GLIDING AUSTRALIA

Issue 77 December 2026 - February 2027

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GLIDING AUSTRALIA MAGAZINE

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FROM OUR OUTGOING CHAIR

A REFLECTION

I feel very privileged to have had the opportunity to serve initially as President and more lately as Chair of the Board for Gliding Australia. It has been a hectic six years over a period of significant change for the organisation. The Members have approved five iterations of the Constitution, some relatively minor and others that have significantly altered the structure and governance of the organisation.

In national sporting terms gliding is a relatively small movement but with many facets that make managing the business of the organisation quite complex and challenging. We have many stakeholders to keep engaged including our Members, Clubs, Regional Associations, local communities and outside government agencies including CASA and the Australian Sports Commission.

Some of the highlights have been: separation of the Executive functions from the Board, creation of the CEO role, our move to becoming a CASR Part149 ASAO, moving our entity structure from incorporated association to company (CLG) and our application to the Australian Sports Commission for recognition as a National Sporting Organisation.

It would be impossible to achieve these changes without the active support of our Board members, the executive Team, our staff and of course the GAus membership base. The Boards I have worked with have been progressive and passionate about the future of Australian gliding. Likewise, the executive team and our employees have provided magnificent professional support in carrying out the executive functions of the organisation. I've had a ball - thank you all!

Lastly, I would like to thank all those Members who nominated for election to the Board and to congratulate our new Board Directors and wish them good luck in their future deliberations.

STEVE PEGLER

At the GAus AGM on 18 November, outgoing Chair of the Board Steve Pegler delivered the joint Chair and CEO annual report. The full report is online at gldingaustralia.org/annual-report-2025-2026.

MILESTONES

As we reflect on the past 12 months, we have much to celebrate, both in the achievements of our members and in the behind-the-scenes work that is continuously underway to strengthen the future of Australian gliding. There is no doubt that the last year has brought significant change and progress for Gliding Australia, in and out of the air.

One of the most significant milestones this year has been Gliding Australia's transition from an Incorporated Association to a Company Limited by Guarantee (CLG). This decision was not taken lightly and followed an enormous level of consideration by the Board. It is fair to acknowledge that this has not been a painless process, but it does represent a vital step in the modernisation of Gliding Australia's governance standards and will see us well placed to face future challenges.

To further strengthen our position in the Australian sporting landscape, we also submitted our application for National Sporting Organisation (NSO) recognition through the Australian Sports Commission. At the time of writing, we are still awaiting a final determination, although there is no doubt this application represents an opportunity to strengthen our connections in the broader sporting community.

The transition to a CLG has also introduced changes to our governance structure, including the establishment of three new Gliding Australia committees. The **Nominations Committee**, chaired by Chris Bowman, and the **Finance, Audit Risk and Investment Committee**, chaired by Tim Carr, will play important roles in supporting good governance, accountability and the long-term sustainability of Gliding Australia.

The third committee is the formal establishment of the **Regional Association Committee**, where new communication channels between our affiliated Regional Associations and the Board replace our previous Regional Board Representatives. We believe this new arrangement will provide more effective Regional representation and a stronger voice within Australian gliding.

Improving communication and engagement has also been a priority within the sport. The introduction of regular Club Presidents' meetings, the Regional Associations Committee and specialist webinars are helping to create more opportunities for discussion, information sharing and collaboration. We want our Regional Associations, Clubs and Members to feel informed, supported and connected. This year has also brought changes to our staffing and leadership team, including the appointment of a new CEO, a new Club Development Manager, and upcoming changes to some of the Executive staff positions.

EMBRACING CHANGE

While these staffing and governance changes create an opportunity to gain new perspectives, review how we operate and improve our processes, they can also be disruptive in the short term. Change is challenging, but it must be embraced if we are to continue to evolve in a positive manner to improve our processes and ensure we provide the best possible support to our Members, Clubs, Regional Associations and of course, our enormous volunteer base.

Several large administrative and technology projects are also underway. We appreciate that much of this work may not yet be visible to the broader membership, but it is important groundwork that will ultimately simplify processes, improve access to information and reduce administrative burdens for both our members and staff. These improvements take considerable time and effort above and beyond normal duties, so we appreciate everyone's patience as we work toward more efficient, user-friendly systems.

This AGM marks a watershed in the governance of Gliding Australia with significant changes to the way the Board is appointed. Under our new Constitution all Directors must act independently. This has meant a move from where Directors were appointed by the Regional Associations to where they are now directly elected by the Members of Gliding Australia. As referenced earlier the Regions will continue to have a strong voice in influencing the future of Australian gliding through the Regional Associations Committee.

Members, Clubs and Regional Associations, strengthening our organisation and ensuring gliding continues to grow and importantly be recognised as an established contributor to Australia's sporting and aviation communities

Safe flying and thank you for being part of Gliding Australia.

CHAIR OF THE BOARD, GLIDING AUSTRALIA

CEO, GLIDING AUSTRALIA



CEO UPDATE FROM AMANDA VANDERWAL

It's hard to believe that three months have already passed since I stepped into the acting CEO role at Gliding Australia! It has certainly been a busy few months, with plenty happening behind the scenes, and I wanted to take the opportunity to share some of the progress we have made before we break for Christmas.

Improving communication and engagement has been a key priority. To do this, we introduced regular Club Presidents' Forums and established the Regional Associations Committee, giving clubs and regions more opportunities to share their views, raise issues and contribute to Gliding Australia discussions. We are also expanding our use of webinars, with our Club Development Manager Joe Novella hosting a social media webinar in November. This supports our aim to reinvigorate the club development webinar series by sharing practical information, ideas and resources to support our clubs.

Another major focus has been continuing our transition to a Company Limited by Guarantee (CLG). This has involved significant work updating our governance arrangements, policies and procedures to reflect the new structure both internally and externally. As part of the new constitution, we have also established two new committees – the **Nominations Committee** and the **Finance, Audit and Risk Committee**, both of which will play an important role in strengthening our governance going forward.

We have also been working closely with CASA on several regulatory and operational matters, including updating our Change Management Process and our Exposition, as well as the supporting documentation. While much of this work happens behind the scenes, it is essential to ensuring our systems and processes remain effective and continue to support the safe operation of our sport.

On the administrative side, several projects are underway, including improvements to JustGo, our document library, internal systems and website. These may not yet be visible to members, but the goal is to simplify processes and reduce unnecessary administration. While each stage may take time to finalise over the next six months, we are confident that, once completed, they will make life easier for our clubs, volunteers, members and staff.

Following our recent AGM, I would like to thank our outgoing Board members for their dedication, commitment and contributions to Gliding Australia. It has been a particularly busy period for the organisation, with significant changes to our governance and regulatory arrangements both internally and externally. Their willingness to contribute their time, knowledge and experience throughout this period has been greatly appreciated, and on a personal level, they have all been a great support as I have navigated the first few months in the CEO position.

I would also like to welcome our newly elected Board members. I look forward to working together with them as we continue to move the organisation forward throughout this next period of governance.

I particularly want to acknowledge the incredible work of our staff, Executive team and the many volunteers who contribute so much to our sport. Over the past few months, I have gained an even greater appreciation of just how much work goes into keeping gliding operating across Australia. We are fortunate to have so many passionate and knowledgeable people willing to give their time and expertise. A few of these dedicated volunteers have indicated the time is right for them to move on to other roles or simply enjoy the benefits of our sport more consistently, so I encourage you to review the Gliding Australia vacancies that are being circulated to the membership.

There is still plenty to do, and not everything will happen overnight, but I am pleased with the progress we are making. My focus remains on strengthening the organisation, improving communication and ensuring we are providing practical support to the people and clubs who make our sport what it is.

As we head towards the end of the year, I hope everyone gets the opportunity to enjoy some great flying. Thank you for your continued support, and I look forward to working with you all in the months ahead.

Wishing everyone a safe and happy Christmas, and plenty of flying over the summer!

AMANDA VANDERWAL

CHIEF EXECUTIVE OFFICER

ceo@glidingaustralia.org

GA CALENDAR

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

NSW STATE CHAMPIONSHIPS
NARROMINE GLIDING CLUB
28 November - 5 December 2026
Contact Beryl Hartley
arnie.hartley@gmail.com

VICTORIA STATE CHAMPIONSHIPS
COROWA
6 - 12 December 2026
/tinyurl.com/46tsjt5w

TEMORA SOARING PERFORMANCE WEEK
6 - 12 December 2026
An event for members and guests. The aim is to facilitate badge and long-distance flying. Suitable group and individual tasks will be set to suit attendees' needs. There will be multiple Official Observers available. Silver and Diamond coaches to assist in personal goal setting. Two-seater coaching available based on demand.
Contact secretary@temoragliding.org.au

WOMEN'S RACE WEEK
NARROMINE GLIDING CLUB
6 - 12 December 2026
Contact Melysha Turnbull
melysha.turnbull@gmail.com

JOEYGLIDE 2027
TEMORA
13 - 20 December 2026
Great spot to fly and lovely little town with good amenities, come along and encourage the Joeys.
Contest organized by AJGC. Club operations will continue throughout. Members may have to launch a little earlier than normal. This is absolute peak season at Temora for very long flights and this should fit well with the contest structure.
Contact email for details of the event:
president@juniorsoaring.org
www.juniorsoaring.org

SA STATE CHAMPIONSHIPS
WAIKERIE
3 - 9 Jan 2027
Bill Mudge, CFI, Waikerie Gliding Club
contact 0429 413 570m

MULTI CLASS NATIONAL CHAMPIONSHIPS
NARROMINE GLIDING CLUB
12 - 23 Jan 2027
Contact Beryl Hartley
arnie.hartley@gmail.com

CLUB CLASS NATIONAL CHAMPIONSHIPS
BENALLA
25 Jan - 4 Feb 2027
Always a hotly contested event, the recent inclusion of DHT will make it very attractive for more gliders, including the non-flapped racers!
Down south in February, the conditions are usually very reliable and will make for some good flying.
Email: gliding@glidingclub.org.au

WAGA STATE COMPS
NARROGIN GC
1 - 10 Feb 2027
Contact David Fry
frywilliams@bigpond.com

HORSHAM WEEK GLIDING COMPETITON
HORSHAM VIC
6 - 13 February 2027
Further information registration and local rules are available on the event website.
horshamweek.org.au

FAI SAILPLANE GRAND PRIX
BEVERLEY WA
12 - 20 Feb 2027
We have interest from overseas pilots to attend but we need 18m gliders to hire for that period. If you have an 18m glider that you would be willing to hire, please contact me.
Ben Terrell, 0409 013 204

20M TWO SEAT NATIONAL CHAMPIONSHIPS
NARROMINE GLIDING CLUB
21 - 27 Feb 2027
This is an opportunity to grab a two-seater and mix in with some great pilots and learning experiences with this fun group of people. The Handicap Committee has been very proactive in the adjustments of the Duo Discus and DG1000 to ensure they are competitive during this event, and again, with the use of DHT it will be fun!
If you haven't already, jump on the net and sign in to dustdevil.cloud and create your account. This will make registration to these events much easier and provide you with the upcoming competitions and information.
Contact Beryl Hartley
arnie.hartley@gmail.com

INSTRUCTOR COURSE
BACCHUS MARSH
8 - 12 Mar 2027
For more information contact Noel Vagg RMOVIC-TAS@glidingaustralia.org

CROSS COUNTRY WEEK & BEVERLEY REGATTA
BEVERLEY WA
8 - 12 Mar 2027
Contact Ross Richardson 0427 112 205

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or scan the QR code

CLUB DEVELOPMENT

GAus is pleased to welcome Joe Novella as the new Club Development Officer. With former CDO Amanda VanderWal now in the CEO position, Joe is stepping into the role bringing with him a wealth of experience in sport and recreation. Joe has worked in club development, marketing and comms roles in sport and recreation for state and local government, not-for-profit and private enterprise organisations and has a passion for helping sports and clubs and the volunteers that drive them to grow and prosper.

"First and foremost, I'm keen to establish a connection with gliding clubs to get an understanding of what they need to help them achieve their goals, whether those goals are aimed at growing their membership base, increasing air experience flight take ups, attracting sponsors, volunteers, using social media, whatever their goals, I am here to support them."

Joe has hit the ground running by establishing a Club Development newsletter and has delivered a webinar 'Using Social Media Effectively at your Club' as well as connecting with many clubs all over the country.

He said, "My main message to the gliding clubs out there is to reach out if they need support."

Joe can be reached at
cd@glidingaustralia.org



IS YOUR EVENT IN THE CALENDAR?

When did you last check the Gliding Australia calendar?

It is there for all members to find competitions, club regattas, flying camps, Instructor Courses, Flight Instructor Refresher Courses (FIRCs), other training events and GAus webinars. Check it regularly—you may find something worth attending.

For clubs and event organisers, please get your events listed early. GAus uses the calendar to prepare our monthly Significant Gliding Activity Advisory email to the aviation industry and to identify events requiring NOTAMs. These notifications help other airspace users know where increased gliding activity is planned.

As explained in OAN 03/25, significant activity includes more than competitions. A training week, instructor course or other flying activity beyond normal daily operations may also need notification.

To add an event, email returns@glidingaustralia.org with the event name, start and finish dates, location, clubs involved and organiser's contact details. Please advise the office if anything changes.

For significant flying events, also submit the separate NOTAM request at glidingaustralia.org/NOTAM.

Check the calendar. Add your events. Give us time to let others know. glidingaustralia.org/calendar



LOOPS WITH STROOP

Loops with Stroop was a women's aerobatics course held 15-16 August at Bathurst Soaring Club. When I heard about it I was so excited I signed up immediately!

Our group included our instructor Aaron Stroop from Bathurst Soaring Club, Sophie Curio from Kingaroy, Jenny Ganderton from Lake Keepit, Melysha Turnbull from Southern Cross, and Daniela Helbig and myself, who are also from Bathurst.

Dominique 'Betty' Brassier fed us as part of her Winter Series, with support from Julie Lentle. Our aim was to work towards aerobatic ratings, become familiar with unusual attitudes, and to safely push boundaries.

The course started on the Saturday after morning briefing, when Aaron explained some basic manoeuvres. Nobody volunteered to fly first, so I was the guinea pig! I started off with some chandelles, as did most of us. Sophie attempted her first competition finish.

Sunday brought low clouds all around, which wasn't ideal for high tows. Despite this, we made the most of it, doing as many aerotows as we could. I achieved my first loop and Aaron thrilled me with a low-pass. A number of us took home aerobatics ratings.

We all enjoyed flying with Aaron and progressed in our aerobatics ratings and confidence, as well as having some fun along the way! Networking with well-known women pilots from other clubs was encouraging.

This amazing weekend wouldn't have been possible without the hard work Melysha put into organising it, and Aaron's exciting flying and enthusiasm. Thank you! Thanks also Bathurst Soaring Club for hosting and to Betty for her delicious dinners. We are looking forward to the next one.

Leila Spataro

MEMBERS ELECT FIVE NEW BOARD MEMBERS



The first AGM of Gliding Australia Ltd was held online on 18 November. Voting for the first Board to be directly elected by members concluded at the close of the AGM.

Welcome to the new Board members. Information from their resumes are below. You can see their full details at https://glidingaustralia.org/agm2026/

MEET THE NEW BOARD

MATTHEW ATKINSON

I began gliding at the age of 35, now have over 2,510 flying hours.

Competing in 16 Nationals since 2013 has given me the opportunity to fly in four States, from Lake Keepit, Narromine, Temora, Leeton, Kingaroy, Goondiwindi, Benalla, Tocumwal, Waikerie plus two FAI SGP Qualifying GPs at Lake Keepit and Gawler. I have also flown at camps from Bunyan and Warwick.

I have served as Coach NSW Soaring Development Manager from March 2024, training and issuing coach credentials, and handled budget and management for NSW Coaching Week '25 & '26, Silver and Diamond Coach, OO.

I've coached pilots at six NSW Coaching Weeks (2020-26) three JoeyGlides (2024-26) and at Lake Keepit Soaring Club (Coaching Hrs; 304, 24,000km, 91 flights).

I will be Head Coach managing the 2 Seat Coaching Program at JoeyGlide at Temora in December '26 and will then manage NSW Coaching Week at Narromine in February '27.

Instructor L2, member of LKSC Training Panel and Instructor Roster.

I attended the inaugural Skyward Safety Summit Brisbane, 20/4/2024

Committees - Ordinary Committee Member of the Lake Keeepit Soaring Club since May 2024.

Organiser Lake Keepit 2024 MCN. Head of LKSC Glider Fleet Strategy group. Monthly club expenditure review.

Member Junior World Gliding Championship Organising Committee.

Member of GAus Soaring Development Panel (SDP) March 2025 - continuing. NSW Gliding Committee (as RSDM), March-Nov 2025 until the restructure.

Airworthiness Airframe annual Inspector FRP (2019) and powerplant annual inspector (2023).

OBJECTIVE AS A BOARD MEMBER FOR GLIDING AUSTRALIA

To give back to a sport in which I have 40 years involvement leveraging my enthusiasm for gliding, professional engineering, and aviation experience

Being involved in the Operations, Sporting and Airworthiness aspects of gliding as well as safety and governance roles gives me a broad perspective of gliding in Australia over the past 40 years. I have recently retired. Both my sons grew up at the gliding airfield and flew



CATHERINE CONWAY OAM

I have worked in the aviation industry as a commercial pilot (charter, survey and instructor), maintenance engineer (for LAME and gliding AMO organisations).

Total Aeronautical Experience over 4100 hours.

Total Glider and Motorglider 2750 hours.

GFA M-11841 Past and current roles

Ops

- Level 3 Gliding Instructor , Former CFI of Adelaide University Gliding Club and AV8 Flight Training (Parafield Based), AAFC Instructor
- Tug Pilot (competition towing and paddock retrieves)

Sports

- RTO/Sports – SA/NT
- Australian Team captain in Germany and Lithuania
- Multiple times President and other committee positions Adelaide University Gliding Club.
- SQNLDR Australian Air Force Cadets, 2013 – 2021 - National SOGLD (Staff Officer Gliding Governance)

Joeyglide competitions, and are now in aerospace/ engineering related careers. I am still passionate about youth in aviation through Adelaide University Gliding Club and instruction of youth in RAAus at Lite-Air keeping giving me perspective. I am currently restoring my ES52 Kookaburra and flying my Ventus 3M - at both ends of the spectrum.

MARK 'LUMPY' PATERSON

I earned my glider pilot's licence on my 15th birthday and have remained actively involved in the sport ever since. At 17, I became the youngest pilot in the world to earn the three-diamond diploma.

My passion for gliding led me to establish Tocumwal Soaring Centre in 2018. The centre operates from Tocumwal's historic Sportavia Second World War hangar and now manages Australia's largest glider fleet. We welcome visiting pilots from around the world to experience Australian soaring conditions.

I race a JS3 jet-powered glider, own 25 other gliders in Australia and serve as the Registered Operator for a further five aircraft.

Tocumwal Soaring Centre provides training, coaching and advanced cross-country support, offering a comprehensive experience for everyone from first-time flyers to highly experienced international pilots.

INDUSTRY PERSPECTIVE AND BOARD CONTRIBUTION

My work and competition commitments take me to gliding clubs throughout Australia. These visits provide valuable opportunities to engage with members and operators, understand their priorities and bring together diverse ideas, concerns and perspectives from across the gliding community.

I offer Gliding Australia a distinctive combination of operational, commercial and governance experience. This includes building and operating a full-time gliding centre, more than a decade as a small business owner and senior management experience in the mining industry.

CRAIG VINALL

I have been a cross-country and competition pilot for more than 20 years and competed in many National and State Championships. I'm also a regular at the Horsham Week competition, which I have won on a number of occasions. I currently fly an AS 33 Es (18 m) and have previously owned an ASG 29 E and a Mosquito.

CURRENT GLIDING ROLES

President, Waikerie Gliding Club

- National panel responsible for cross-country training and competition development, coaching and competition and team-selection policy.
- I drafted amendments to MOSP 4 and to the Code of Conduct for Board consideration, reviewed the International Team Manual and worked on junior eligibility and selection pathways ahead of the 2029 Junior World Gliding Championships at Lake Keepit.

I previously served as South Australian Soaring Development Manager 2018 – 2023

- I've had long-standing involvement in SAGA Coaching Weeks and in the Silver Coaching system since its inception



WHY I NOMINATED

Gliding Australia is at a point of change, with a new Constitution and a completely new Board that must act independently and collectively in the interests of all Australian gliding. I believe that this period calls for directors who bring broad administrative and governance experience, and who also understand GA's executive, panels and operational documents from the inside. I offer both, together with a long commitment to the sport, and I would be glad to serve.

LEFT TOP:
Matthew Atkinson

LEFT BOTTOM:
Cath Conway

ABOVE:
Lumpy Paterson

KEVIN WILSON

AVIATION EXPERIENCE

- Chief Operating Officer CASAIR – Part 135 Charter operator in WA
- Director of Oxford Air Training School UK - (now Oxford Aviation), then the largest CPL training organisation in Europe.

COMPETENCIES

- Creator of innovative business solutions that deliver efficiency and customer delight.

LEADERSHIP

- Diploma of Management
- Graduate of Sandhurst Royal Military Academy and served as Major in British Army
- Extensive experience leading large teams and coaching Junior Managers in business acumen
- Experienced at market analysis, strategy formulation, sales team deployment and motivation, account manager and sales manager coaching and mentoring, use of CRMs and data warehouses.
- Responding to ITTs, formulating value propositions, presenting proposals, negotiating contracts.
- Strong financial analysis, modelling, planning and reporting skills. Passionate about building winning teams that are focused on performance
- An engaging leadership style which encourages maximum contribution from individuals.
- A respected coach and mentor for Junior Managers, drawing on 25 years of management experience.

GLIDING AUSTRALIA AWARDS AND TROPHIES



ABOVE:
Peter Temple was honoured with the Bill Iggulden Award at this year's GAus AGM.

At the GAus AGM on 18 November, the recipients of the GAus Service Awards and winners of the 2025-26 Sporting Trophies were announced. Congratulations to the recipients and the family of Phil Dodd, whose award was given posthumously.

SERVICE AWARDS

BILL IGGULDEN AWARD - SERVICES TO GLIDING AS A VOLUNTEER
PETER TEMPLE

Peter is well known as a competition pilot. He has won numerous National events, represented Australia at World Championships, and finished third in the Club Class at a World Gliding Championship.

Less well known is his contribution to developing other pilots. Peter helped establish the National Coaching system, including the Pilot and Trainer guides for the GPC units. More recently, working with G Dale, he was instrumental in producing the excellent set of training documents for Advanced Thermal Soaring. He has been the driving force behind a training programme designed to encourage pilots to extend their flying into cross-country tasks.

Peter has also played a significant role in the development of Max Scutchings, who was successful at the recent World Championships. Having worked with Max for more than a year, Peter then coached him remotely throughout the competition. His contribution was a major factor in Max's success.



BELOW:
The Ryan Award recognises Kevin Wilson's work to improve airworthiness practices.

RYAN AWARD - SERVICES TO AIRWORTHINESS
KEVIN WILSON

Kevin Wilson has for many years been a driving force behind improved airworthiness practices, procedures and training in Western Australia and at National level. His expertise in avionics and electrical systems, FLARM collision avoidance aids and Electronic Conspicuity has been particularly valuable, and through improved implementation has materially contributed to gliding safety. His contributions to better documenting towing release maintenance and testing has been invaluable. He was a major contributor to the 2026 update to MOSP3 AW Basic Sailplane Engineering (BSE), which in turn has enabled improved nationwide AW training and better workshop practices. His efforts have been highly professional and exemplary, and his contributions to the wider gliding community as an airworthiness volunteer are appreciated.

HOINVILLE AWARD - SERVICES TO OPERATIONS
PHIL DODD (POSTHUMOUS AWARD)

Phil Dodd was a major influence in positive safety culture development, operational safety improvements and safety coordination in the WA gliding movement, as well as RFDS operations in WA. He has supported the WA Gliding Association Board and WA clubs for many years as a regional safety advisor, making excellent contributions to drive safety awareness and training campaigns, facilitating inter-club safety collaboration. He also gave valuable national support as Deputy Safety Manager. He supported the Gliding Australia 2024 Skyward Summit at RFDS Jandakot. Phil had enormous energy and initiative, cultivated enthusiasm and safety professionalism. His enormous insights in safety management and human factors were often shared with gliding colleagues through RFDS WA, aviation and medical human factors and CRM bodies, and gliding networks. His efforts have been in the best traditions of Fred Hoinville and elite gliding operators in Australia.

WALLY WALLINGTON AWARD - SERVICES TO THE SPORT OF GLIDING
JOHN (JR) MARSHALL

JR has shown outstanding enthusiasm and dedication to airworthiness in South Australia. Beyond his formal responsibilities as the State's Airworthiness Officer, he has helped a number of clubs carry out airworthiness inspections of their gliders and tugs, and has assisted with aircraft repairs. He responds quickly when members raise airworthiness issues and is always willing to give his time to help resolve them.

He is also the long-serving president and driving force of the Millicent Gliding Club, and a keen vintage aircraft enthusiast who has been instrumental in ensuring the annual Vintage Rally is organised and run each year.



SPORTING TROPHIES

ROGER WOODS TROPHY
Best place by an Australian at a World Championships 2025-26
MAX SCUTCHINGS
Junior WGC Germany
1st place Club Class

RAeS SHIELD
Highest speed by an Australian at World Championships 2025-26
MAX SCUTCHINGS
Junior WGC Germany
127.8 kph

WALLY WOODS TROPHY
Longest flight 2025-26
DAVID JANSEN & GRANT ANDERSON
1,424km

BOB IRVINE TROPHY
Flight with Highest WeGlide points 2025-26
DAVID JANSEN & GRANT ANDERSON
1,275km 1,378 points

MARTIN WARNER TROPHY
Greatest gain of height 2025-26
JAYDEN BASHFORD
Kestrel 17m
17,589ft

INGO RENNER CUP
Best 3 flights 2025-26 Summer
DAVID JANSEN
Kingaroy Soaring Club
5033 pts

INGO RENNER CUP
Best 3 flights 2025-26 Wiinter
ADAM WOOLLEY
Kingaroy Soaring Club
2,487 points





ABOVE:
Max Scutchings was awarded both the Roger Woods Trophy and the RAeS Shield.

TOP LEFT: The Roger Woods Trophy

Below: The RAeS Shield

BOTTOM:
David Jansen and Grant Anderson, winners of the Wally Woods Trophy and the Bob Irvine Trophy.

WEGLIDE AUSTRALIAN LEAGUE
Accumulated points from a club, weekend flights
GLIDING CLUB OF VICTORIA



AROUND THE CLUBS





Darling Downs Soaring Club
Come and Get It Trophy - the sequel has landed. Millie and Matteo started the job last weekend and landed at Kingaroy, but with no tow available, the glider settled in for a week-long stay in the hangar. A week later, Jenny and Ken headed up to retrieve her and the 'Come and Get It' Trophy with some seriously good weather along the way. To any other Qld clubs - come and get it if you can!

Alpine Soaring Mt Beauty
Just another day in our playground. Following a 24 hour drenching with over 30mm of rain, we had clearing unstable skies with WSW winds and 6,000ft cloud base and some convergence to 7,000ft in late August.



Bathurst Soaring Club
Leila Spataro flew her first 2 solos, 2 days after her 15th birthday in October. Congratulations Leila! What an achievement. We are all very proud of you. Now for the real flying. See you in the next thermal!





Tocumwal Soaring Centre
The colours on earth's carpet are wonderful in late August with the conola in full bloom and the wheat crops looking very healthy. Go the green and gold.
Big congratulations to Peter who went solo today. Peter flies 787s as a day job, but has decided to try some real flying. Pete made it look easy..... well done!



Amber Davison at Essendon Fields
Inspiring the next generation of aviators, Amber had the pleasure of showcasing gliding at the Girls in Aviation day over the weekend of 19-20 September. The event was a great opportunity to present what gliding has to offer to some keen future talent.
Many young people have not heard about gliding in Australia, and yet we have some of the best weather for it! It's great to see the curiosity grow in someone's eyes when you mention that a glider doesn't just go up and come back down, but it can actually fly for many hours. On top of that we are truly an air sport, with racing and aerobatic competitions available for those with a competitive drive.





Gliding Club of Western Australia Meets the Beverley Soaring Society

Come and Get It Trophy

In October, the Gliding Club of Western Australia had the Trophy for one week before James and Richard from Beverley Soaring Society arrived to take it back to Beverley. A good chat followed, with a very welcome cup of tea with fellow glider pilots. Who's next?

Narrogin Gliding Club

On the weekend of 17 October, Narrogin Gliding Club moved its operations to Wandering for the weekend of the Wandering Fair and camp out. A great time was had by all. Well done team.



South Gippsland Gliding Club

A cracker of a day down at South Gippsland Gliding Club on 18 October brought great soaring weather resulting in 15 launches, various air experience visitors and some fancy flying. A perfect day!

GLOUCESTER RIDGE SOARING CAMP



The annual Gloucester Ridge Soaring Camp ended on a high in August - two flights to 18,000ft - leading organiser Michael Vince, Central Coast Soaring Club CFI, to sum up the 8-day event as "fantastic".

Some 32 pilots with 10 aircraft attended from CCSC, Hunter Valley Gliding Club, Southern Cross Gliding Club, Gliding Club of Victoria, Narromine and Canberra.

A total of 102 flights clocked up 119 hours, including one 5-hour flight. Although the weather was generally excellent, the Mograni and 10km-long Gloucester Ridge failed to perform due to the absence of westerly winds. Nevertheless, many pilots managed to fly the range using thermals.

Michael commented on the town's hospitality, saying that the pilots had enjoyed many of the clubs and restaurants during the week.

Co-organiser and tug pilot, Bill Bartlett, who has operated at many of the camps during its more than 40-year history, launched all flights in his Cessna 180, Tango Tango Whisky.

Michael Woolley Central Coast SC





FATAL SPIRAL DIVE

BY CHRISTOPHER THORPE

THE ACCIDENT, THE AERODYNAMICS, THE LESSONS

A fatal spiral dive accident offers critical lessons for every glider pilot. How small factors can rapidly align into an unrecoverable flight upset — and how we must train to recognise and recover.

THE INCIDENT

In October 2017, an experienced competition pilot flying a JS-1C sailplane was killed near Boggabilla, NSW. The accident unfolded minutes after tow release, ending in a spiral dive from which the pilot was unable to recover.

As Lead Investigator for the VH-IBS accident inquiry, I examined the contributing factors. While tragic, the accident offers important safety lessons that every glider pilot and instructor should understand.

THE CHAIN OF EVENTS

The glider released at approximately 2,000ft AGL, turning toward nearby thermalling gliders. Moments later, it entered a steep, nose-down, rotating descent characteristic of a spiral dive, descending rapidly until impact.

Although the exact sequence of control inputs cannot be definitively determined, the evidence points to:

- Cockpit workload immediately after release;
- Ergonomic limitations while retracting the undercarriage;
- Possible inadvertent control inputs during configuration changes.

The JS-1C's landing gear lever requires significant rearward movement and force. For a larger pilot in a confined cockpit, this may have forced the use of both hands — leaving either partial or no control on the stick at a critical time.

This likely allowed minor yaw or roll disturbances to develop unchecked. A brief wing-drop stall quickly evolved into a steep, high-speed descending turn — a fully developed spiral dive.

UNDERSTANDING SPIRAL DIVES

"Spiral dives are deceptively simple in appearance — but aerodynamically ruthless in progression."

While often confused with spins, spiral dives are a completely different aerodynamic condition:

- Wings are flying, not stalled.
- Bank angles commonly exceed 60°.
- Nose-down pitch accelerates airspeed rapidly.
- G-load increases sharply.
- Altitude loss occurs at hundreds of feet per second.

Spiral dives can develop rapidly into unrecoverable situations if not recognised and corrected immediately.

JS-1C FLIGHT MANUAL SPIRAL DIVE WARNING

The aircraft flight manual states that a spiral dive may occur when:

1. The aircraft terminates spinning automatically should the pilot continue applying into-spin control inputs.

2. During excessive slip angles with full rudder deflection.

Both conditions are plausible in high workload situations immediately post-release.

THE ROLE OF BALLAST

VH-IBS was flown in 21m configuration with significant water ballast – including wingtip tanks.

- Ballast near CG - little effect on roll inertia.
- Ballast outboard - greatly increases roll inertia.

INCREASED ROLL INERTIA MEANS:

- Slower roll response.
- Delayed recovery from steep bank angles.
- More altitude consumed during recovery.

Even correct control inputs may not have provided sufficient altitude for recovery at 2,000ft AGL.

RECOVERY TECHNIQUES: THE CRITICAL DIFFERENCE - SPIRAL DIVE RECOVERY

- UNLOAD – Smoothly apply forward stick to relieve excessive aerodynamic loads.
- ROLL – Use gentle, coordinated stick and rudder inputs to level the wings.
- PULL (Ease) BACK – Apply gradual, progressive back pressure with minimal G-load to restore level flight, allowing excess speed to dissipate naturally.

SPIN RECOVERY

The standard spin recovery technique for gliders certified under EASA CS-22 is universally effective:

- For powered sailplanes, close the throttle.
- Apply and hold full rudder opposite to the spin direction.
- Ensure ailerons remain neutral.
- Ease the control column forward until rotation ceases.
- Maintain these control positions until the aircraft is fully recovered (rotation stops and the stall is broken).
- Once the spin stops, centralise the rudder and gently ease out of the ensuing dive.

Aircraft manufacturers may specify slight variations in this sequence, such as a delay between rudder application and elevator movement. Always refer to the AFM/POH for aircraft-specific guidance.

Aid to Developed Spin/Spiral Dive Identification

Attribute	In Developed Spin	In Spiral Dive
Aircraft stalled	YES	NO
G Loading	Normal	Increasing
Load on controls	Light (unresponsive)	Effective and increasing control loads
Yaw string	Large deflection, pointing towards rudder for recovery	Generally normal flight position
ASI	Low or unreliable	Steady and increasing*
Air sounds	Stable (but may vary on rotation)	Increasing

* *If a pilot enters the spiral dive from a spin and is continuing to apply pro-spin control settings the ASI may still indicate low airspeed due to pitot/static errors.*

Applying spin recovery to a spiral dive – particularly forward stick – can steepen the dive dangerously and consume critical altitude.

HUMAN FACTORS AT PLAY

The VH-IBS accident involved multiple human factors:

- Post-release workload: Multiple tasks competing for attention at low altitude.
- Ergonomic constraints: Restricted cockpit dimensions compromised control precision.
- Recency: Limited recent glider time and hours on type.
- Startle effect: Sudden low-level upsets delay recognition and corrective action.

AIRBRAKES IN SPIRAL DIVE RECOVERY: AN ADDITIONAL HAZARD

Although not a factor in this accident, improper airbrake use deserves attention.

Pilots may instinctively deploy airbrakes to reduce speed during a spiral dive — but this can introduce severe aerodynamic penalties:

- Disrupts lift distribution across the wing.
- Shifts load toward wing tips, increasing bending moments.
- Reduces roll response, delaying recovery.
- Risks structural overstress at high G.

Instructors should train pilots to avoid airbrake deployment during spiral dive recovery.

SAFER ALTERNATIVE: LOW-G RECOVERY TECHNIQUE

In certain spiral dive scenarios, airspeed may momentarily exceed VNE. The correct recovery sequence prioritises:

1. Smoothly apply forward stick to relieve excessive aerodynamic loads

2. Roll wings level using coordinated aileron and rudder.

3. Apply gradual, progressive backpressure with minimal G-load to restore level flight, allowing excess speed to dissipate naturally.

A brief, controlled VNE exceedance under low-G is safer than abrupt high-G pull-outs that risk structural overload.

THE BROADER LESSON

The VH-IBS accident represents a classic 'accident chain', where multiple small, individually survivable factors combine with fatal consequences:

- Inadvertent control release during gear retraction.
- A wing-drop stall evolving into a spiral dive.
- Outboard ballast increasing roll inertia.
- Delayed recognition and possible misapplication of recovery technique.

Breaking any one link might have changed the outcome.

EXPANDED LESSONS FOR EVERY PILOT

1 Stabilise before configuration changes: Stabilise pitch, bank and airspeed fully before retracting gear.

2 Manage workload post-release: Prioritise tasks carefully during high workload phases.

3 Distinguish spin vs spiral dive: Training must reinforce early recognition of both.

4 Apply correct recovery: Roll level first in spiral dive; avoid forward stick errors.

5 Avoid airbrakes during recovery: Airbrake deployment may worsen roll and load conditions.

6 Use low-G recovery: Minimises structural stress even if Vne is briefly exceeded.

7 Understand ballast effects: Outboard ballast increases roll inertia; recovery takes more altitude.

8 Maintain upset recovery currency: Regular practice sharpens recognition and instinctive response.

9 Ensure ergonomic cockpit access: Full, unrestricted control movement must be available at all times.

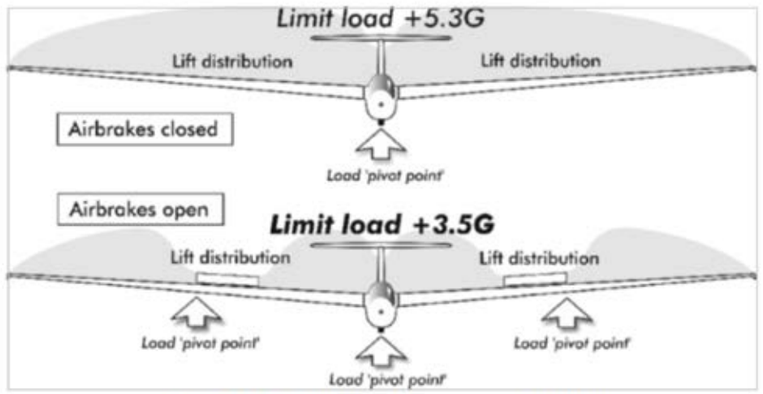
THE MINDEN NIMBUS-4DM BREAKUP — AIRBRAKES AND SPIRAL DIVE RECOVERY

In July 1999, a fatal accident in Nevada involved a Nimbus-4DM glider that entered a high-speed spiral dive. Witnesses observed the glider descending steeply with visible upward wing flexing. Both wings failed structurally in flight before impact. Wreckage analysis showed both airbrakes fully deployed.

The investigation found no design defect. Instead, the wing failure was attributed to aerodynamic overload – specifically, extreme speed and G-loading during spiral dive recovery. Critically, deploying the airbrakes at high speed likely contributed to the failure:

- *Airbrakes reduce lift over the inner wing sections, shifting lift outboard.*
- *This effect significantly increases wing bending moments at the outer panels.*
- *Combined with high-speed, high-G flight, these concentrated loads exceeded structural limits.*

This case reinforces the need to use the correct recovery sequence.



Airbrake Lif Redistribution (Image courtesy of the BGA)

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.

BUNYAN WAVE CAMP

THE HIGHS AND LOWS

BY RICK AGNEW



"Some say that he is terrified by the ground, that he has no understanding of clouds and that he just stares off into the distance and whispers to the wind. All we know is he's called the 'The Wave Pilot'."

Canberra Gliding Club's annual wave camp, held in September 2026 at Bunyan airfield 12km north of Cooma, NSW, was a great success.

The official start of this year's Wave Camp was Saturday 19 September through to Sunday 27 September. Drew McKinnie, the Canberra Gliding Club's and GA Safety Officer, did a marvellous job as camp administration, 'herding cats' and working together with some of the Club's instructors, tuggies and duty pilots to make things happen. Morning briefings were followed by flying. Those that stayed in the club house told epic tales, sampled 'stuff' and generally had, by all accounts, a great time.

Drew was pretty wacked by the end of the camp and deserves full credit for also organising the wave for the camp. In the past, it has become known as more of a 'ripple' camp. But, after I sacrificed my glider to the Wave Gods a year plus ago by taking out @$#@$^ kangaroos on late final after a wave flight, those Wave Gods were smiling on us this time.

WAVE IS ON!

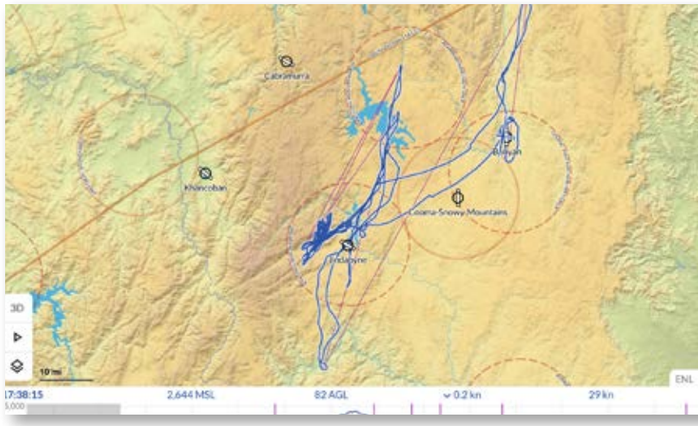
Saturday's weather prediction was fairly ho hum, and SkySight's was the same. However, conditions were far better than predicted, and looking north from Bunyan airfield showed that wave was on!

Sort of like the scramble bell going off at Biggin Hill airfield, pilots raced around for a launch.

Matthew Atkinson in his JS3 TJ 18m was rearing to go and had a great flight of 273km at 84 kph topping out at 18,992ft with a height gain of 15,121ft, which turned out to be the Alan Armstead trophy flight – best height gain of the wave camp. Matthew flew from Bunyan up past Bredbo, traditionally the strongest and local high point in the 'home' valley wave system, up to the northern boundary of Michelago. He then hopped forward via Adaminaby, over Lake Eucumbene to the northern point of Lake Jindabyne returning more or less the same way back to Bunyan, taking a tad over 3 1/2 hours. It was a great flight, and I was very, very jealous.

John Orton was next off in his ASG 29-18m. After gaining height in the local valley area, he likewise went north to Michelago and back and ventured out towards Adaminaby, north of Cooma airport, and back to Bunyan doing 189km at 63 kph reaching 18,099ft with a height gain of 12,552ft in just over 3 hours flying.

Paul Tridgell and I, after a lengthy rigging – that is, fluffing around – eventually self-launched just when the wave system paused. Well, that's the excuse I'm going with. We did a shake-down thermal flight of 67km at 75 kph while monitoring engine stats and decided that, with slipping belts, we should come back, land and tighten them. Subsequently, Paul solo self-launched to test his glider's engine, which proved all was OK for the upcoming days' flights. Steve Grzeskowiak went for a local flight in his shared LS1-f.



TOP: You can see the flight at weglide.org/flight/1240352

BELOW: Paul Tridgell in the rear seat with Rick Agnew in the front.

TOO BLUE

Sunday's weather – BLUE. Arrrrrgh, no clouds, no wave clouds, sob sob... This is going to sort the sheep from the goats etc etc.

SkySight predicts that wave is on... Wind is coming from the correct direction – but finding it – hmmm. Well, the eyes are on me... the one who bangs on about wave all the time. I'd better put my money where my mouth is, so to speak. Game on... no pressure – much.

Paul and I self-launched in Paul's beautiful DG 1001m 20m. We elected to gain height over the airfield and motor towards the primary – yes, the world's longest motoring into wind – and high self-launch towards 'Agnew's Elevator', a place I know extremely well. If wave is on, it will be there. Pity that there wasn't a hint of cloud as an indicator of wave/lift. If I had SkySight I may have been able to use that instead of using 40 plus years of local knowledge and sweating and mumbling to myself. Yes, the wave Gods were smiling upon us and eventually we contacted wave. It wasn't easy, even for me.

COLD FEET

The high point was 23,412ft with a flight time of 7hrs 45mins! SeeYou stated a distance of 915.3km... If I had known that, I would have stayed up and made it a round 1,000km.

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I had a blast, but was very, very tired. I must be getting old. In days of yore, an 8hr flight was nothing...

On this epic flight, Paul was mumbling that his feet were frozen and with that I felt (not sniffed) his long, long legs and feet being draped over on top of my shoulders from his reclined seat in the back. Yes, he was basking in the sun. Apparently, thawing his feet out this way worked. I was and am still a tad amazed that he managed to get his feet and legs up into that position while still strapped in!

All I could think about was the ATSB report stating, if we speared in, why was the P2's feet in that position?

In retrospect, it was a brilliant flight – a culmination of years and years of local and international wave flying, looking at the topography and remembering from the past, exactly where in this location the wave would be – and flying it. Oh, how I wished for the wave clouds to mark the super highway to zip up and down marking where the lift would be. Such is life!

OTHERS THAT FLEW THAT DAY INCLUDED:

Steve Grzeskowiak flew 162km @ 86kph
Matthew Atkinson 170km @ 60kph
Drew McKinnie 141km @ 59kph
Chris Thorne 106km @ 74kph
Rod Ferrier and Borris 57km @ 36kph
John Orton 41km @55 kph
Rhys Dyer 27km @ 63kph
Amos Shapira 15km @83kph

UPS AND DOWNS

Monday 21st, Tuesday 22nd and Wednesday 23rd September brought no flights. I was knackered from Sunday's near 8hr flight of intense concentration, so I was rather glad.



Thursday 24 September saw seven local flights... basically local thermally. It was great to see Mike Hardy flying in the Mosquito he shared with his son.

On Friday 25 September, Paul Jacobsohn and Ian Steventon in their Duo Discus flew two flights of 196km @ 67 kph, utilising thermals and finding the primary wave flying west along Lake Jindabyne and slightly south of the Alpine Way and back to Bunyan.

Saturday 26 September saw five flights – all thermal with a smidge of wave with John Orton in his ASG 29-18m doing 140km @ 42 kph as the best out of Bunyan for the day.

THE WHO'S WHO OF WAVE CAMP 26

Wave Camp Director / Co-ordinator was Drew McKinnie, assisted by John Young, Keith Ayotte and others.

Tuggies were Chris Thorne, Alan Wilson, Peter Deneo and Dave McIlroy.

Duty Pilots included Bakari Sammir, Kieth Ayotte, Steve Grzeskowiak and Rick Agnew.

Among the participating pilots were Matthew Atkinson, Ian Steventon, Rod Ferrier, Boris Jovanovic, Drew McKinnie, Paul Jacobsohn and Steve Grzeskowiak.

Other pilots, listed here with their aircraft, were Rhys Dyer, Std Cirrus; John Orton, ASG 29-18m; Mike Hardy, Mosquito; Jordy van den Hark, SZD Puchacz; Greg Schmidt, SZD Puchacz; Drew McKinnie, ASW 20; Amos Shapira, DG 303; Paul Tridgell and Rick Agnew, DG 1001m 20m; and Chris Thorne Ventus cT 15m.

RULE NO. 1 – 'YOU HAVE TO BE THERE'

My aviator friends and I hope to see you at next year's wave camp. Meanwhile fly high, fly fast, fly long and fly safely.

GA

CHASING GLORY

MORNING GLORY SEASON 26

BY MICHAEL ZUPANC

This year's expedition to the Gulf Country was defined by three distinct chapters – redevelopment of the Burketown airport, the awe-inspiring presence of the Morning Glory clouds themselves and, most remarkably, Geoff Pratt's staggering milestone of 30 consecutive years chasing them.

Marking three straight decades of seasonal pilgrimages to Burketown, Geoff's dedication to soaring the Morning Glory is nothing short of legendary. Geoff was the third person to soar the wave in a glider, and by all accounts, he was impressed with the experience!

It was the sheer uniqueness of the phenomenon – that mythical 'free ride' that pilots experience as the natural energy drives them along – that kept him coming back year after year. He returned despite the daunting challenge of navigating the vast, featureless terrain of the Gulf Country well before the advent of GPS, and despite the fact that he was often the only glider there!

Geoff took his tent with him in the glider when he flew the mere 700 or so kilometres to get to Burketown, and sometimes Jake from the caravan park would set up a tent for him so he would have less hassle in getting a spot to camp. He had a bike borrowed from Paul at Savannah Aviation on which a milk crate was fixed to the handlebars with zip ties so he could ferry his fuel and other gear back and forth, and that was it!

MAN, MACHINE AND METEOROLOGY

The meteorology in those days was itself a challenge. No satellite images or weather models to assist predictions. It was more about local intuition and inspecting the condensation on the outside of the local fridges the night before, which is a rustic but still reliable gauge for the high humidity that serves as the lifeblood of a good cloud formation. It was a game of patience and of watching the dawn horizon in anticipation of spotting that rolling line that might be a wave.

But when the Morning Glory finally arrives, it is a truly spectacular force of nature, and no one has

ABOVE:
One of the better formed clouds that we had this year.

RIGHT: The runway cake that Billie and Amanda from Savannah made for Geoff, with a play on the runway designation 21/03, which became 30 for the cake.



continued over page





ABOVE: A small southerly wave system overlapping with the regular NE wave.

LEFT: A broken, patchy wave that sort of had lift along it, if you could sniff it out.

mastered its fickle energy quite like Geoff. Over his thirty-year tenure, he has truly pushed the limits of what is possible on these formations, riding the waves to heights above 10,000ft and a best distance of 1,000km.

With some help from Geoff's friends, I have managed to put together a slideshow of Geoff's MG adventures with some photos from the old days and some of the different aircraft in which he has flown the MG. If you're interested in taking a look at this unique slice of soaring history, you can find it at **https://youtu.be/Uboulf81Wug**

RUNWAY REDEVELOPMENT

Burketown's main runway had two issues. First, during the heavier floods, parts of the runway would go underwater, which is obviously not what is wanted, especially when it's normal for wet season access to the town to be by air only. Second, the runway length is capped by the river at one end and the town at the other. What the Burke Shire wanted was to relocate the airport to a flood-proof location and also to leave room for extension so that larger aircraft could be brought into the town in the future.

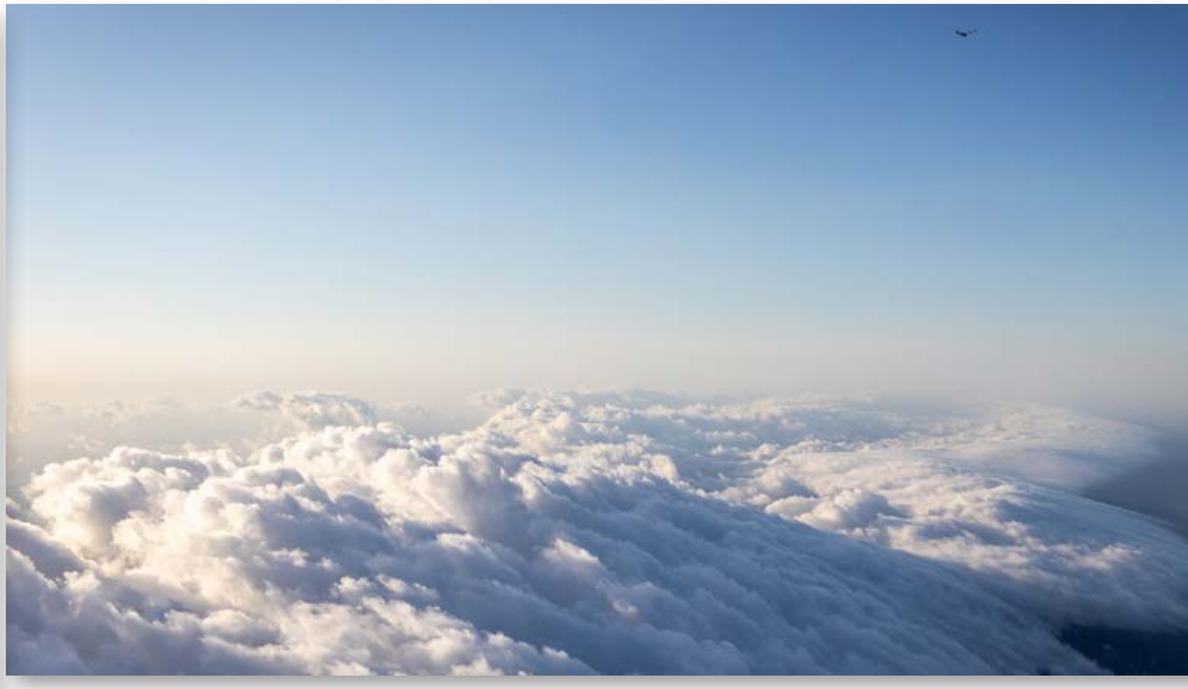
The federal government, however, stumped up money for floodproofing the existing runway, so at about Easter time, the graders moved in and reconstructed the old cross strip, and a refuelling facility was installed. Then they started tearing up the main runway.

The plan was to raise it about half a metre, which is what was needed to get the runway above the catastrophic flood level that had been experienced a couple of years earlier.

This temporary cross strip was quite adequate, except for the rather cantankerous refuelling station, which degraded from being somewhat unreliable to simply not working at all...

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ABOVE: Barry flying his Phoenix at dawn.

RIGHT TOP: Mr Spiller showing us how it's done by skying out (top right) on the wave

RIGHT: Bill flying his Taifun on a wave

Furthermore, any attempts to have it fixed were hampered by a good run of barramundi fishing, which saw the technician busy elsewhere.

MAROONED

But then, during our stay, the freshly paved, glorious main runway finally opened for business – at the exact millisecond the temporary strip was officially closed. The kicker? It was physically impossible to taxi aircraft from one to the other. Both us gliding folk and the local commercial operator, Savannah Aviation, were now marooned in an aeronautical purgatory where we couldn't get to the new runway because we couldn't leave the old runway.

After some hurried diplomatic negotiation with the local runway safety staff, we finally reached a peace treaty. He graciously agreed to remove the dreaded white crosses, allowing us and the resident Savannah Aviation fleet to launch from the temporary strip and perform a maiden touchdown on the pristine new tarmac. Victory!

OR SO WE THOUGHT.

We had successfully upgraded from a temporary runway with a dodgy, temperamental pump to a shiny new runway with… absolutely no fuel pump system whatsoever. Apparently, in the rush of laying all that beautiful asphalt, somebody entirely forgot to schedule the commissioning of the bowsers. Minor detail, really. Who actually needs fuel in an airplane?

GRAND OPENING

But the absolute pinnacle of this bureaucratic masterpiece was the Grand Opening of the new runway. How does a construction company celebrate the opening of a vital piece of aviation infrastructure?

By immediately closing it for three days!

They erected a grandstand, hired a couple of bands, and threw a massive tarmac party where actual aircraft would only get in the way and were therefore excluded.

Even better, just in case we had any wild ideas about retreating, the bulldozers were already actively tearing up the temporary strip in the background. To be fair, they did make a provision for commercial traffic to use the runway (not the apron) if the users gave 24 hours prior notice, and emergency traffic such as the RFDS could land with only 30 minutes' notice.

CATCHING THE WAVES

Despite juggling these rather odd obstacles, we actually did manage to catch a few waves in between the madness. This was my 9th year of chasing these elusive waves, and this year they proved especially elusive. While the number of waves soared was pretty much on par, the quality wasn't.

None of the smooth, rolling, horizon-to-horizon waves were encountered. Instead, we had to hunt for our prey, typically by flying some distance away to get onto them. Even then, they were rather odd, with some strange winds that seemed to mess things up somewhat.

But still, plenty of hours and hundreds of kilometres were soared sans engines. Was it worth it?

Hell yeah! It was still an awesome adventure with its challenges and rewards. Some great camaraderie was found out there in the remote countryside, very good barra fishing was had by those who ventured in that direction, and the awesome vanilla slices at Hells Gate Roadhouse can't be missed.

Oh, and there's a nice big(ger) runway and apron planned for next year – well, unless more construction starts in the meantime…

GA

JUNIOR WORLD GLIDING CHAMPIONSHIPS

PHOTOS AND TEXT MAX SCUTCHINGS
AND AMBER DAVISON



TRUE CHAMPIONS

Max Scutchings from Adelaide Soaring Club is the new Club Class Junior World Gliding Champion after his outstanding performance at the Junior World Gliding Championships in Aalen-Elchingen, Germany.

The championships were held from 1 to 14 August 2026 in Club and Standard classes. Alongside 47 pilots from around the world competing in Club Class, Max beat them all. The international field included many more experienced pilots with much more competition experience, including the current European Junior Champion.

His admirable achievement is made more remarkable by the fact that Max took his first solo flight in a glider just two years ago, and celebrated his 18th birthday during the contest.

He flew his first gliding competition at the end of 2025, flying in the Victorian and South Australian State Championships followed by the Multiclass Nationals in Leeton. He went on to win JoeyGlide, the Junior Nationals, earning his place on the Australian team with Amber Davison who took 2nd place at JoeyGlide.

Amber, from Gliding Club of Victoria, is also relatively new to the gliding scene – like Max, flying her first solo flight just two years ago. She also had an outstanding result in Germany, taking 13th place overall ahead of pilots from all the major gliding countries in Europe, the USA and South Africa.

Max's and Amber's performances are a tremendous achievement and an outstanding result for Australia. Congratulations are also due to their Team Captain Mandy Temple. Mandy has served as contest director for numerous gliding competitions including WGC Keepit. She is a past President of the GFA and has served the Australian gliding community devotedly for many years.

Sean Young

MAX SCUTCHINGS

My plan for this year's JWGC was to learn as much as I could about the World Championships scene to get a head start for the 2029 Worlds in Lake Keepit. In the lead up to the competition, I never really thought about the scores or my result, as that wasn't my main focus.

Instead, I would say that mindset was the deciding factor in my result. The hardest part of the competition was waking up everyday and resetting to treat the day as a new one, regardless of whether the previous day was good - or not so good.

I think it also helped that, because I didn't have any specific expectations for the competition, I knew I'd be happy with the result no matter what. Outside of those personal factors, a very large group of people have contributed to my result – it would not have been possible without them.

STAYING THE DISTANCE

Among the general skills I brought with me, resilience was probably the most important, and I relied on it throughout the competition. If you get low or have a slow spot during a competition flight, it is important that from that point, you reset and fly the best flight you can from then on, Doing that well takes quite a lot of resilience. I learned how to achieve that throughout the competition, which helped on more than a couple of days.

In particular, the routine of the competition became one of its biggest challenges. It was 12 days of intense focus, from 7am to 10pm, with only time to relax for an hour after briefing. By the end I was completely out of energy.

But in contrast, the scenery surrounding us soon became the most enjoyable part of the competition for me. Germany is full of many different colours especially at this time of year, and the terrain is quite technical in parts with hills and ridges above 1,000m MSL.

ROOM FOR IMPROVEMENT

At my next competition, I would take a lot more time to select a glider with modern technology. The glider I flew was immaculate on the outside, but was unfortunately lacking an LX90xx flight computer, which limited my ability to track people via FLARM. A good FLARM and FLARM display are the most important pieces of technology for competition flying.

The entire competition was an amazing experience, and I learned a lot by watching the experienced teams fly together to get the best out of the air and their gliders. I would highly recommend competing in or even being at a Junior World Gliding championships, as the atmosphere is like nothing else.

THE SKY IS THE LIMIT

I would encourage you to push your own limits in Australia, even just at your home club. A familiar area is a good place to learn what you are capable of. I would also recommend flying on days that you wouldn't usually consider flying on, as they teach you a lot about the weather and what is actually possible in a glider. Gliding is at least 20% mental, if not more, so how you fly on a certain day largely depends on the attitude you approach that day with.

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LEFT and BELOW: Max Scutchings with the ASW20 he flew to victory at JWGC.



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AMBER DAVISON

As I went into this competition, I wasn't really sure what to expect. I had 250 solo hours in total and only 50 or so hours on the LS3, which is well short of most of the field. Realistically, my goal was to stay out of the bottom 10 and to enjoy flying alongside the best junior pilots in the world. Finishing 13th was never on my radar.

I'd heard a lot about how weak European conditions can be, so I was expecting plenty of low, scrappy days with overdeveloped cumulus. As it turned out, we were lucky. The conditions were strong for almost the whole competition, with climbs regularly reaching 4-5 knots and cloud base above 6,000ft. The weather kept things interesting too, with storms often moving through the task area. This actually played well into our success, as we got lucky by leaving early one day and riding the front of a storm while others were stuck waiting for it to pass.

GEARING UP

My preparation for the event had focussed on competitiveness and gaining an edge among the other pilots. Flying with James Nugent and Dan Summers at Benalla in autumn, as the conditions got weaker, gave me a lot of confidence in my own flying. It also taught me a lot about keeping the right mindset when things get difficult.

The glider I was flying was another major factor in my preparation. Owner Jan Omsels was kind enough to loan me his beautiful LS3 FS for 4 weeks of practice and competition, and I worked with him to make sure it was in good condition before I arrived. FS is a well looked after glider with the option to fly both with and without winglets. It also is fitted with an LX9000, making it an ideal competition setup!

I already knew I'd need to fit a different FLARM, so I could plan for that, and there were no surprises with the glider when I got there. I believe this saved a lot of time in the practice week, as I didn't have much to fix up.



The electric bug wipers were also amazing. As someone who has never used bug wipers before, it made flying in Germany easy and enjoyable. On top of the glider and tools that Jan lent me, he provided advice that was super helpful. I am so grateful for everything he did to support me on this journey.

I'd been excited to fit my own LX flight computer into the LS3 I flew at home, thanks to LXNAV for sponsoring me, and get her ready for the Australian competition season. The LX flight computer was honestly a game changer in the competition and I look forward to making even better use of it in future.

A final, key element in my preparation was the practice Max and I did together. We didn't pair fly the whole time, but we stayed together when it mattered most. We'd put in a lot of practice beforehand, both in the air and on Condor, so we'd worked out a communication system that



ABOVE and LEFT: Amber Davison flew an LS3 and finished in 13th place out of 45 contestants.

suited us. That meant we never ended up confused about what the other was doing.

SPORTING BACKGROUND

My own background in high-performance sport generally turned out to be really useful. I've spent years playing sports at a high level, and that has trained me to think strategically and stay a few steps ahead. In gliding, that meant thinking about what other teams were likely to do, when we wanted to start, and what lines we'd want to take. You're constantly thinking about your opponents while also managing airspace, weather and general navigation.

Another helpful skill was knowing how to mentally reset. Through sport, I've participated in a lot of sports psychology sessions, and over time you learn how you handle stress best. I'm naturally quite an emotional person, but I've learned to set my emotions aside almost entirely while flying and just focus on the task. The emotions will come up after the flight, but it's not worth letting them get in the way in the middle of it. It took me a while to get to that point.

With that same theme in mind, next time, I'll be prepared to trust myself more from day one. I improved so much over the competition, and a big

MAX'S COMMENTARY

The first day was going really well - until it wasn't. Good conditions down the first and second leg made for some fast and enjoyable racing. But I made a bad decision, which put me low in a tricky spot, right on the edge of a thunderstorm with no sun on the ground. I struggled around the edge and made it within 15km of the finish, but by then the day was too far gone. Well done to Amber for getting around. It is early in the competition, tomorrow is a new day and I'm looking forward to it.

STORM DAY – RACE 2

It's never good to have your glider still in the hangar 30 minutes before launch, but thanks to the maintenance team and a very reliable crew, I was back on the grid just in time. The flight that followed was really enjoyable, and a good step up from yesterday. Now it's just about continuing to learn and enjoy the flying every day, and hopefully the rest will follow.

The streak of Australian weather seems to be ending tomorrow, so it's back to some nice European conditions.

Another tricky storm day today. Over the 270km racing task, Amber and I came across multiple different rain showers that we had to navigate around. A well planned start time led to a good result for team Australia. Thanks are due to the helpers on

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ABOVE: Team Captain Mandy Temple with Amber and Max.

part of that was simply my confidence growing. The difference between my flying in the first few days and the last few days was stark. If I go into my next comp trusting my own ability and not letting doubt creep in, I think I can hit the ground running from the very first day.

ABOVE: Amber flying with Max, in a photo taken from his cockpit.
RIGHT: The view from Max's cockpit of a changing sky on task.

HAVE SOME FUN

Competitons are also about having fun, and for me the most enjoyable part of the competition was the social side. After a long flight, it was always interesting to sit down with pilots from the other teams and compare how everyone's day went. Of course, hitting the dance floor with all my new friends was great fun as well. I've come home with so many new connections that I talk to every week, and I look forward to flying with them again.

On the downside of that, the part of the competition I enjoyed the least was probably the lack of sleep. Flying every day with so much on your mind is quite tiring. I actually ended up basically sleeping the entire rest of the day away. However, most of the comp was so enjoyable that this was the only negative!

ON STAYING DETERMINED

My main piece of advice to other juniors looking to fly on the international stage is to back yourself. That doesn't mean trying to convince everyone you're a great pilot. It means having the determination to keep pushing yourself a little outside your comfort zone. Set a goal every time you fly. It doesn't have to be big: even something simple like thermalling tighter or centring in fewer turns will make you a better pilot.

I know one of the things that got me pushing myself was being nicknamed 'Protractor' at Joeyglide, and fixing my angle of bank in turns as a result.

If you get the chance to fly with a coach, take it! Every coach will teach you something new. Over time you keep the bits that work for you and use them to build your own flying toolbox. Flying with other pilots in general will also make you stronger. Don't stress if you can't keep up with them yet. Ask them afterwards why they made the decisions they did in the air. Every bit of information you pick up is valuable somehow.

MAX ...

the ground - Mandy, Mum and Leonard. It's not possible without you guys.

The day finished off with International Night. It was good fun talking to the other pilots, and lots of different food and drinks were available.

[*Note for readers: Today also marked Max's 18th birthday. Happy Birthday, Max!*]

RACE 4 - WHEN BLUE IS NOT BLUE

I learned a lot in the really interesting conditions today. What was supposed to be a blue day was very far from it. Early in the morning, mid level cloud started appearing in different areas, and before long it had covered most of the sky. It was stratocumulus sitting directly on top of a thin layer of cumulus.

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LEFT: Max Scutchings, the Club Class Junior World Gliding Champion

BELOW: Max with Leonard Freitag, his crew for the championships.



TOP: The view from Max's cockpit as he flew around showers.

ABOVE: On the Club Class podium after Race 3. A double for Australia with Max in 1st place and Amber in 2nd place.

MAX ...

Below both cloud layers, pre start, conditions were very weak, less than 2kt average. I searched around until I found a climb strong enough to reach the cu cloud base, then I flew out in front to start climbing in shear wave. It was then a process of climbing to the mid-layer cloud base, then flying out the upwind side of that. About 1,000ft above the strato cumulus layer, several lenticular clouds were marking the wave, which allowed for a climb to FL93, 800m above the cu cloudbase.

I jumped across a wave band to get to the start line, and saw that the lenticular and stratocumulus cloud streets formed by the wave seemed to go on forever in the direction of the first turn point. One of the coolest experiences I've had in a glider was being able to fly 80 of the 110km in wave to the first turn point, with an average L/D of 90:1 for the first leg. The second leg was fairly straightforward with 1/8 cu and strong climbs, where I came across a few other gliders that I flew the remainder of the task with.

The last leg was tricky with the wave bands still visible and no thermals to be found directly underneath them. The only chance to find a thermal was to watch the cloud on the upwind edge very carefully to see if it was forming a cu, and then get to it before it cycled. It was really good fun and a great learning experience. Taking it day by day now, still 7 days to go.

QUICK CHANGE

Now that Day 9 is done, I see that a very distinct difference between Australia and Europe is how quickly the conditions change here. We had a 340km racing task today with a variety of conditions – from strong convergences to blue and dead areas.

The tricky part is always the transition between these areas, which is what almost caught me out today. Thanks to Amber and some careful thermal selection, I managed to climb out of a hole and had a solid second half of the flight, pulling up 400m on a 4kt MacCready setting for the final glide.

A gaggle of 20 gliders at 800ft was a new experience for me, but it was good knowing we weren't the only ones down there. Low and blue today, not a bad thing for Australians but it does add to the competitive risk. WeGlide Copilot is essential on days like this as it displays the SkySight convergence forecast, which was spot on today – as usual. We managed to get around the task well. Congratulations to Amber on her podium finish.

CLAIMING THE TITLE

That's it. The 14th FAI Junior World Gliding Championships has come to an end, and I am proud to have claimed the title of Junior World Champion.

I have learned more during this competition than I could have ever imagined. Adjusting to a completely new landscape and variety of conditions made a big contrast to Australia, but I think it will change the way I fly back in Gawler. Over the course of the 10 flying days, we had a very wide range of weather – 10,000ft booming cu, storms, blue and some convergences like I've never seen before. WeGlide Copilot with SkySight's weather forecasts made it easy to navigate those conditions. They are definitely a must-have for competition flying.

There are so many people that contributed to this result. Thank you to Mandy, Leonard, mum and dad, coaches Pete, James and Matt, Uli and Keith and Bastian for the winning glider. Thank you to Bernd and the organisers for running such a great event. Well done to the team, and thank you to Australian Junior Soaring for supporting Amber and me.

Last but definitely not least, thanks to Amber, It would not have been possible without you. It was 100% a team effort and I look forward to flying with you again.



JUNIOR WORLD GLIDING CHAMPIONSHIPS CLUB, STANDARD CLASSES AALEN-ELCHINGEN, GERMANY

1 - 14 AUGUST 2026

CLUB CLASS
1 Max Scutchings Australia ASW20 7,388
2 Nicolas Caudrelier France LS 7 7,348
3 Nils Zitzelsberger Germany LS 7 neo 7,296
13 Amber Davison Australia LS 3 6,788

STANDARD CLASS
1 Max Maslak Germany Ls 8 neo 6,672
2 Patrick Benoist Germany LS 8 neo 6,567
3 Lasse Edslev Denmark LS 8 6,536

Full results at soaringspot.com/en_gb/jwgc2026

BEYOND THE GPC

INTRODUCING THE ADVANCED THERMAL SOARING SYLLABUS

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
csdp@gligingaustralia.org

Context: The Gliding Australia Coaching Levels

Coaching Level	Target Pilot	Core Objectives	Key Focus Areas
Silver Coach	GPC candidates and early solo pilots	Train core GPC soaring competencies	• Competent soaring fundamentals • Safe cross-country flight foundations • FAI Silver Badge achievement
Diamond Coach	GPC-qualified pilots with limited cross-country experience	Advance cross-country knowledge and skills beyond the GPC	• Declaring and achieving Gold/Diamond badges • Achieving 500km+ flights • Entering and flying in a first competition
High Performance Coach	High-performance pilots	Support pilots to achieve high performance goals	• High performance at national and international competitions • Records and long distance flying

Earning a Glider Pilot Certificate (GPC) is a monumental milestone. However, the GPC soaring syllabus is only a brief introduction. The GPC got pilots out of the circuit, but it did not tell pilots how to go fast, or how to keep their heads when the day turns sour 60km from home. Bridging the gap between early cross-country soaring and high-performance cross-country flying requires clear, structured training pathways.

To meet this need, the Soaring Development Panel has released the Advanced Thermal Soaring (ATS) Syllabus (Document SDP060). The syllabus is aimed squarely at pilots who hold a GPC but have limited cross-country experience,. It carries them through to gold and diamond badge flying, and into their first competition.

The ATS syllabus provides club Diamond coaches with trainer guides and theory lesson presentation slides designed to take Australian soaring pilots to the next level.

The Unit 2 ‘Task Flying’ Trainer Guide doubles as a guide to running a structured coaching flight: short triangular tasks of a couple of hours, one new idea at a time, a structured debrief every time. This guide is also recommended reading for Silver Coaches.

UNLOCKING THE INVISIBLE CURRENTS: THE SEVEN UNITS

The ATS syllabus breaks advanced cross-country soaring into seven highly structured, digestible blocks:

Unit 1 – Mental Performance: Focuses on decision-making, setting process-based goals and managing stress

Unit 2 – Task Flying: Establishes cockpit workload discipline by breaking flights down into distinct phases – from pre-start planning to final glide

Unit 3 – Speed Flying Theory: Demystifying polar curves and MacCready theory to optimise block cruise speeds

Unit 4 – Cruising and Thermal Selection: Introduces systematic techniques to sample, accept or reject thermals based on a structured climb threshold

Unit 5 – Track Selection: Trains pilots to compare the waypoint with en-route energy lines. Where to fly, how to find the next thermal and when deviating pays

Unit 6 – Final Glides: Balances speed flying efficiency with strict safety discipline to prevent high-risk, low arrivals

Unit 7 – Introduction to Competitions: Covers rules, scoring logistics and the specific airborne hazards of crowded pre-start gaggles and simultaneous straight-in finishes

DRIVING SPEED THROUGH RATE OF CLIMB

A core educational thread running through the entire syllabus is a truth well-known to experienced distance pilots: if you want to fly fast, you have to climb fast. As the material points out, when a glider is circling, it is essentially stationary relative to the airmass.

The syllabus teaches pilots how to actively look ahead to project energy lines using a repeatable checklist: Terrain + Sun + Wind + Cloud = Energy

Rather than trying to optimise inter-thermal cruise speeds down to the knot, the ATS materials prove that selecting high-yielding thermals and centring them quickly is the single most effective way to increase cross-country speed. Track selection and energy lines play a big part in achieving this.



SAFETY-FIRST FINAL GLIDES

Unit 6 tackles one of the most high-pressure phases of flight: the final glide. The syllabus balances MacCready efficiency with strict safety discipline, instructing pilots to configure their flight computers correctly and with an explicit safety height margin – allowing an extra 500 to 750 feet in Australian conditions on top of a standard circuit height.

The message to pilots is absolute: you are not on a final glide unless you preserve both your safety height and speed. If sustained sink erodes that margin, pilots must immediately drop back into standard ‘soar or land out’ routines well before reaching the critical 10km boundary from the airfield. The psychological danger of tunnel vision at the end of a long flight is highlighted. Pilots who have been cruising at high speeds for hours can easily forget essential landing checklists and not safely transition from a soaring pilot to a landing pilot, particularly in a competition environment. The flight isn’t over until you are safely on the ground.

FROM SOARING TO RACING: YOUR GATEWAY TO THE GRID

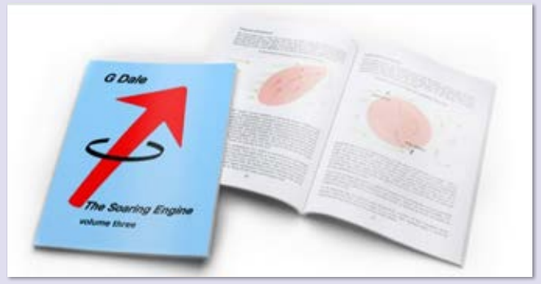
The final building block of the syllabus is Unit 7 ‘Introduction to Competitions’. For pilots looking to transition from distance flying to racing, this unit provides a crucial foundation in competition logistics, rules and scoring structures. More importantly, it directly addresses safety in high-stress racing environments, covering gaggle flying etiquette, energy management, and straight-in approach procedures.

Completion of this specific training unit will be a mandatory requirement for all new pilots entering their first large competition, ensuring everyone on the grid possesses a verified baseline of safety and situational awareness before hitting the start line.

ACTION ITEMS FOR THE WEEKEND

The strength of Australian gliding has always been our community and our shared wealth of knowledge. With this new syllabus we have a uniform toolkit to build the next generation of distance and competition pilots.

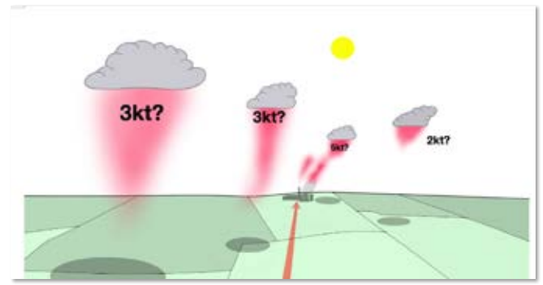
For GPC Holders	You never stop learning to soar. Don’t try to reinvent the wheel alone, connect with a Diamond Coach at your club this weekend and ask to start working through the ATS lessons. You can also download and read through the theory lessons, and don’t forget to order a copy of G Dales “The Soaring Engine – volume three”. The other volumes are also an excellent resource.
For Club Diamond Coaches	Download the Trainer Guides and Theory Lessons, and schedule an ATS training session to help your club’s rising stars spread their wings. The Trainer Guide Introduction provides guidance on using the ATS syllabus. You can find the training material under the Training section of the Gliding Australia documents, or search for SDP060.

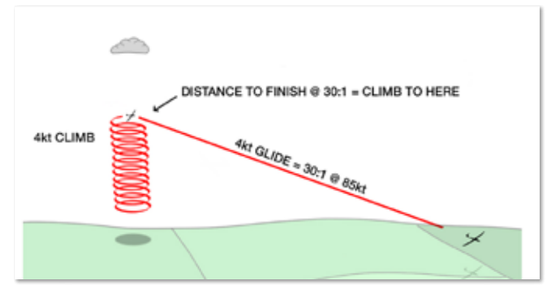


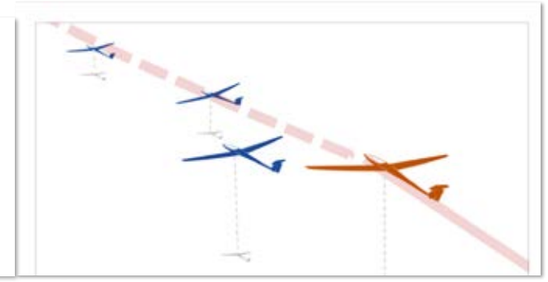
GROUNDED IN ‘THE SOARING ENGINE’

The development of the ATS syllabus was completed with extensive assistance from world-renowned coach G Dale. The core curriculum draws heavily from his highly acclaimed book series, The Soaring Engine, using Volume Three as the standard reference throughout.

Volume Three focuses specifically on ‘the inner game’ – teaching pilots how to make the right tactical decisions to fly fast and reliably in all weather conditions. Written to be both entertaining and accessible, the books lay out one major concept per page with a backing diagram. All coaches and soaring pilots are highly encouraged to add these volumes to their collection, which are readily available from online soaring retailers.







BUILDING POSITIVE SAFETY CAPACITY

IDEAS FOR CLUB SAFETY MANAGERS

It's timely to think about constructive approaches to building positive safety capacity in clubs, not just reactive measures after things go wrong. So, here are a few ideas for club safety managers and safety officers, insights from experience, and development issues for young men and women aspiring to contribute through gliding safety. Let's work on some positives.

SAFETY DIALOGUE V PRESCRIPTION

Safety results come from safety dialogue and positive example, not just prescription, clipboards and shelfware.

COLLECTIVE SAFETY WISDOM

Nevertheless, rules, standards, procedures, manuals, checklists and so on have their place. They capture the wisdom of hard-won safety experience. They help define limits of safe operations and airworthiness, performance flying, training and coaching, qualifications and development pathways, design and modification, member wellbeing and personal safety, administration and participation. We use mandated elements, such as emergency response plans.

IMPROVING SAFETY WISDOM

We should use reporting, safety insights and change proposals to improve the documentary basis. We should solicit suggestions, implement at local club level and recommend improvements through regional officers to national level.

SAFETY MANAGER INFLUENCE

Because how people behave, and how members collaborate safely, matters, club safety managers can have enormous influence. We set the tone on the flight line, in the air, in the hangar, on the ground – everywhere. Members watch us, listen to our dialogue, see how we behave and how resolve safety issues. As safety managers, we influence behaviour and culture that supports permissive safety dialogue, regardless of experience, role, gender or social status. We profoundly affect the environment in which other members discuss safety – collaboratively, inclusively, positively.

MANAGEMENT INFLUENCE

Influence is also organisationally embedded in general club management. Club Presidents, for instance, are club accountable managers for safety purposes as well. Club panel chairs and CFIs have specific operational safety and training standards responsibilities that are supported by instructors and coaches, tug-masters and winch-masters. Club maintenance officers also deliver airworthiness, safety and maintenance support.

As club safety managers, we are their safety sentinels, their influential trusted advisers, eyes and ears. We must be both proactive and reactive, positive and cautionary, open and approachable on risk issues and recommended remedies. Club safety managers have essential leadership roles – with obligations to set a strong example.

PLANNING INFLUENCE

For major events, camps, regattas, competitions, courses, coaching sessions, maintenance periods, working parties, club safety managers can and should have inputs into their planning and execution, and certainly in washups and debriefings. Using club and site-specific insights, safety managers can assist in tailoring risk management plans and event logistics to achieve better safety for all participants.

BETTER INTEGRATED OPERATIONS

Club safety managers can work alongside other airspace users and aerodrome operators to improve collaboration and mutual awareness. We have the capacity to introduce better local operations procedures, mixed aerodrome operations manuals and NOTAMs, and deliver deconfliction advice as well as advice on events and activities. Consultation, listening and encouraging open safety discussions can break down barriers, cultivating safer solutions for mutual benefit.

SEEKING WISDOM

With a clear focus on both safety content (what and why) and processes (how), the best safety managers can harvest the wisdom of diverse groups in analysing options for reducing risks and barriers to safety. Listening and analytical skills can help break down preconceived solutions or blamestorming.

SUCCESS THROUGH POSITIVE CAPABILITIES

Adept and insightful safety managers can drive safety discussions to consider what works well, what positive elements can be built upon and defuse some of the heat and emotion when things go wrong. They can reframe errors and problems. To move beyond "How did we stuff up?", an important question might instead ask, "What can we do differently next time?" Positive safety actions are cultivated by analysing what the people involved did well, even in worst case scenarios.

CELEBRATE, DEVELOP EXEMPLIFY SAFETY TEAMWORK

Great teams often achieve great things and have more fun, safely. Safety managers can use positive reinforcement to cultivate safety teamwork. The quiet volunteers who work to support operations and maintenance, safer hangars and airfields, deserve acknowledgement. Getting club members to help with safety tasks, rewarding initiative, recognising discovery of potential defects or problems – all build positive teamwork and collective safety culture.

SUCCESS STORIES

Effective safety managers can use short stories, case examples, anecdotes from other clubs and diverse sources, to improve safety awareness. Often these short stories can emerge in end of day debriefings, when we reflect on what has been done well, what has been learned. Success stories may build more positive momentum than finding fault or chastising stuff-ups.

BRIEFINGS, DEBRIEFINGS, PILOTS' NIGHTS, AUDITS AND SAFETY REVIEWS

Open communications, sharing safety insights occurs naturally in briefings and debriefings, pilots' nights and webinars, where stories and lessons can be shared. Safety audits also have an important place in a club, with mandatory compliance aspects checked. Many members are apprehensive about audits, with connotations of clipboard warriors and impositions. But they also make great opportunities for improvement, and for fresh insights from other observers with an appreciation of what works well in other clubs. Safety managers can help set a positive tone, get maximum benefit and positive reinforcement from audit activities.

AUTHENTICITY AND EXEMPLARY LEADERSHIP

Really, it's all about people – behaviour, shared safety focus and receptiveness to insights from all others. Great safety managers can empower and energise their club colleagues, particularly if their behaviour is reinforced by positive example. We appreciate authenticity and approachability, with initiative and good follow-up.

Using Resources, Expertise and Getting Help. No one has all the answers. The best safety managers are familiar with finding the right references, knowing where to look to find specific safety information. They know how to use the MOSPs and Manuals to guide discovery, develop intelligent questions to ask of the right people in clubs, support organisations and GAus. They have a good awareness of the talent pool in their club and region. Asking for help is a usually a good thing, far better than expensive errors or ignorance. We don't boil frogs – we get help when needed.



DREW MCKINNIE
SAFETY MANAGER
safety@glidingaustralia.org

SUMMARY – BUILDING POSITIVE SAFETY CAPACITY

Core message: Effective club safety is built through positive leadership, open dialogue, shared experience and collaborative action — not simply rules, compliance or reactive responses to incidents.

CENTRAL TAKEAWAY

The most effective Club Safety Managers are not simply compliance monitors. They are trusted advisers, positive role models, facilitators of safety dialogue and catalysts for continuous improvement, helping clubs build a collective capability to operate safely. *GA*

KEEPING YOUR GLIDER SAFE – THE REGISTERED OPERATOR

The safety of our gliders is achieved through a process of design, certification, operations and maintenance. All aspects of this process need to be managed, because each depends on the others. The outcome of this process is Airworthiness.

Many parts of this process occur out of sight of the pilot or maintainer, but they underpin the whole system. Once a glider has been issued a Certificate of Airworthiness, the average pilot or maintainer is not concerned with anything except the operations and maintenance of the glider.

GAus Manuals of Standard Procedures (MOSP) provide the rules, particularly MOSP3 – Airworthiness. Many pilots think that airworthiness is in the hands of the inspector who signs for the Annual Inspection on their glider each year, but this is only partly true. The Annual Inspector (AI) does indeed have responsibilities for airworthiness, but MOSP3, and the Civil Aviation Safety Regulations, place the primary responsibility for an aircraft's continuing airworthiness with the Registered Operator (RO).

The RO is the person or organisation that has custody of the aircraft and whose name is recorded in the aircraft register. The responsibilities of the RO are covered by MOSP3 and the GAus Registered Operator's Handbook (AIRW-M02) provides a handy summary. If you are a Registered Operator, the RO Handbook is essential reading.

RO RESPONSIBILITIES

The continuing airworthiness of an aircraft depends on a range of issues, all of which are the responsibility of the RO. These include:

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Damage to the undercarriage of a Puchacz was discovered at the annual inspection. The aircraft had obviously suffered a heavy (or sideways) landing which was not reported or entered into the MR. The date that the damage had occurred could not be determined. The aircraft was out of service for about 6 months while a replacement part was manufactured in Poland.

- Ensuring that details of the RO and the Registration Holder held by GAus are correct at all times, because GAus will always contact the RO on airworthiness matters.
- Ensuring that they obtain all airworthiness information relating to their aircraft from the Type Certificate (TC) Holder, the National Airworthiness Authority (NAA) of the State-of-Design for the aircraft, engine, propeller and other equipment (noting that they are often different organisations), CASA and GAus;
- Ensuring that the aircraft is maintained in accordance with its approved system of maintenance (ie, Form 2 or an approved Logbook Statement) and that any Logbook Statement is appropriate to the aircraft's class of operation.
- Ensuring that all required maintenance - including annual inspections, periodic and non-periodic maintenance, replacement of lifed components, as well as life extension inspections or surveys - are completed at the appropriate time in service or due date, and that the aircraft is not flown if required maintenance is outstanding;
- Ensuring that all modifications and repairs are approved, and that only approved spare parts are used;
- Ensuring that all airworthiness activities are conducted by authorised and qualified individuals to approved standards;
- Ensuring that the aircraft's documents, including the Flight Manual and any Maintenance Manuals, are available and up to date; and
- Ensuring that all the aircraft's maintenance records and servicing history are maintained and retained.

This does not mean that the RO has to do all these things themselves, only that they must ensure that they are done. If a glider is owned by a syndicate, the jobs can be distributed among members, but only one can be the designated RO, and that person is responsible overall for the discharge of the duties of the RO.

For aircraft owned by clubs or commercial organisations, the Airworthiness Administration Officer (AAO) acts as the RO on the organisation's behalf, although the organisation remains the RO. Neither the RO or the AAO is required to be an Annual Inspector.

THE VALUE OF BEING ORGANISED

From the list above it is obvious that the responsibilities of the RO are not trivial, nor are they onerous. Once organised, the tasks need only take a few hours each year. Being organised means that all records and data are available and up-to-date when the time comes for the annual inspection, and that major airworthiness events, such as the expiry of a lifed component, an engine or propeller overhaul or a life extension inspection do not come as a nasty surprise. An organised approach also minimises the risk that required maintenance is overlooked or missed.

It also means that the costs of routine maintenance are minimised. Engaging an Annual Inspector from a commercial organisation to do work for which the RO is responsible can be very expensive. If a volunteer Annual Inspector is requested to do the inspection, tidy, well organised and complete documentation can make their job a lot easier, quicker and a lot less onerous. If the opposite is true, the inspector may not be willing to volunteer for the next inspection – word gets around!

The result of the RO's efforts should be a tidy, well organised, complete and up-to-date package of information that can be presented to the Annual Inspector or AMO. The package should contain, as a minimum:

- the aircraft's logbooks complete and up-to-date,
- previous maintenance releases,
- the previous year's Form 2,
- other maintenance documentation (W&B records, Survey/Life Extension reports, Engineering orders, approval documents for spare parts or replacement components, etc)
- the Certificate of Airworthiness and Certificate of Registration,
- a list and copies of all applicable Airworthiness Directives, Airworthiness Alerts, Airworthiness Notices, and
- a list of the TC holder's Service Bulletins or equivalent.

The existence of such a package will increase the value of an aircraft when the time comes to sell it. A prospective buyer will feel more confident about the airworthiness status of an aircraft when the data package is obviously well maintained, and this will reflect positively on the aircraft.

DATA PACKAGE AND DOCUMENTATION

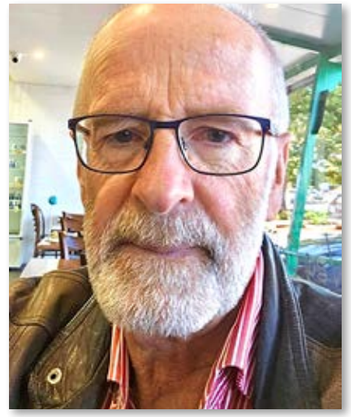
When an RO hands their aircraft over to the Annual Inspector, along with its data package, the AI assumes responsibility for the work they do, and only the work they do. It is not the inspector's job to check or update the data pack. If the data package is incomplete, or out of date, the AI could be forgiven for strictly complying with that package and certifying for the wrong requirements. In fact, the vast majority of AIs will check the data package is complete and up-to-date, but that takes time motivation, and possibly money.

When an RO purchases a Form 2 pack from GAus, as well as the blank Form 2 and the new Maintenance Release, they are supplied with a printout listing all airworthiness documents that GAus believes are applicable to the aircraft, engine, propeller and other equipment. However, there are far too many possible combinations and permutations for GAus to know everything about every aircraft, so while the GAus airworthiness and office staff do their best, it is the responsibility of the RO to check that the package is complete and up-to-date. The Form 2 pack carries a warning to this effect.

At any stage, if in any doubt, ROs should contact their club AAO, an Annual Inspector, or Regional Manager Airworthiness (RMA).

CLUB AIRCRAFT – DAMAGE, DEFECTS AND INCIDENTS

The reporting of and damage or defects found on any aircraft, or any occurrences which might result in damage or defects, are an important element of airworthiness and our safety. Damage and defects will not be repaired or corrected if the airworthiness people, particularly the AAO, do not know about them. The same goes for possibly damaging occurrences. All damage, defects and occurrences must be entered in the Maintenance Release. If you are not sure that the damage is a minor defect, it must be regarded as major until assessed and, if appropriate, signed off by an annual inspector (or better).



David Villiers
Chair Airworthiness cap
glidingaustralia.org

Damage resulting from an occurrence may only be apparent after a thorough inspection of the aircraft, and while this can be inconvenient, it is much less so than having an aircraft out of service for a significant period when the damage grows to a point where it becomes obvious, or even dangerous, at a later date. While the following list is not exhaustive, occurrences that may cause damage to an aircraft include:

- Heavy landings;
- Ground loops;
- Loss of directional control on take-off or landing, particularly if it imposes side-loads on the undercarriage;
- Landing in a very rough paddock or rolling over a ditch;
- Flight beyond Vne, or flight above Va in strong turbulence;
- Exceeding the aircraft's maximum G limit; or
- Opening of the canopy in flight.

All such incidents must be reported to the Duty Instructor and to the club Airworthiness Officer. Any damage discovered or suspected must be entered into the Maintenance Release, and a SOAR Report may also be required. In a club environment, informing the AAO of any defect or damage, whether minor or major, ensures that appropriate action can be initiated as soon as possible and excessive down-time can be avoided.

GA

WHICH MEDICAL DO I NEED?

A PRACTICAL GUIDE FOR GLIDER PILOTS, INSTRUCTORS AND TOW PILOTS

WHAT DO YOU DO?	MEDICAL
Not PIC	When you are not flying solo, you will be given a Not PIC Medical
Fly gliders only	GAus Self Declaration
Fly gliders and instruct gliders	GAus GP Declaration, or CASA Class 1 or 2 or Class 2 Basic
Fly gliders and VH tow	GAus Self Declaration + CASA Class 1 or Class 2 for towing
Fly gliders and RAAus tow	GAus Self Declaration + RAAus medical requirement
Fly gliders, instruct gliders and VH tow	CASA Class 1 or Class 2 is simplest OR GAus GP Medical and Class 5
Fly gliders, instruct gliders and RAAus tow	GAus GP Declaration or CASA Class 1 or 2+ RAAus medical requirement
Fly gliders, instruct gliders, VH tow and RAAus tow	Medical must cover GAus instructor and CASA VH requirements, plus the applicable RAAus requirement, see above.

One of the questions that regularly comes to Operations concerns which medical certificate a particular pilot actually needs.

For an individual who only flies gliders, the answer is generally straightforward. It becomes less obvious when the same person also instructs, flies a VH-registered tow aircraft, operates an RAAus tow aircraft, or does all of these.

The key is not to ask, “What medical certification do I have?” The better question is “What flying am I going to do, and does my medical cover all of it?”

The table above is a starting point. The medical you need ultimately depends on the privileges you are exercising and any conditions or limitations attached to the medical.

IF YOU JUST FLY GLIDERS

For most glider pilots, the GAus Self Declaration is the normal medical pathway.

A pilot can also meet the GAus requirement through a GAus General Practitioner Declaration or a CASA Class 1 or 2 medical certificate.

If you are an eligible pilot who flies gliders and does not instruct or fly tow aircraft, the GAus Self Declaration will normally be all you need.

There are circumstances where a medical condition means that you cannot use the Self Declaration. In that case, medical assessment may be required. A CASA Class 5 medical is not acceptable for flying gliders. Class 5 comes with restrictions not suitable for gliding.

IF YOU INSTRUCT

A GAus instructor needs a GAus General Practitioner Declaration or CASA Class1, 2 or Class Basic medical.

For many instructors who only fly gliders, the GAus General Practitioner Declaration is therefore the logical option.

If you already hold an appropriate CASA medical, such as a Class 1 or Class 2, that certificate can also satisfy the GAus medical requirement for your gliding and instructor privileges.

IF YOU ALSO FLY A VH TOW PLANE

When you fly the glider, you are operating under the GAus medical requirements. When you climb into a VH-registered tow aircraft, you are exercising CASA flight crew licence privileges and the CASA medical requirements become relevant.

The medical you use must be appropriate for the operation you are conducting.

For a member who flies gliders solo and instructs in gliders and flies a VH tow aircraft, a current Class 1 or Class 2 Medical will commonly provide the simplest pathway. But you could have a GAus GP Medical (it covers solo and glider instructing) and a CASA Class 5 for the towing component.

WHAT ABOUT BASIC CLASS 2?

CASA's Basic Class 2 provides another medical pathway, but it comes with operational limitations.

Do not assume that because your medical allows you to fly an aeroplane privately, it necessarily allows every specialised aviation activity you might want to conduct.

If you intend to use Basic Class 2 while conducting aerotowing, check that the medical conditions are compatible with the operation. A typical condition is max altitude of 10,000ft AMSL, for example.

WHAT ABOUT CLASS 5?

Class 5 has created questions because, like the GAus Self Declaration, it involves self-declaration. But the two should not be confused. The CASA Class 5 Medical Self-Declaration and the GAus Self Declaration are different things. They operate under different systems and for different purposes.

CASA Class 5 provides a medical pathway for eligible pilots conducting specified private operations and has operational limitations. Holding a Class 5 should therefore not automatically be taken to mean that it can be used for every type of operation, including aerotowing.

WHAT IF THE TOW PLANE IS RAAUS?

When you fly the glider, you need to satisfy the GAus medical requirements. When you fly the RAAus aircraft, you need to satisfy the medical requirements applicable to your RAAus Pilot Certificate and towing privileges. The two requirements should be considered separately, even though there may be similarities between the medical standards.

You must also hold the appropriate RAAus Glider Towing Endorsement and GAus tow pilot approval.

WHAT IF I DO EVERYTHING?

Some of our members perform a full range of operations.

You might fly gliders solo, instruct in gliders, fly a VH-registered tow aircraft and fly an RAAus tow aircraft.

That does not necessarily mean you need four medicals. You need a medical arrangement that satisfies the requirements associated with each of those activities.

For the GAus gliding, instructing and VH aerotowing combination, a current Class 1 or Class 2 Medical will commonly provide the simplest pathway. When flying the RAAus tow aircraft, you must also satisfy the applicable RAAus medical requirements.

A MEDICAL IS NOT JUST A PIECE OF PAPER

A current medical certificate or declaration does not necessarily mean you are fit to fly today.

Medical fitness can change. Illness, injury, medication, medical treatment, fatigue and other changes in health can affect our ability to fly safely.

Every pilot has an ongoing responsibility to consider their fitness before flying. If something has changed, do not simply rely on the expiry date printed on the medical. Check what is required before returning to flying. Talk to your club CFI for advice suitable for your situation.

IF YOU ARE UNSURE, ASK.

Medical requirements do not need to be complicated, but they can become confusing when a member exercises privileges under more than one aviation system.

Identify everything you intend to do: Glider pilot? Instructor? VH tow pilot? RAAus tow pilot?

Then make sure your medical arrangements cover each activity. If you are unsure, ask your CFI, RMO or EMO before flying.

DO YOU WANT A QUICKER GPC?

A simple check of your JustGo record can prevent delay in receiving your GPC

Supposing you have completed your training. Your CFI fills out your GPC application form and you submit your application for a Glider Pilot Certificate. Then nothing happens.

Quite often, the problem is not your flying. It is your records.

Before Gliding Australia can process a GPC application, the required prerequisite certificates and endorsements need to be recorded in your JustGo profile. Having them written in your logbook is not enough if they have never made their way into JustGo.



DAVE BOULTER
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WANT A QUICKER GPC? CHECK JUSTGO FIRST

Before submitting your GPC application, take a few minutes to look at your JustGo profile. The current GPC Application Form requires you to have:

- claimed your A, B and C Certificates;
- a CASA licence / Flight Radiotelephone Operator authorisation or GAus Radiotelephone Operator endorsement;
- a Private Passenger carrying endorsement;
- an Independent Operator endorsement; and
- completed the requirements of the GPC Pilot Training Syllabus.

Important: For GPC purposes, the form requires the Independent Operator endorsement, not the Local Independent Operator endorsement.

YOUR LOGBOOK AND JUSTGO NEED TO AGREE

Many pilots accumulate certificates and endorsements progressively during their training. Your instructor may have signed your logbook correctly at the time, and you may have been exercising that endorsement for some time. But if the credential was never entered into JustGo, it will not be visible when your GPC application is checked.

IF THE ENDORSEMENTS ARE NOT IN JUSTGO, YOUR GPC APPLICATION WILL NOT BE PROCESSED

That fact can turn what should be a straightforward application into a series of emails and requests to locate and update missing records.

DON'T WAIT UNTIL THE END OF YOUR TRAINING

If you are working towards your GPC, start checking your JustGo credentials now.

As you complete your A, B and C Certificates and gain the required endorsements, make sure they are also recorded in JustGo.

This is particularly important for pilots who have been flying for some time. Some older qualifications may be correctly recorded in a logbook but may not have been transferred into the current electronic system.

Finding that out when you are ready to apply for your GPC creates an unnecessary delay. Finding it several weeks or months earlier gives your club time to sort it out.

CFIs — YOU HAVE A PART TO PLAY

The Club CFI also has a specific responsibility in the GPC application process.

Before signing the application, the CFI must check the pilot's JustGo records and confirm that the pilot holds the required A, B and C Certificates, Radiotelephone Operator endorsement, Private Passenger endorsement and Independent Operator

continued over page

endorsement. Only the Club CFI can sign the GPC application.

Clubs can therefore make the process easier by checking a pilot's JustGo record before they reach the end of their GPC training.

A simple review part-way through training can identify missing credentials while there is still plenty of time to correct them.

READY TO APPLY?

Once everything is complete, the signed GPC application is uploaded through JustGo.

The current form instructs applicants to log into JustGo, open the Credential tab, select Add Credential, choose GPC Qualification, complete the required fields and upload the signed application.

SO, IF YOU WANT A QUICKER GPC:

- Don't wait until you submit the application to discover that your JustGo record is incomplete.
- Check it now.
- Make sure your certificates and endorsements are there.
- If something is missing, talk to your instructor or CFI and get the record sorted out before you apply.

REPORT SAFETY MATTERS AS SAFETY MATTERS

SOAR, COMPLAINTS AND CHOOSING THE RIGHT PATHWAY

Gliding Australia wants members to report safety occurrences. We need pilots, instructors, tow pilots and clubs to tell us when something has gone wrong, nearly gone wrong, or when they identify an operational hazard.

That information is important. It allows us to identify trends, understand why occurrences happen and, most important, try to prevent them happening again.

But there is another side to maintaining a healthy reporting culture. We also need to make sure that our safety reporting system is, in fact, used for safety reporting.

SOAR should not become a complaints system or a means of pursuing a disagreement with another member.

SOAR is Gliding Australia's operational occurrence reporting system.

It is there for accidents, incidents, near misses and other operational occurrences or circumstances from which we may be able to learn something.

That could include an airspace infringement, separation issue, aerotow occurrence, procedural error, equipment problem or an event where the outcome could easily have been much more serious.

Sometimes, the most useful reports are those where nothing was damaged and nobody was hurt.

What happened, why did it happen, and what can we learn from it?

WHEN A SAFETY REPORT BECOMES A COMPLAINT

The distinction is not always clear. A member may genuinely believe that another pilot, instructor or club official has acted unsafely. If there has been an operational occurrence or an identifiable aviation safety concern, that may quite properly result in a SOAR report.

But not every disagreement is a safety occurrence.

Personality conflicts, dissatisfaction with club decisions, disputes between members, grievances about how somebody has been treated and allegations where the primary objective is disciplinary action are generally complaints rather than safety reports.

Gliding Australia has separate processes for dealing with those matters.

The distinction matters because safety reporting depends heavily on trust.

Pilots must be prepared to report their own mistakes. Instructors need to be able to discuss errors openly. Clubs need to tell members when something has gone wrong.

If people begin to believe that a safety reporting system is routinely being used against individuals as part of personal disputes, they may become reluctant to report. That damages the reporting culture we are trying to build.

DON'T WEAPONISE SOAR

SOAR should never be used primarily to strengthen a complaint, discredit another member, continue a personal dispute or simply create a record against somebody.

That doesn't mean unsafe behaviour should go unreported. If a genuine aviation safety issue exists, report it. The distinction is the purpose and substance of the report.

BEFORE SUBMITTING A SOAR, ASK: WHAT IS THE AVIATION SAFETY ISSUE, AND WHAT COULD THE GLIDING COMMUNITY LEARN FROM THIS REPORT? COULD THIS HAPPEN TO ANOTHER PILOT OR MEMBER?

If there is a clear answer, SOAR may well be the right pathway.

If the answer is principally about somebody's behaviour towards you, a disagreement, a club decision or something you want another person disciplined for, the complaints process is likely to be the more appropriate pathway.

TRY TO RESOLVE PROBLEMS WHERE THEY OCCUR

Not every disagreement needs to become a formal complaint.

Gliding Australia's guidance on informal complaints recognises that less serious matters can often be resolved by providing additional information, talking with the person concerned, involving an appropriate club officer or bringing the people involved together for an informal discussion.

Sometimes a five-minute conversation resolves something that could otherwise occupy many people for weeks.

Where it is reasonable and appropriate, members should consider talking with the person concerned or raising the matter with their CFI, Club Safety Officer, President or another appropriate club officer.

The emphasis should be on understanding the problem and finding a solution rather than assigning blame.

But this is not an absolute rule. There are circumstances where asking somebody to resolve a matter directly would be inappropriate.

SOME COMPLAINTS NEED TO GO FURTHER

Gliding Australia's formal complaint process recognises that some matters are too serious for informal resolution.

These can include unlawful behaviour, repeated or entrenched behaviour, significant power imbalances, matters affecting several people or circumstances where formal disciplinary action may be appropriate.

A complaint may also need to move beyond the club where there is a conflict of interest, the club does not have the necessary independence or expertise, attempts at local resolution have failed, or the matter is more serious than originally understood.

Serious matters involving possible criminal behaviour, harm to a child or matters requiring external investigation may need to be referred directly to an appropriate external authority.

Where it is reasonable, appropriate and safe, try to sort the issue out at club level first

SOMETIMES IT IS BOTH

There will also be occasions where the same event creates both a safety issue and a complaint.

Suppose an operational occurrence takes place and there are also allegations about the conduct of one of the people involved.

The occurrence may properly require a SOAR report. The conduct issue may separately require consideration under the complaints process.

There is nothing wrong with both processes operating where they are genuinely required. What is important is that we do not confuse them.

SOAR examines the safety occurrence and what can be learned from it.

The complaints process deals with the complaint and, where appropriate, the conduct of the people involved.

Keeping those functions separate helps protect procedural fairness as well as the integrity of our safety reporting system.

WHAT ABOUT REPCON?

There is a useful parallel in the Australian Transport Safety Bureau's REPCON confidential reporting scheme.

REPCON provides a confidential avenue for reporting aviation safety concerns. It may be particularly relevant where someone believes a safety concern will not be properly addressed through an organisation's normal safety management processes, or where they fear repercussions from reporting internally.

Importantly, REPCON is a safety reporting system.

The ATSB considers whether the motivation for a report is aviation safety. REPCON is not intended as a mechanism for damaging another person, pursuing an unrelated dispute or determining blame or liability.

That is broadly the same distinction we need to preserve with SOAR.

REPCON also does not replace mandatory aviation occurrence reporting requirements.

WHICH PATHWAY SHOULD I USE?

- Operational occurrence or identifiable aviation safety issue? Use SOAR.
- Disagreement, grievance, interpersonal or behaviour issue? Use the appropriate club or GAus complaints process.
- Relatively minor issue that can reasonably be resolved locally? Talk to the person or an appropriate club officer.
- Serious matter, conflict of interest, or something that cannot reasonably be resolved within the club? Use the appropriate formal complaint..
- Genuine aviation safety concern where confidentiality is important or normal aviation safety channels cannot reasonably deal with it? REPCON may be appropriate.

Occasionally, more than one pathway will be necessary.

PROTECTING OUR REPORTING CULTURE

Gliding Australia would rather receive a genuine safety report than have an important occurrence go unreported.

Nobody should read this article as a reason not to submit a SOAR when there is a genuine safety concern.

But we also need to protect SOAR from becoming another mechanism for resolving disputes between members.

A strong safety culture requires people to be willing to talk about mistakes, report hazards and tell us when things have gone wrong. It also requires reports to be considered fairly and for complaints to be handled through processes designed to deal with complaints.

Report safety matters as safety matters.
Deal with complaints as complaints.
Resolve issues at the lowest appropriate level where it is reasonable and safe to do so.
Don't weaponise the safety reporting system.



Occurrences & Incidents

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

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

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

SOAR REPORT SUMMARIES APRIL 2026

2/04/2026
GROB G103C III
DAMAGE NIL
INJURY NIL
PILOT HOURS 8330
AIR PROX

3/04/2026
DUO DISCUS XL
DAMAGE NIL
INJURY NIL
PILOT HOURS 1600
DAILY INSPECTION RECORD NOT SIGNED

4/04/2026
JANTAR STD 3
DAMAGE NIL
INJURY NIL
PILOT HOURS 220
OUTLANDING WITH GROUND LOOP

4/04/2026
ASW28-18
DAMAGE SUBSTANTIAL
INJURY MINOR
PILOT HOURS 685
GROUND LOOP & TAIL BOOM FRACTURE

12/04/2026
BRASOV IS28
DAMAGE NIL
INJURY NIL
PILOT HOURS 14950
WINCH CABLE RELEASE ON LAUNCH

16/04/2026
GROB ASTIR
DAMAGE NIL
INJURY NIL
PILOT HOURS 45
WEAK-LINK FAILURE ON WINCH LAUNCH

18/04/2026
TWIN ASTIR
DAMAGE NIL
INJURY NIL
PILOT HOURS 801
UNCOMMANDED CANOPY OPENING TWIN ASIR

19/04/2026
TWIN ASTIR
DAMAGE MINOR
INJURY NIL
UNDERCARRIAGE COLLAPSE ON LANDING

20/04/2026
ASK-21
DAMAGE NIL
INJURY NIL
PILOT HOURS 175
RESTRICTED AIRSPACE INFRINGEMENT

SOAR REPORT SUMMARIES MAY 2026

7/05/2026
SK21MI
DAMAGE MINOR
INJURY NIL
PILOT HOURS 3000
ABORTED LAUNCH

10/05/2026
G1000
DAMAGE NIL
INJURY NIL
PILOT HOURS 10000
DIFFICULTY IN LOWERING UNDERCARRIAGE PRIOR TO LANDING

11/05/2026
STD. LIBELLE H-201
DAMAGE NIL
INJURY NIL
PILOT HOURS 126
RUNWAY INCURSION

21/05/2026
LS8
DAMAGE SUBSTANTIAL
INJURY NIL
PILOT HOURS 715
UNDERCARRIAGE RETRACTION ON LANDING

23/05/2026
DAMAGE NIL
INJURY SERIOUS
PILOT HOURS 1270
INJURY WHEN PARKING TUG

SOAR REPORT SUMMARIES JUNE 2026

7/06/2026
LAK 17BT
DAMAGE NIL
INJURY NIL
PILOT HOURS 275
LANDING SHORT

27/06/2026
DG303
DAMAGE NIL
INJURY NIL
LAUNCH INCIDENT

SOAR REPORT SUMMARIES JULY 2026

4/07/2026
ASK21
DAMAGE NIL
INJURY NIL
TUG ROPE DID NOT RELEASE

11/07/2026
TWIN ASTIR
DAMAGE NIL
INJURY NIL
OVERWEIGHT ON AEROTOW

26/07/2026
DISCUS A
DAMAGE MINOR
INJURY NIL
WHEELS UP LANDING

SOAR REPORT SUMMARIES AUGUST 2026

1/08/2026
ASK21
DAMAGE NIL
INJURY NIL
AIRPROX SOUTH OF CAMDEN AIRPORT

1/08/2026
BEARHAWK PATROL
DAMAGE SUBSTANTIAL
INJURY SERIOUS
TUG ENGINE FAILURE ON LAUNCH

2/08/2026
CAR
DAMAGE MINOR
INJURY NIL
CAR STRUCK BY TOWROPE RINGS

10/08/2026
DG1000M
DAMAGE NIL
INJURY NIL
THROTTLE POSITION SENSOR ERROR

15/08/2026
EUROFOX 915
DAMAGE NIL
INJURY NIL
LAUNCH INCIDENT

16/08/2026
PW6
DAMAGE MINOR
INJURY NIL
CANOPY DESTROYED
(GLIDER IN TRAILER ON ROAD)

19/08/2026
ASG29
DAMAGE NIL
INJURY NIL
AIRPROX

23/08/2026
GROB 103 TWIN ASTIR II
DAMAGE NIL
INJURY NIL
AIR PROX

30/08/2026
ASK 21
DAMAGE NIL
INJURY NIL
AMBERLEY AIRSPACE INCURSION

SOAR REPORT SUMMARIES SEPTEMBER 2026

12/09/2026
ASW20C
DAMAGE NIL
INJURY NIL
NON-STANDARD LANDING

14/09/2026
DISCUS B
DAMAGE SUBSTANTIAL
INJURY NIL
INCIDENT REPORT - GROUNG LOOP

17/09/2026
DG-1000M
DAMAGE NIL
INJURY NIL
AIRPROX

19/09/2026
LS4A
DAMAGE NIL
INJURY NIL
WHEEL UP LANDING

20/09/2026
DG303
DAMAGE NIL
INJURY NIL
INFRINGING AIRSPACE

23/09/2026
PIPER PAWNEE
DAMAGE MINOR
INJURY NIL
TAILWHEEL OVERRUN BY GLIDER

24/09/2026
ASG32
DAMAGE MINOR
INJURY NIL
UNINTENDED WHEEL RETRACTION BEFORE TAKEOFF

25/09/2026
DG1000M
DAMAGE NIL
INJURY NIL
TAIL DOLLY NOT REMOVED

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-IZB Nimbus 2 Reluctant sale. With a max glide ratio of 49:1, long cross country flights are very achievable. 2892 hrs 1014 flights Comes with fresh Form 2 which will expire in 12 months time.Altimeter, ASI, PZL mechanical vario, Tasman electric vario, Flarm and Dittel radio. Canopy cover, ground handling, tie down and tow out equipment included. Dual axle trailer, fully enclosed and registered. Original log book and flight manual. Based at Bacchus Marsh, Vic Sale price $19500 **Noel Vag** nva06326@bigpond.net.au **042 736 4008**





VH-GVK Genesis G2 Approx 500hrs.
Serial number #2026.
EXCELLENT CONDITION



No Canopy cracks. PU finish
Runs with ASW20's, LS3's LS8 etc
Water ballast to 525kg MAX flying weight
Huge cockpit. Wing root fairing Mod done.
Fenix 80mm Vario/ Nav/IGC Logger
Fenix 57mm Vario, used primarily as Flarm Display , and backup vario
Digital Altimeter
Winter ASI
Dual batterys with Chargers
Trig TT21 Transponder-Upgradeable to latest ADSB in/out if desired
MicroAir Radio
COBRA Dual AxleTrailer with One man rigger, wing stands, hydraulic ramp
$65000 no GST
Mark Fisher mark@specom.au **0427127128**



VH-GCS Standard Libelle 201 B, SN 462, 1240 hours, 760 landings. Basic Instruments, Cambridge Vario, Dittle Radio, Spare Canopy, Homebuilt Trailer, (Trailer unregistered). Wing Walker and Tow Out gear Glider located at Grafton NSW $10,500 for more details and offers contact
Des Muir 0412 124 832



MOTORGLIDERS

VH-JKB JS3 Jet sustainer Expressions of interest sought for sale of JS3 Jet sustainer, 18 and 15 m tips, top line panel, Cobra trailer, fresh annual. Available from 4 December. **Jacob** memoryjb@icloud.com **0472503322**



VH GIO TST10M Atlas self-launching glider. Very good takeoff and climb performance. Modified Cobra Trailer. Good tow out gear 150 hours airframe, 17 hours engine. Hangered TEMORA $48000 **Tim Causer** timcau@tpg.com.au **0418433665**



XVW Schempp-Hirth Quintus M with an "Experimental" C of A. One of only 15 ever made and supported by Schempp-Hirth. This awesome open class glider is ready for a new home. 23m wing span is the ultimate in performance and handling, with a fresh form 2 just completed. Finished in PU, LX9000 gen 2, S10 with HAWK. Komet glass top trailer. One man rigger, Soaring XX wing walker, Tow out gear. year 2012 hours 1700 Philipr@internode.on.net **041 884-6468**





HDN 1969 Fournier RF5 motorglider 16m, wings fold to 10m, overall very ,good condition, Form 2 until !7 October, 2522 hrs, engine Limbach 437hrs from o/h, Bendix VHF, Garmin TX, 2 headsets, delight to fly, cruise 75kts. located Warwick. $26,000 **Raymond Squire** raysquire99@gmail.com **043 828-6228**



VH-XUT Stemme S10VT

$225 000 or best reasonable offer, available for inspection in Bathurst, NSW.
Owned by the current owner with too many hobbies for 15 years.
Total hours flown 317. Total engine hours 203, had 143 when purchased, Total propeller hours 57.
Rotax 914. Trip to Morning Glory in 2022. Very well maintained and hangered. Sold with fresh Form 2
Original PU finish in very good condition. Well equipped with Trig Radio and Transponder, LX 8000, Power Flarm Core, all up to date.
Easy updates with wifi in LX8000. Mountain High Oxygen for 2 people, never used. Strong Parachute ideal for the Stemme. New tyres. Heaps of spares. Full documentation since new. No accident history or damage apart from a prop strike which was inconsequential. Full inspection by Stemme. Hence low propeller hours. Further pictures and details available by email request. Happy to have a chat about it. Can be delivered if required. Feel free to arrange an inspection**.**
Michael Begg michaelbegg1@gmail.com



VH-GBY ASH25E

1988 model with nil accident history and approx 1300 hours T/T in very good condition. Engine has 29 hours and is in good working condition. LX9000 dual, all Winter mechanical instruments recently replaced. Mountain high oxygen system Aluminium Cobra twin axle trailer in good condition. based in Narrogin Western Australia for sale at AUD 120,000 **Arnold Geerlings** arnold@geerlings.co.za **0450221661**









continued over page

TUGS

PA-25-150 Wings and Airframe

Eddy current tested 06/26 and fabric ok. Wings $25k plus airframe no engine. All else cowls etc. there. For further details text **0477053351**



ZK-PPA PAWNEE D

Expressions of Interest Invited

The Marlborough Gliding Club (New Zealand) is seeking





Expressions of Interest from gliding clubs and operators throughout Australia and New Zealand for the purchase of its Pawnee D, ZK-PPA.

The aircraft has recently passed NDT (eddy current) testing and is now available for sale.

Key Points

Piper Pawnee D tow aircraft (ZK-PPA)

Located in New Zealand

Recently passed NDT / eddy current testing

Available for inspection by arrangement

Expressions of Interest sought from gliding clubs and operators in Australia and New Zealand

Interested parties are invited to register their interest and request further information, aircraft records, maintenance history, engine and airframe times, and pricing details. To express interest or obtain further information, please contact:

Marlborough Gliding Club

glidemarlborough@outlook.com

INSTRUMENTS

LX9000 V3 with V9 vario, joystick, remote mag, flap sensor including all cables and hub.

All in perfect working condition recently removed from DG800. $5000. Can post anywhere in Australia.**0417443839** angusbmiller@gmail.com



TRAILERS

Glider trailer suitable for a 15 meter glider. Repainted in 2-pack polyurethane (including underside) Insulated and well ventilated. Hydraulic brakes - refurbished 2025. Good tyres

Tows well - quiet and stable

LED tail and side running lights

Structurally sound, no leaks,

Rolling wing cradle system

Tailplane attachment to fuselage

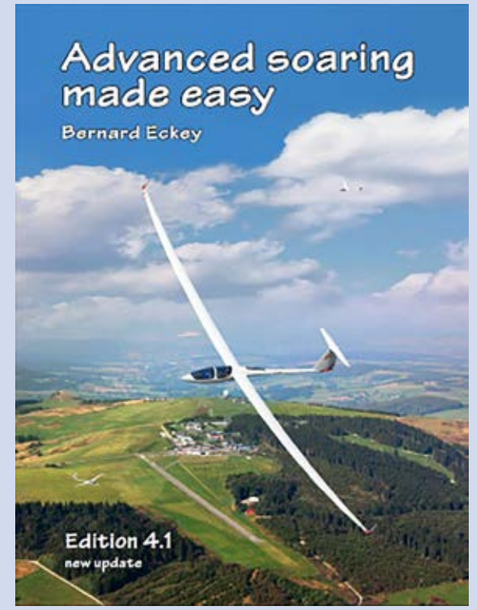
NSW registration until Dec 2026 (inspected annually)

Located Camden Airport, NSWA tidy, clean and well maintained trailer. More photos upon request. Open to sensible offers

Contact Miles 0432784997 milespark@gmail.com







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and recently in New Zealand
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