCUIT. DEHYDRATION AND HYPOXIA.

28/12/2025 TWIN ASTIR
INJURY FATAL UNDER INVESTIGATION

29/12/2025 DISCUS B
DAMAGE NIL
INJURY NIL
P1 HOURS 40
AIRSPACE INFRINGEMENT

29/12/2025 JANTAR STD 2
INJURY NIL FATAL – UNDER INVESTIGATION
P1 HOURS 43

29/12/2025 GROB 109
DAMAGE SUBSTANTIAL
INJURY MINOR
P1 HOURS 187
CANOPY OPENED. UNDERSHOOT ON FINAL. COLLISION WITH BOUNDARY FENCE.

28/12/2025 JANTAR JUNIOR
DAMAGE SERIOUS
INJURY SUBSTANTIAL
GLIDER DAMAGED AND PILOT SUSTAINED INJURIES DURING OUTLANDING

30/12/2025 DG1000M
DAMAGE MINOR
INJURY NIL
P1 HOURS 1449
MAIN WHEEL TYRE PRESSURE FLAT. TYRE DAMAGED ON LANDING

29/12/2025 PIK 20B
DAMAGE MINOR
INJURY MINOR
P1 HOURS 2465
OUTLANDING INCIDENT

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-GOP Standard Cirrus $15,000 or ono. A fun glider for same owner for last 20+ years. 2231 hours, 975 landings and will be sold with a recently completed FRM 2. Currently in the club hangar at Warwick Gliding Club Qld. Basic Instruments: Winter ASI, Altimeter, Borgelt B-21 audio and mechanical vario, MicroAir 760 radio and Oz FLARM. Tow-out gear, wing walker and tail dolly Trailer registered in Qld until 5th June 2026 and in ok condition, reliable and user friendly

Contact Les: 0407 986 142 lesmilne@bigpond.com or **Phil: 0419 264 713** phillip.southgate1@bigpond.com

VH-WQS Rolladen Schneider LS3 – 1651hrs, 1101 landings. Cambridge L-Nav / GPS-NAV, and vario. Winter mechanical vario. FLARM, Mountain High oxygen, parachute, tow out gear, IMI Gliding one-man rigger, Komet trailer. Form 2 expires October 2026. Hangared at Pipers Airfield, Bathurst NSW. Asking $40,000 ono. Note: Will also sell hangar with glider - $24,000 ono. **Bob Sarmany 0419 691 293** bob.sarmany@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

TWO SEATERS

VH GIE Duo Discus 1/5th share in one of only two privately owned Duo Discus in the country and arguably the best presented Duo. She is normally hangered at Warkworth NSW. This is a great cross-country machine that is very capable and a social way of getting around or to just boat around the valley on a Saturday afternoon with a mate. International pilots maybe considered.Very competitive at 20m national level and has regularly attended. Whether you need a two-seater to gracefully age out of the sport or are looking for a share in a high performance 20m two-seater this maybe your machine. It is beautifully set up and easy to rig, Kylie and I rig it on our own most times with no lifting required. All remaining shareholders have interests in other aircraft so access is seldom a problem. Asking price $42k **Neil Bennett 0435 210 321**

MOTORGLIDERS

VH-GIM TeST Atlas TST 10M – 940hrs, 363 landings. Built in 2005. LX-Nav S100, plus Winter mechanical vario and altimeter and Powermouse + FLARM with ADSB in. Parachute, tow out gear, recently rebuilt trailer, so everything fits! Form 2 expires December 2026. Currently at Warwick Airfield, QLD. Rotax 447 motor with very impressive launch and climb performance. Standard 15m that only weighs 220kg. **Mike, 0408662328**, mike@zupy.net - Asking $45,000.

24-4029 (RAAus) PIPISTREL Sinus 15m

610hrs Rotax 912 BRS 30:1 Cruise 110kts Avmap Ultra EFIS and Avmap Engibox. Returned to factory for full external repaint and refinish in 2016. Offers over $95k **0409 699115** doncramer@mac.com

VH-SIW SILENT 2 Targa 13.3 mt SN/2029

387Hrs,166Landings,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 new gas struts just fitted several spare parts included currently hangered in Porepunkah for more details and more photos contact $77,000 Negotiable **MARK BART SIMPSON 0438 562309** bartasw28@gmail.com

VH-GPM SF25C motor glider $25K Recently returned form Burketown Morning Glory Trip.

Looks and flies great. 70 knot cruise a 9- 10 LPH (Mogas or Avgas) Located in Kingaroy DOM 1974 Hoffman Fixed Propellor

Engine 2010 Limbach 1700EA 60HP

Airframe 4873 hours Engine 611 hours Prop 418 hours Tacho 251 hours

Recovered in Ceconite 102 in 2012 New Main Tyre and tube 2025 50 Year Survey completed 2022 Annual Inspection due Aug 2026

Lifed Components

Fuel / Oil lines Feb 2029

Harnesses March 2032

ALT/ASI calibrated to Aug 2027

continued over page

Magneto service @ 330 hours Tacho
Contact Kevin kevin@whitco.net.au **0412 538 469**

VH-UVM Ventus 3M /18 Available for immediate delivery and very competitively priced compared with a new self-launching glider. Location Queensland can deliver as far as Narromine. Late 2021 build. LX9070, Trig Dual watch radio, Flarm Fusion, IMI tow gear, Cobra metal top trailer. Latest version of manuals and firmware. Twin wing fuel tanks. Solo fuel injected engine. Clouddancer all-weather covers. Less than 500hours airframe and 18hours engine at time of posting. Form 2 Sept 2026. $400,000 **pam@kurstjens.com 042 989 8872**

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-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**

TUGS

VH-FSJ 1961 Piper Pawnee PA25-180S, TTIS 12,393 hrs, 180HP O-360-A1A engine (1,891 hrs, 181 to TBO). Fabric 6/10, SPAR AD not done, tailplane wire needs replacement. Good tyres/brakes, Bushmaster tailwheel, Icom VHF, NZ tip-tank, McCauley prop (959 hrs to overhaul), Concord battery, optional GEM ELT/eTrex GPS. Hangared at YCUN, WA. Sold "as is", offers/parting-out possible. **Charles Galloway** charles.ian@bigpond.com **04 1991 4058**

VH-SQW Piper Pawnee Tow Aircraft with LS1 Auto Engine. Expressions of interest are sought for our 2 seat dual control, Piper Pawnee tow aircraft, registered under the Limited Category The LS1 Auto Engine conversion with Haltech ECU and display was done by Jo Luciani in Ballarat With both a manual and retractable Tost release, it features a 3 blade ground adjustable pitch prop, and a Toothed belt reduction drive. Wing Covering condition is 9/10, and fuselage covering is 7/10. Wings have been totally refurbished and recovered, with spars found to be in excellent condition. Currently hangared in Ararat, inspection

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Discus B	*LS7*
Ventus B	*Multiple Training Gliders*

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