

GLIDING AUSTRALIA

Issue 27 December 2015 January 2016 www.glidingaustralia.org



JWGC PROGRAM

SAILPLANE GRAND PRIX VARESE

KINGAROY WARMUP - DYLAN'S UK - LKSC CASE STUDY - QLD COMPS





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GLIDING AUSTRALIA

No. 27 December 2015 January 2016

COVER PHOTOGRAPH TOM CLAFFEY AT SPG VARESE

2 FROM THE PRESIDENT -

EXECUTIVE OFFICER - AGM & AWARDS - FAI BADGES
What's happening in the Australian gliding airspace.

10 MARKETING & DEVELOPMENT

John Stiles considers the potential for gliding programs in schools, where students can design, test and demonstrate their own model gliders.

12 SAILPLANE GRAND PRIX VARESE

The Sailplane GP Finals at Sisteron were as much about people as gliding. Tom Claffey reports that conditions were soft and the gagging fierce.

14 KINGAROO WARMUP - JUNIOR TEAM GET READY

Australia's Juniors team met recently at Kingaroy to polish their team flying skills and get to know each pilot's strengths and weaknesses.

18 JUNIOR WGC TEAM PROFILES

Get to know Joe O'Donnell from Qld and South Australian Eric Stauss, two young pilots preparing to compete in the Junior Worlds at Narromine.

20 QLD STATE CHAMPIONSHIPS

The Queensland State Titles at Kingaroy attracted diverse pilots and gliders from around the world, and featured some dramatic outlandings.

24 SIMON BRIEL - FIRST IN THE AIR

The first of the 59 Junior Worlds' pilots arrived at Narromine in October, six weeks before the competition. First of all is Simon Briel with his LS8a.

JUNIOR WORLD GLIDING CHAMPIONSHOPS - OFFICIAL PROGRAM

Inside your Comp program, find officials' profiles, a listing of all pilots from the teams of 18 countries, including the six members of our Australian team, a competition area map and a full event schedule.

25 BEYOND 3000 - LKSC CASE STUDY

Lake Keepit SC members share experiences of growing their membership, in line with GFA's goal to increase the long-term viability of gliding.

30 DYLAN'S UK

To gain experience in high level competitions ahead of the Junior Worlds, Dylan Lampard competed in the UK Junior Nationals.

34 VINTAGE

The Australian Gliding Museum held two successful workshops at Bacchus Marsh on preserving the airworthiness of older gliders.

36 GLIDERS - DEVELOPMENTS AT AS

The latest models from Schleicher in Germany feature a number of performance enhancements and new innovations.

40 COACHING

In his new role as National Coaching Director, Richard Frawley tackles a new pilot development framework for coaching.

43 OPERATIONS - INCIDENTS

A recent Safety Seminar from the GFA operations team focussed on the benefits derived from experience, and using them to develop better practices.

47 CLASSIFIEDS

Sean Young
Editor
sean@glidingaustralia.org

Adriene Hurst
Deputy Editor
adriene@glidingaustralia.org



EDITORIAL SUBMISSIONS

We invite editorial contributions and letters.

Please email sean@glidingaustralia.org

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DISPLAY ADVERTISING & MAGAZINE ENQUIRIES
sean@glidingaustralia.org

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www.glidingaustralia.org

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INSIDE THIS ISSUE

JWGC PROGRAM



This edition of GA includes the program of the Junior World Gliding Championships - Narromine bound into the centre of the magazine. Inside, you can see officials' profiles, a listing of all contestants from the teams of 18 countries, including the six members of our own Australian team, a competition area map and the full event schedule, from training through to the closing ceremony and prize-giving.

Congratulations to all of the pilots involved for putting in the extra effort required to qualify for their national teams - especially the six Australian pilots forming our local team. Recognition is also due to the many people who have worked towards bringing this World Championship to Australia, making special mention of the Australian Team coaches, captain and all those from the GFA who have worked continuously behind the scenes.

I hope that you enjoy this extended edition. Next issue we will bring you the story of how the contest unfolded. During the event, be sure to follow online at

facebook.com/jwgc2015 wgc2015.com and at tv.glidingaustralia.org

where we will be playing videos direct from the championships.

SEAN YOUNG

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Or contact: Cathy Cassar

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SHOP The GFA Online shop has a range of useful products including a Form 2 kit, www.glidingaustralia.org/shop1

GFA OFFICE

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

9am-5pm Monday - Friday 9am-3pm Firday

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FROM THE PRESIDENT

DEAR MEMBERS

I sincerely thank everyone who took the time to complete the online Survey Monkey. As I type we are busy collating and analysing over 500 responses and over 1,000 comments that were received. This represents input from over 20% of our membership. We sincerely thank you, as your input will provide valuable information that will guide our Strategic Planning meeting in November at Lake Keepit and our decision making for the next five years. I'm not sure when something similar was last done, but one comment mentioned the previous survey and referred to an issue with the Platypus glider – so I'm guessing that it was a while ago?

It is clear that our membership is passionate about gliding and about getting the best outcomes from the resources available to us. It is really good to see so many people offering suggestions and ideas as to how we can improve things going forward. It is also clear that many members are resistant to change and hark back to the early years. One respondent said, "If you want to tell me something please send me a letter." Another said, "I don't care what CASA says, I just want to go flying." While I can fully understand these sentiments, GFA does have a duty to move with the times. As an aside, at our recent Junior Team launch it was pointed out that some of

our team members have not known the world without the Internet.

A few issues came out of the survey that I'd like to clarify immediately.

Competition glider insurance – The GFA Broad Based Liability (BBL) insurance now confers \$1M cover so that any GFA member can enter an Australian competition without needing to purchase additional aircraft insurance. It also means that when private owners renew their insurance, which sits on top of the BBL, the premium is reduced – an average reduction seems to be around \$70.

FAI Badge Application - Several replies commented on the burdensome process to obtain an FAI badge. This system, as the name suggests, is run by the FAI. Because they are International badges, the rules concerning them are not set by GFA. GFA sends a representative to the annual FAI meetings in Europe and we make submissions to the committee that make the rules, but it is not an easy culture to change. I remember my disbelief last year when as Official Observer for a record flight I had to post an SD card with both paper copies of the record claim. No wonder it cost almost \$300 to get the record processed!

Low interest loans from GFA for aircraft purchase – This is already an option and we currently have several substantial loans to various clubs to do



exactly that. If your club needs a loan to purchase an aircraft, contact GFA Treasurer Dave Shorter for more details on how the scheme works.

Cheaper loggers - There were a few requests for cheaper loggers for Badge flights. Remember that you don't need a Level 1 fully IGC approved logger for Silver and Gold badges, only for Diamond Badges. Check online to see which loggers are approved in Australia for Silver and Gold Badge flights.

Insurance for Form 2 Inspectors - *This is already in place - see MOSP part 3 V7 1.13.2.* All GFA inspectors working under a club, 'Club Inspectors' are covered by GFA's Contingent Liability insurance policy when conducting sailplane airworthiness certifications. They must be working under a club as the supervising body, however, they are personally responsible for their work on sailplanes. This includes Inspectors offering their time and skills on a cost recovery basis during airworthiness activities on all club and privately owned GFA aircraft.

Finally, a few comments made me smile, which I will share: 'The best thing the GFA has done has been the GFC.' Global Financial Crisis? I didn't realise we were that influential. 'We need more raining courses.' This was actually quite a popular request – predictive text, I guess?! 'My club operates on Fridays, Saturdays and Sundays. Good weather occurs Monday to Thursday.' I fear the average age of the membership is approaching my own. Please try to organise good soaring conditions on weekends.

MANDY TEMPLE

PRESIDENT

President@glidingaustralia.org

JWGC GETS OFF TO A FLYING START

On 9 October, city workers were surprised to find a Duo Discus on display on Sydney's most famous street. Organised by John Styles, GFA Chair of Marketing & Development, in conjunction with NSWGA, the event served as the launch of the Junior World Gliding Championships.

The NSW Minister Minister for Trade Tourism Stuart Ayres gave a speech and even tried the Duo out for size. The Mayor of Narromine Shire Bill McAnally also spoke, welcoming the Championships to Narromine.

Throughout the day, crowds of people pored over the glider with great interest. In addition to the Duo, John Styles brought the Victorian Soaring Association simulator up from its home at Benalla. Throughout the day, many people got their first experience of flight in a glider without leaving Martin Place. The display was a terrific promotion for gliding and helped raise awareness of the sport.

Numerous members of the Lake Keepit and Southern Cross clubs manned the display throughout the day. Special thanks go to Tim Carr (LKSC) and Dave Boulter and Ian Caldwell from NSWGA.

Tim got the Duo into the trailer at Keepit, drove it to Sydney, delivered it to Martin Place at 5.30am from North Ryde, and drove the trailer home at 6.30am. He then returned to man the display all day, helped de-rig and drove



the glider home again at 7.30pm. He organised the volunteers, and produced a schedule and roster to keep the display manned throughout the day. He organised LKSC shirts, caps, publicity, tent, display materials and more.

On 30 October the GFA, VSA and a number of Victorian clubs ran a similar promotion at Federation Square in Melbourne.

ABOVE: Matthew Scutter gives the NSW Minister for Trade and Tourism Stuart Ayres his first gliding lesson with Paul Matthews and Mayor of Narromine Shire, Bill McAnally.

RIGHT: GFA Treasurer and LKSC member Dave Shorter, with M&D Chair John Styles.



SPRING AT MT BEAUTY

The first few weeks of Spring 2015 produced some terrific flying at Mt Beauty, with many spectacular flights over the Victorian snow fields. Flying my trusty old Libelle and both the club's

ASK-21 and syndicate ASK-21Mi, even some visitors and newer club members got to experience Mt Feathertop Hotham and Bogong as well as Falls Creek. MARK BLAND

FAI GLIDING BADGES

TO 23 OCTOBER 2015

A BADGE

SHERGOLD RYAN B 12068
DIEDLER MAXIMILLIAN 12070
MOLONEY JAMES 12071
NICOLICH VERONICA 12072
DALTON ANGUS 12075

A & B BADGE

JAMIESON MAXWELL D 12066

B BADGE

NEILL PATRICK 12012
MARTIN ALEXANDER 12025

C BADGE

GOULD PETER J 11883
SCOTT CHRISTOPHER L 11769
MIFSUD JORDAN M 11994

301 NSW AIR TC
NARROGIN GC
DARLING DOWNS SC
301 NSW AIR TC
301 NSW AIR TC

SOUTHERN CROSS GC

NSW AIR TC 301
NARROGIN GC

SOUTHERN CROSS GC
BALAKLAVA GC
ADELAIDE SC

NEILL PATRICK 12012
TUCKWELL TRAVIS C 11976

A, B, C BADGE

HERITAGE MATTHEW C 12063
MANIFOLD JONATHAN R 12065
RUMMERIE KATHERINE J 12067
MANDER HENRY J 12069
DUNCAN JONATHAN 12073
BRUUN THOMAS J 12074

SILVER C

HERITAGE MATTHEW C 4887

DIAMOND DISTANCE

LEWIS CASEY J

BERYL HARTLEY
**FAI CERTIFICATES
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KINGAROY SC
QLD AIR TC
QLD AIR TC
BATHURST SC
QLD AIR TC
QLD AIR TC

KINGAROY SC

LAKE KEEPIT SC

EXECUTIVE OFFICER

MEMBER SURVEY

The major activity in the past two months has been the members' survey that was emailed to all members in mid-September. The purpose was to seek members' views on the future direction for the GFA, so that the GFA Board could use this information in its Strategic Planning meeting in November.

Approximately 20% of GFA membership, 532 members, submitted a response, which is a great outcome and therefore very representative of the views of the overall membership.

Five per cent of respondents were women, which is close to the gender mix of our organisation, and we also had a good representative spread of ages.

Respondents had a good spread of experience, a large percentage with Glider Pilot Certificates with a good number of new members.

GFA OBJECTIVES

90-95% of members agreed or strongly agreed with our five current objectives, but also recommended an increased focus on:

- Club development and support
- Improving communication
- Reducing costs
- Growing our membership
- Improving our training techniques, resources and standards

REGIONAL ASSOCIATIONS

Only 35% agreed that Regional Associations provide a perceived benefit. There were a number of comments about the good things that some Regional Associations do, but many people felt that they did little to support members and clubs.

APPROACHES TO GROW MEMBERSHIP

The many suggestions on approaches to grow our membership included

- Increased promotion
- Improvements to the web page
- Focus on individual pilot responsibility, our safety culture and our club system

INSTRUCTING, AIRWORTHINESS AND COACHING

There were many, many comments about these three core areas of our operation. Without going into detail here, the common theme was for a significant improvement in our training systems,

whether instructing of new pilots, training new instructors, airworthiness training and becoming a coach. The Board and Executive will spend some time to develop the best method of improving these core areas.

GENERAL SUGGESTIONS

A large number of comments and suggestions - about 950 - were made for improving our sport more generally.

- Improve airworthiness training
- Support improvement in club culture, interaction and development
- Increase post solo training, coaching and introduction to competition
- Continue to improve communication, including visits by GFA officers
- Reduce costs
- Fight to improve governance of board and committees
- Improve instructor training
- Improve launching methods
- Grow membership through promotion
- Increase number of women and youth
- Regional Association activity
- Safety focus
- Improve standards in flying, training, airworthiness
- Training - theory program, resources.
- Improve website

You can see a more detailed summary of key survey outcomes on the GFA web page. Under Docs/Forms search for - survey

SAFETY

The high level safety committee comprises GFA President, National Safety Manager (NSM), Chair of Operations Panel, Executive Manager Operations, Chair of Sports Committee, Chair of Airworthiness Department and the IT Team Leader. Note that this forms most of the GFA Executive.

Regional Safety Managers (RSM) work under the NSM to promote safety, educate members, implement policy and provide feedback.



TERRY CUBLEY
EXECUTIVE OFFICER
eo@glidingaustralia.org

WORKING WITH CHILDREN CHECKS

The GFA Members Protection Policy explains the situations where members would be required to obtain Working With Children checks. Requirements may vary depending on State Legislation and the type of operation being run by our different clubs. All clubs have a responsibility to look at their own operation and determine the risks and, therefore, which club members require a check. Clubs are responsible to keep records of completed checks, which should be included in your Safety Risk Assessment.

SPORTING LICENCE

All members who have completed their Glider Pilot Certificate will be issued with an FAI Sporting Licence. There is an option to opt out of this offer. The major benefit is that we are now able to issue the Sporting Licence for free, and update it as you renew your GFA membership, resulting in a major drop in admin tasks for members and officials.

Those with a sporting licence who do not have a GPC are required to claim their GPC within 12 months or risk losing the sporting licence.

INSURANCE

Recent changes to our Broad Based Liability (BBL) Policy provide members with increased cover and reduced costs for glider insurance. The BBL provides Public Liability insurance that covers all members and officers of the GFA, and also underpins the Public Liability insurance of glider insurance policies. The amount of Public Liability insurance has now increased to \$1

million, up from \$250k. As a result you should see a reduction in your glider insurance premium, benefitting all clubs and all private glider owners. It also means that you can now fly a glider in Australian competitions without requiring additional insurance. Well done to our Insurance officer and Treasurer Dave Shorter.

A member who was injured when working on club property queried what GFA insurance would cover this. The answer is that we don't have any policy that covers this sort of accident and the member needs to rely on club insurance or their personal accident insurance.

PROMOTION IN SYDNEY AND MELBOURNE

Our Marketing & Development chair John Styles has been working with regional associations in Victoria and NSW to run a number of promotional activities. Tapping into the excitement of a couple of world championships, but with an intent of promoting gliding generally, three promotions were held in NSW and Victoria in October.

● At Martin Place on 9 October, right in the middle of the city of Sydney, NSWGA, Lake Keepit SC and a number of other NSW clubs arrived in force with a Duo Discus, gliding simulator and various promotional material to spread the word about gliding. Attracting a great turn out of interested viewers and good TV coverage, the NSW Minister of Sport took the opportunity to advise that Destination NSW is providing funds and supporting the Junior World Championships as a strategic Partner.

● The Team Launch on 23 October at St Peter's in Sydney was a more select event launching the Australian Junior team, complete with team uniforms.

● Taking over Federation Square in Melbourne city on 30 October, VSA, GCV and several other Victorian clubs promoted the Benalla World Championship in January 2017, and alerted Melbourne people about our sport.

It is hard to determine the outcome of these events, whether it generates an immediate increase in enquiries to clubs or instils a message that people act on later. But we all believe that the more people hear about gliding, the greater the chance clubs have of increasing their membership.

I am surprised by the lack of interest from a number of clubs to support these events.

WORLD CHAMPIONSHIPS

This edition of the magazine includes a

bound-in program for the Junior World Gliding Championships at Narromine. With 59 entries from pilots aged 17 to 25, this will be a very impressive event. Check out the web page and live tracking at www.jwgc2015.com

from 22 November to 13 December.

The Benalla World Gliding Championships are 13 months away but the Pre-Worlds are being held this January with the Australian Nationals. With 84 entries, including 29 international pilots, it should be a great event.

Australia is also putting in a bid to host the 2019 Women's World Gliding Championships. A small selection committee has been reviewing the excellent bids from five sites to be the host club. All bids were excellent options, capable of running the event if asked. As there can only be one selection, the committee has chosen Lake Keepit, a great site, as our location to put to the International Gliding Commission next February. We have a good chance of winning this selection.

AIR EXPERIENCE FLIGHTS

The introductory membership forms that provide GFA membership for nine days and which are used for most passenger flights across the country have been changed recently following legal advice stemming from an accident in Victoria. The new form provides much better legal protection and also includes protection for the club. The form is easy to identify - it has lots of legal words and fills both sides of the form.

If your club is still using the old form, you may want to ask your club committee to get the new forms from the GFA office. The club can get credit for unused forms, so there is no reason not to make the move immediately, and provide better legal protection for your club and members.

One extra point on AEF forms - some winch clubs complain that they can only provide short flights, which makes the \$30 fee appear excessive. However, the \$30 fee covers them for up to 10 flights over nine days, so the winch clubs can provide several short flights all covered by the one \$30 Introductory Membership.

GA

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WOMEN GO GLIDING AT KEEPIT



During another great week of flying, fun and friendship, the women in gliding got together to share their experiences, mentor each other and feel that they belong to a great group of pilots.

This year 14 of us attended, from first solo to long distance cross country pilots, including four ladies from Queensland, three from Victoria and seven from NSW. The ladies in WA will be holding their own week - although they really wanted to join the women from the eastern states, they just found it too far to come.

This year was a little different from past years. The pre and early solo pilots were taken in hand by the instructors after the briefing, and the experienced cross country pilots separated into another group to set tasks according to the weather reports and also helped the early cross country pilots with their tasks and terrain briefings. This worked very well. Many pilots achieved what they set out to do. We had first solo flights, re-solo flights and conversions to PW5s and the LS7. The extra long distances were not achieved as it was quite early in the season and the days were just not long

enough, however, many flights of 300km and more were achieved during the week. Two girls set out to do their 5 hour flights on the last day, Saturday, with Wynona achieving her first 5 hours and Sophie managing 4 hours 20min after difficulties getting away early enough due to lack of tug availability. Only one day was lost to rain and storms.

These weeks don't just happen - we would like to thank Richard Frawley and his wonderful wife Tracey, Alan Barnes, Harry Medlicott, Steve Hedley, Alan Buttenshaw, Nick Edwards and Val Phillips for all their help in instructing and lectures, and tug pilots Pete and Steph. Special thanks to Tracey for the wonderful dinners she prepared, allowing me to work on the field and fly a little.

The GFA marketing gave funds of \$2,500. VSA helped the pilots from Victoria with their travel costs and NSWGA \$100 per entrant to assist the

LEFT: Melissa Plath from Queensland enjoying her training.

seven NSW pilots attending.

Thanks also go to Bernard Eckey, G. Dale and the International Gliding magazine team for their kind donations for our prizes. Jo Wooler must have a special mention for making our perpetual trophy. A true work of art.

We were given a great deal of local publicity with the front page of the local newspaper, Prime 7 TV news and NBN 9 TV news.

Prizes were awarded to -
Wynona Winslett, Grand Prize winner of a perpetual trophy for achieving first single seat flight and a 5 hour flight. At age 16, Wynona is the



Tracey Frawley and Wendy Medlicott with their beautifully prepared dinner.

future of women in gliding, and achieved her 5 hour flight with only 13 hours total time, including training.

Wynona Winslett, Sophie Winterton, Stephanie Ehret, shared **Major Prize winners** of Bernard Eckey's book on cross country flying. It was impossible to separate them for their achievements during the week.

Jo Wooler, Encouragement Award winner for re-solo and conversion to the LS7, earning a G.Dale book.

Melissa Plath, also an **Encouragement Award winner**, receiving a one-year subscription to International Gliding.

Jenne Goldsmith, Best Flight Award recipient, with a one-year subscription to International Gliding.

We are, of course, hoping for more women to join gliding in Australia. We will work to achieve this aim and look forward to many hours flying at clubs this summer, making new friends and renewing old friendships.

Next year ,we will be looking for a club

GARRY SPEIGHT PUBLISHED WORKS

Vetreran gliding instructor Garry Speight's collection of published papers is available for download from the Lake Keepit Soaring Club website. The articles were mostly published in Australian gliding journals from 1966 to 2015.

The topics are diverse, always treated thoroughly and are often very erudite. Most of the early papers are still relevant and very useful to both beginning and experienced pilots. Lake Keepit SC decided to make this body of work available to its members and to the gliding community by gathering them together, encouraging Garry to

edit and comment on his work and by placing it on the Club's website:

www.keepitsoaring.com.

The whole collection can be downloaded as one PDF or individual papers can be downloaded separately.

Terry Cubley had an advance look at the collection and wrote the following review of the work.

REVIEW BY TERRY CUBLEY

Garry Speight's articles are certainly to be recommended. They make interesting reading and provide a different perspective on many coaching topics.

The papers are a compilation of the many articles that Garry has written since 1966, and can be grouped as:

Recollections giving an interesting historical explanation of gliding during the 1960s, '70s and '80s.

Analysis and mathematical models to explain core soaring skills.

Hypotheses that introduce concepts not part of the typical coaching program.

A **review of common beliefs** about soaring decision-making, challenging some of the known truths.

GLIDING AS IT DEVELOPED

The papers start with a nice historical touch. It comprises many articles that Garry has published that look back at gliding as it developed from the 1960s to the '90s.

A recount of successful early flights in low performing gliders provides an insight into the difficulties before modern aircraft, equipment and soaring knowledge. He flew over 300km in a long wing Kookaburra through limited airspace with turnpoint cameras and barographs. Another flight from Canberra to just short of Camden in an ES59 Arrow showed Garry's tenacity with both the thermal conditions and the Air Traffic Control system.

JAPAN

Garry's gliding experience in Japan is also an interesting view into a gliding system different to ours but with so many similarities. Garry revisits his

Japan connection in the 1990s with an article on Mitsuru Marui's activities in Australia and Japan and encouraging cooperation between the two countries

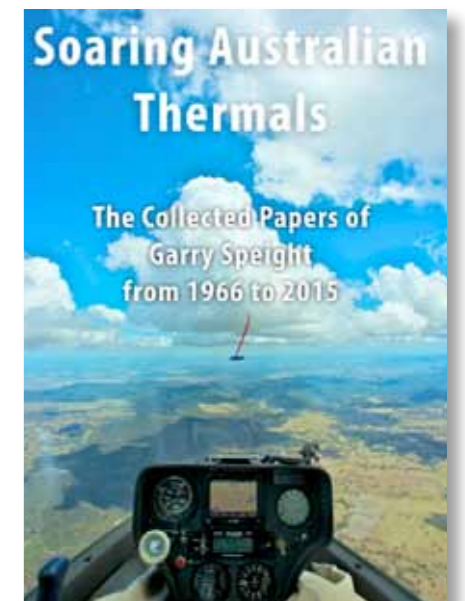
A series of three articles over two years demonstrated Garry's interest in analysis and development of models, which he then interprets for the reader. The 'Thermal Interception Diagram' gives a different view of the glider polar curve with a twist to explain speed to fly decisions and the impact of risk or risk averse approaches to cross country flying. If you like the mathematical challenge, it gives you a good explanation of this basic theory. If you are less mathematically inclined, the diagrams provide a sensible picture. Finally, Garry explains what this means in practice.

When you consider that these calculations and graphing were done in the early '80s before computers and Excel spreadsheets were available, you get a good appreciation of the amount of effort that Garry puts into his sport.

The second article builds on the first to explain the circling performance of gliders and combines this with the introduction of two thermal models to explain optimum angle of bank and thermalling speed in typical Australian thermals.

The third article introduces water ballast and the impact this has for climbing and search range under different thermal conditions. Again, a theoretical consideration, but then Garry explains the practical considerations and choices pilots must make.

Garry then has a very practical article which proposes canopy markings to assist pilots to manage attitude/speed and angle of bank. This fits with our instructing focus on flying via attitude



on the horizon and provides a tool to assist pilots to get this right.

The big series of articles from Garry in 2006 introduces a proposal that thermals rotate and that there is benefit in becoming aware and applying techniques to optimise performance in these thermals. I remember this series and the many letters to the editor that supported Garry's observations and thinking, and an equal number claiming it was heresy. Garry includes quite a few of these letters, which in themselves raise a broad range of scientific concepts. I don't see many references to rotating thermals in the gliding literature, but recommend you to spend the time to try and understand Garry's arguments so you will better understand what you experience when flying.

CROSS COUNTRY DECISION MAKING

The last section is based on articles Garry and others wrote and published in the '80s that cover the range of key cross country decisions - which thermal to use, when to leave, how to avoid outlanding, how to increase your average speed, and so on.

Garry gives a mathematical explanation to support some of the key rules of thumb, and applies probability theory to help us with the decision-making. He aims to make you think about what you do rather than just blindly following common beliefs.

Summary: This huge collection of articles from the past 50 years, all in one place, is well worth reviewing. You will appreciate the man, Garry Speight, and his ideas.

TERRY CUBLEY



VSA ALPINE COACHING & REGATTA WEEK

21 – 28 FEBRUARY 2016

This alpine coaching event was first held in January 2012 from Mount Beauty airfield in Victoria. With good soaring conditions and cross country opportunities, it is now an annual VSA event.

Due to a busy coaching and competition season in Victoria we have had to schedule for late February which still provides good soaring conditions and will be well clear of the controlled burn-offs which start in late March and April.

The course is intended for two levels of pilots:

- those who are new to mountain flying
- pilots with alpine experience who are seeking longer tasks in the area.

Alpine flying is much more challenging than 'flat land' soaring and offers strong

conditions amid great scenery. For those flying for the first time at Mt Beauty, the focus will be on learning alpine soaring techniques and navigating among the numerous hills and ridges. Alpine areas can be dangerous and unforgiving. Safe and accurate flying techniques are of paramount importance. Initial flights will be with a coach until you demonstrate your ability to handle the local conditions.

There will be opportunities for longer flights in 2-seaters with coaches to Mt Buller and Mt Kosziusko.

For pilots with experience of alpine flying we will offer 'lead and follow' opportunities on flights along the alpine



chain between Mt Buller and Mt Kosziusko and beyond, weather permitting.

For further queries contact Ian Grant (03) 9877 1463, Mob 0418

271 767, ian.grant.gliding@gmail.com
www.gliding.asn.au

WORLD CHAMPIONS FLY THE KOOKA AGAIN

INGO RENNER



On 10 October our 57-year-old Kookaburra took off with two experienced pilots with a wealth of combined experience of 107 years. Brad Edwards and myself both started gliding at the age of 15, and this flight was the only time the two of us world champions have flown dual in a glider in Australia. This Kookaburra is the very glider Brad did his initial training in with David Goldsmith as his instructor. He soloed in it as well.

When I started gliding in 1955 there were no 57-year-old gliders around and no glider pilot had 60 years of experience. I trained in a high performance two-seater, the Kranich III, and I soloed in a low performance single seater, our home-built Grunau Baby. Nowadays this training method would be very questionable because the Grunau Baby has very different handling qualities to the Kranich III.

When I migrated to Australia in 1967, I found that many gliding clubs used the Kookaburra for training and sending pilots on their first solo, as Brad did in Armidale. I found that this was a much better training method with a good success rate. After flying the Kookaburra it was an easy transition into the single-seat Kingfisher, which I loved to fly over the Darling Downs in Queensland.

It was there at the Queensland State comps in 1969 in Warwick when I first met Brad, who was then crewing for the Armidale Bergfalke team. The pilot was David Goldsmith who won the first day when every glider landed out. I always remembered the Armidale crew as a very enthusiastic bunch.

Now here we were, Brad and I, just as enthusiastic 46 years later sitting

together in an old hack. We were marvelling at its good handling, at its durable wooden structure and at a new innovation for the canopy, an air scoop that kept the temperature in the cockpit very comfortable. Climbing up in a thermal, we compared the two variometers and found out that the 57 year old Cosim with the green ball worked just as well and accurately as the Winter vario. I believe that electronic devices would have been abandoned and replaced many times during those decades.

Brad found the first flight so stimulating that he went up again for a solo flight – just reminiscing.

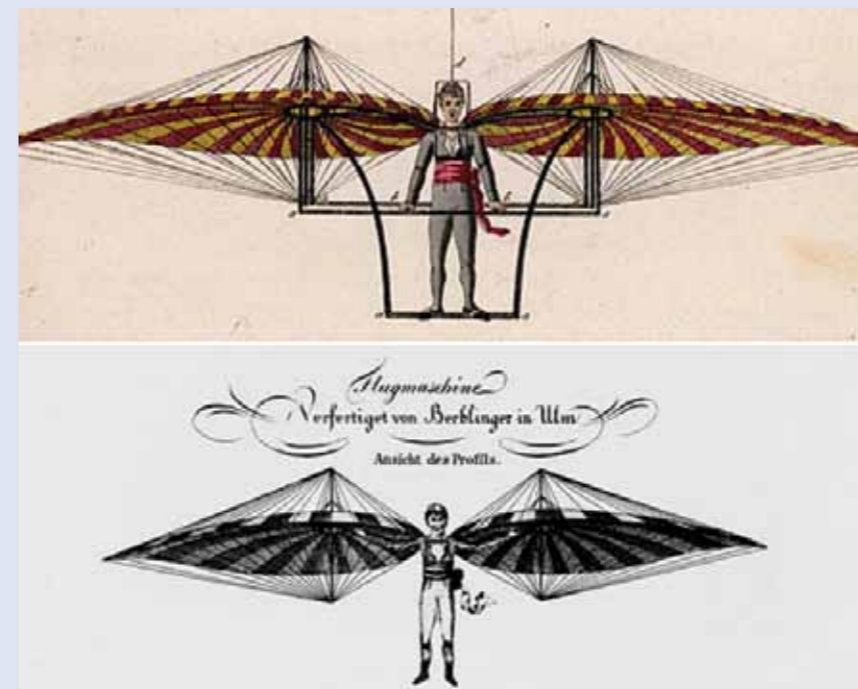


AUSTRALIAN AVIATION HALL OF FAME FOR HARRY SCHNEIDER

Harry Schneider was inducted into the Australian Aviation Hall of Fame at a ceremony on 19 September 2015 at Wagga Wagga, NSW. Others inducted were Sir Donald Anderson CBE, John Macknight OAM, Henry Millicer AM, Sir Patrick Gordon Taylor GC OBE MC, Charles Ulm AFC and the Temora Aviation Museum. Attendees included Ingo Renner, who was inducted in 2014. See issue 25 of GA www.aahof.com.au

LEFT: Portrait of Harry at AAHOF with his daughters Rita and Karin, who accepted the nomination on behalf of Harry.

2016 BERBLINGER COMPETITION



VISION OF A DANUBE FLIGHT

Through the 2016 Berblinger Competition, the city of Ulm seeks to promote ideas for environmentally-sustainable long-distance flights.

The aim of the competition is to promote ideas that could realise an environmentally-friendly long-haul flight along the Danube in 2020. The prize money amounts to € 25,000.

In 1811, Albrecht Ludwig Berblinger had the vision of crossing the River Danube from one bank to the other using a hang-glider. In the spirit of

Berblinger, and continuing his vision, the city of Ulm aims to promote developments in general aviation that make it possible to follow the course of the Danube along its whole length from source to mouth, also in stages, as free of noise and emissions as possible, using innovative, economical and environmentally-friendly aircraft. Ulm's Berblinger Prize will initially be awarded in theoretical competitions for ideas that will particularly contribute towards reaching this goal.

The purpose of the 2016 Berblinger Competition is to explore theoretical

approaches, based on the latest research results, knowledge and developments in aviation, which could contribute towards achieving the long-term vision of a Danube flight from the source to the mouth of the river. We are looking for ideas for an innovative manned aircraft or for individual components for such an aircraft, which could contribute towards the realization of the declared vision of a Danube Flight. Aspects of environmental sustainability such as energy consumption, exhaust and noise emissions, will play a particularly important role in this regard. Submission deadline is 21 June 2016.

HISTORY OF THE PRIZE

Albrecht Ludwig Berblinger (1770–1829) who is regarded as the first aeronautical pioneer to employ the principle of gliding flight, found his way into aviation history with his flight attempt in 1811. In 1986, the City of Ulm hosted an international flight competition. The objective of the competition was to fly over the River Danube at Berblinger's historic site in the true pioneering spirit of Berblinger.

In the 1996 competition the prize was awarded to the first manned, self-starting, fully solar-powered aircraft to be developed for the competition. In the flight competition in 2011, prizes went to a self-starting, high-performance glider with a low-noise, ecological propulsion system and to a lightweight, solar powered motor glider. Several construction competitions were held in advance, in preparation for the practical demonstration competition, most recently in 2013.

Further information at www.berblinger.ulm.de

YOUNG OPPORTUNITIES



Continuing my thread from the last issue, we are targeting two demographic groups - young teenagers and the over 40's. One group brings energy and enthusiasm and the other, experience and cash. We need both of these groups to sustain and grow our sport.

Following last issue's article we will again talk about how we can as a movement engage young people in gliding. I know they don't have much money, but that is why you should also be targeting the over 40's at the same time. These are the people with money, looking for something in their lives other than work, something to make them feel alive and young again. So let's get them before they buy a motorbike.

Back to young people - how can we attract them as a group in their own setting, such as in school, college or university? Remember, of course, that we have to be able to live up to their expectations, not yours, when they arrive at the club.

At my home airfield, the Sport Aviation pilots happily give up some of their own time to get involved with the local schools and talk to students about flying, how planes fly, what opportunities there are for young people to fly, and the general wonder of flight.

This is something any gliding club could do. You just need to speak to your local school and get their help in preparing a talk, with props, that is suitable for the level of the students involved. Because many members are retired, a source of labor is available throughout the movement to carry out this work and spread the word.

Remember, most people do not know what gliding is and, until we get the message out, there is little hope of substantially increasing membership.

Gliding has always attracted a higher

proportion of individuals interested in engineering and design, as it is really a sport about pure design and the use of natural energy and human skill. This opens a more formal opportunity for us to engage these young people.

Enter the Re-Engineering Australia Foundation, which states, "The Foundation's objectives are to put in place a series of stepping stone activities, starting at the earliest ages, that form a pathway of encouragement, along which school students can progress, with each step adding to the their interest and understanding of Maths, Science & Engineering activities, trades and professions. We hope to inspire younger generations to consider technology based industries as a fulfilling career path."

Just the sort of young people we need in gliding.

REA runs exciting programs in schools to introduce students to engineering and design through competitions between school teams.

Their biggest program, run worldwide, is F1 in schools where students design, test and race their own model F1 car. This program is run worldwide with finals at major Grand Prix events around the world. This is exciting for the students and introduces them to the world of motor racing. Of course, this program receives considerable funding.

Subs in Schools is another, similar Australian program in which students design, test and demonstrate their own model submarines, plus 4x4 in Schools, run on the same format. These are

JOHN STYLES

CHAIR, DEVELOPMENT PANEL
cmd@glidingaustralia.org
www.facebook.com
theGlidingFederationofAustralia

smaller local programs than the F1 program.

"So what good is this to us?" you ask. Well there is an opportunity if members are willing to do the work to start up a Gliding in Schools program where students can design, test and demonstrate their own model gliders. This will have a follow-on effect of encouraging some to just take up gliding, but even without that, we would have put gliding in the minds of the young people who take part in this program.

The GFA can provide the financial resources for this project but it does not have the human resources to run such a program. Thus, it would be up to the members to make it happen. Remember, all the sitting around complaining about the lack of new members is not going to achieve anything. Besides, perhaps 30% of our members will be pushing up daisies in the next 10 to 15 years, so the time to start doing something is now, not sometime down the track.

By being part of a program like this, we are not only exposing young people to gliding, we are also teaching them about the engineering aspects of gliding, increasing their overall engineering knowledge and skill and adding to Australia's engineering capability. In turn, the capability grows to be a modern, technologically self-sufficient nation.

How would this project work? A team of members would produce a program based on REA guidelines that would detail how school students would design, test and demonstrate their model glider and the learning outcomes along the way. The program would initially be set up in half a dozen schools and a team formed in each school as a pilot project.

To leverage off this program, it is planned that the teams from each school would compete against each other at the Benalla World Gliding Championships in January 2017 so we need to get on with it. As this World Comps will also feature a meeting of OSTIV members, this project will fit well with their meeting and they would be invited to act as judges for the various aspects of the Gliding in Schools competition.

The atmosphere of the World Comp will create excitement among the students with their model gliders. The various winners of the Gliding in Schools competition would receive glider flights, vouchers, training packages and so on as prizes. This would also generate publicity for them and our sport.

We are looking for members who are retired engineers, teachers and business professionals who would like to get involved in this exciting project to make it happen. Contact the GFA with your details and we can go from there, but to get this up and running we need to act fast. rea.org.au

Facebook Search: Re Engineering Australia Foundation

GFA CALENDAR

Use the Contact GFA menu at www.glidingaustralia.org to send events to the GFA Secretariat for publishing online and in GA

CLUB, SPORTS & STANDARD CLASS NATIONALS - LAKE KEEPIT

10 - 21 November 2015

www.keepitsoaring.com

Great comp site with diverse, interesting terrain. Great time of year for flying at Keepit. Enquiries to Chris Bowman.

chris.bowman@pce.net www.keepitsoaring.com

WAGA STATE CHAMPIONSHIPS

19 - 27 November 2015 GCWA

Contact Denis Macneall,
denismac@tpg.com.au

SA STATE CHAMPIONSHIPS

21 - 28 November 2015 Waikerie

www.waikerieglidingclub.com.au

ORANGE WEEK - WAIKERIE

21 - 28 November 2015

www.waikerieglidingclub.com.au

JUNIOR WORLD GLIDING CHAMPIONSHIPS NARROMINE

1 - 12 December 2015

www.jwgc15.com

PRE-WORLDS AND MULTICLASS NATIONALS BENALLA

4 - 15 January 2016

The Multiclass Nationals will be conducted in the usual 4 classes - Open, 18M, 15M and Standard. There will be provision for an increased number of foreign entries to allow for those wishing to practice for the World Championships. at www.ozglide.com

50TH HORSHAM COMPETITION WEEK

6 - 13 February 2016

Horsham Airfield, Victoria

This is perhaps the longest continuously running competition in Australia, and is a welcoming and friendly competition suitable for all levels, including pilots entering a competition for the first time.

For details contact the Contest Director Ian Grant at ian.grant.gliding@gmail.com or see the website at www.horshamweek.org.au

JOEYGLIDE 2016

WEST WYALONG

17 - 24 January 2016

juniorsoaring.com.au

TWO SEAT NATIONALS NARROMINE

14 - 21 February 2016

The competition is ballasted and will be run in two classes, 2 Seat Open Class and 20m 2 Seat Class. National MultiClass handicaps, rules, except wingspan-related, and tasks will be identical for both classes. Each class

will attract its own trophy and National Champion. ANY 2 SEAT Glider will be eligible to compete in the 2 Seat Open Class Championship. Only 2 Seat Gliders with a 20m wingspan will be eligible for the 20m 2 Seat Championships. Winners will be eligible for selection to represent Australia at the World 20m Two Seat Championship.

VSA ALPINE COACHING & REGATTA WEEK MOUNT BEAUTY

21 - 28 February 2016

Ian Grant 03 9877 1463, Mob 0418 271 767.

ian.grant.gliding@gmail.com

www.gliding.asn.au

NSW STATE CHAMPIONSHIPS LAKE KEEPIT

28 February - 5 March 2016

Friendly comp at a great soaring site.

All welcome. Enquiries to Chris Bowman.

chris.bowman@pce.net

www.keepitsoaring.com

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Flarm Mouse



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SAILPLANE GRAND PRIX 2015 FINALS

BY TOM CLAFFEY

The SGP Final was really all about the people, less so the flying. After crewing for Kerrie at the WWGC in Denmark and seeing our ladies launching each day into conditions we wouldn't fly in even in winter, I was looking forward to some varied mountain conditions such as we flew in last year in Sisteron.

Unfortunately the weather we had was soft, partly due to the timing at the very end of the season in September. Perhaps luckily, given the soft conditions, the turnpoints higher in the Alps were removed due to the limited range of the flarm tracking initially used. Later, once FedEx found us, we used satellite tracking from Yellowbrick. My tracker was a dud for a few days but was replaced and the system worked well, although it was very expensive.

Leaving Denmark, we travelled south with Swaantje Geyer who had loaned us her mighty VW Golf, WOB56, well known as the Aussie team car in Europe for the last few years. Calling in at the German Open and 18m Nationals for a look and dinner showed just how big the German gliding scene is. The number of Open class super ships was amazing. We caught up with some World Comps friends such as Tassilo and, of course, Michael Sommer who had just come 2nd for the day at around 50kph in his EB29!

SOUTH TO FRANCE

Continuing south to France, we socialised with Brian and Gill Spreckley and the Allison family on the farm, while staying up the hill at Dick and Brenda Bradley's summer cottage. Further south, we stayed at Mike and Muriel Young's near Grenoble for more sightseeing while picking up Mike's ASG29E. On Mike's advice, due poor weather in Italy, we took the 29 to Sisteron for some practice.

GLIDER PILOT LICENCE

The new Glider Pilot Licence certainly made the French paperwork easier. For four days in the French Alps, I flew out along track to the poor 'Italian air' and returned to Sisteron. I flew with 60 ASK13s near St Crepin at their annual regatta – how to get an invitation?

On the fifth day the weather was forecast to be stronger and higher so we decided I would try to fly across to Varese while Kerrie towed the lighter trailer through the Alps over the Montgenèvre Pass, a marathon drive and a very scenic flight. Chased 'Narromine Hans' Rashke from Barcelonnette north into Italy. After some weak blue thermals in the higher Alps, I finally got a climb to 3500m under the convergence and a 100km final glide to Varese.

After landing, the only GP pilot already there, Sebastian Kawa, reported thermals over the hills of 0.7m/s!

SOFT CONDITIONS

Those who followed our progress on the Aussie Team Facebook page and the tracking will be aware that the conditions were soft and the gagging fierce, although well-flown by all the competitors - low weak thermals in hilly terrain with few outlanding options. I continued to practise while the rest of the competitors turned up - some very scenic and fun flying, mainly to the west and later, of course, we tracked to the east.

As the GP is about the public and advertising the glider competition scene to the world, numerous events were held, mostly at the lovely Adele & Giorgio Orsi Airfield, with the opening ceremony in an historic mansion in the city.

The Italian organisation led by Margherita Acquaderni ran a great operation – Brian Spreckley as CD, Roland Stuck as Juror, helped by Gill, Gianni, Giorgio, Francois, Benji, Shaun and others made things work smoothly. Varese is the Italian mountain flying school and also the Australian Institute of Sport's European base. Aussie Pilots are welcome at both. AIS Chief Warwick Forbes became quite enthusiastic about the comp while watching the tracking, and plans to learn to glide there next season.

OUTLANDINGS

Outlanding fields were not numerous. I found one about 8km out and used it one day when I sank lower than my own safety height to cross a small ridge on final glide. I was given a fancy bottle of Italian beer at briefing next day for the decision. It was a memorable retrieve with a whole car of locals coming to help Kerrie find the field in the hilly suburbs of Varese!

That day I was too low to try to start the engine but on two other days I fired up over a gliding club just off the



ridge east of Como while watching others land. On the last day, Uli Schwenk was confused as to where I went, not knowing I had the engine. Tilo Holighaus showed just how well his Ventus, fitted with an FES (front electric sustainer), goes by winning on day 4.

The airfield probably has the best facilities I've seen. The pool overlooking the runway and lake was popular in the hot weather. There was a pontoon in case of launch failure on take-off. Probably for 15-20 secs the lake is the only option.

Once the initial nine were finished, a low flyby for the cameras was customary, and numerous in the case of Laurens Goudrians in the JS1 jet!

Results? Maximilian Seis came 1st, airline pilot trainee and youngest pilot at 21, a great guy with huge potential – as Brian Spreckley said, "No one's told him it's difficult!" Christophe (Moustic) Ruch 2nd, Sebastian Kawa 3rd. Roman Mracek 4th in a very consistent season (2nd in the Europeans), and Giorgio Galletto 5th. I was in the one point club on equal 12th, just missing out on the now prestigious Zero Point Club, as seen on Facebook!

Full results at www.sgp.aero

GA

ABOVE: The winners Maximilian Seis, Christophe Ruch and Sebastian Kawa on the podium with Brian Spreckley (left). Brian is also the Chief Steward of JWGC Narromine.

LEFT: Kerrie Claffey's favourite spot. The view from Varese clubhouse over the very important fire fighting facility - a 'pool' would need supervision! "The green airfield and the lake make Varese the best airfield in the world for CREW," she said.



BELOW: Tilo Holighaus of Schempp Hirth flew a borrowed Ventus 2CXA with the FES [front electric sustainer] system and won day 4.



JUNIOR TEAM HEATS UP

BY JOHN BUCHANAN AUSTRALIAN JUNIORS
WGC TEAM COACH. PHOTOS ERIC STAUSS



OUR JUNIORS TEAM WARM UP AT KINGAROI

We had a fantastic week of flying, dodging thunderstorms on most days, gaining valuable competitive gliding experience, working as a team, flying as a team and really waking up to the season and what lies ahead. We were left with a great sense of achievement and a hunger for the upcoming JWGC in December at Narromine.

The team had its first get-together at Narromine in February this year where many of the basic issues of who's who and what we needed were addressed. We started communicative team flying at that event and came to realize that it requires practice.

The emphasis during Warmup Week was on individual flying skills and to combine them to ensure the team's performance was greater than that of the individuals. Both our Sports Class Team and our Standard Class Team are flying together as threesomes. This is vastly different to flying individually or as a pair. Some fertile techniques were discussed and trialled.

The logistics of juniors at school, university, work overseas and having to get to Kingaroi from Adelaide, Melbourne, Sydney and Queensland meant that gliders,

cars, accommodation, air travel etc had to be arranged. Fortunately, when the budget was severely lacking, the Sports Committee came to the rescue. Recognizing that this would be the best opportunity in ten years to get podium finishes and to promote gliding in Australia, they put in \$8,000 of GFA Members' money. This has been much appreciated and the team is very aware of commitments in this regard.

All pilots had a glider similar to the one they will fly at the Worlds. The Kingaroi club also provided many helpers, tuggies, cooks and a pseudo comp organization, and helped keep costs down, making accommodation available at \$11 per night and meals at \$12.

OK, let's hear it from the pilots.

AILSAN MCMILLAN

"Coming from down in Victoria, one of the main benefits of the week for me was the chance to go racing so early in the season. Being current again this far out from the competition is a huge confidence boost. We had great weather for the whole week - even getting to 10,000 feet at the end of one day! Day 1 was some local flying, with Dylan showing me the area. The next day Matthew arrived and the three of us clicked, falling straight into the formations we'd been working on in Narromine back in February. We slowly ramped things up through the week, practicing different formations and tactics on each day.

"The focussed nature of the week and the coaches there made it easier for us to identify what we needed to work on. Debriefs held each night highlighted critical decisions made during our flights, and this led to discussion of the reasoning behind them. This also helped us to identify situations where support from team base over the radio had made a big improvement - one of the many differences between Australian competitions and the Worlds. Often this was the case on days with storms predicted, and the info given helped us to plan start times, turnaround times in sector, and paths around the storms."

JOE O'DONNELL

"The first squad week at Narromine in January provided a very steep learning curve when it came to team flying. Our second squad week was just as eventful. It contained a number of lessons but the ones that stood out were how to deal with thunderstorms, failing instruments and, of course, team flying.

"Team flying, I have learned, is a lot easier in theory than in practice. The dynamics of a three-pilot team can make things even trickier. Initially I focused purely on the team, which in itself proved to be unproductive. Through the week, however, with the right coaching I learned to focus on both my own flying and the team's flying with a more even balance. Once the team was able to stick together, our overall speed benefited. Sticking together near storms was also critical.

"Thunderstorms seemed to follow us around the country. We decided to take advantage of that and try to ride the storm fronts where possible. This strategy resulted in both success and failure for me. Previously I have followed basic human instinct and steered away from storms, so one day when I found myself following the team and turning straight into the rain and flashes, I certainly had an above average heart rate. I was still pumping with adrenaline when I landed back on the airfield 15 minutes later.

"I also learned the hard way not to go to the soft part of the front, especially on my own. As I approached the front, which had at a distance seemed reasonable, it fell to pieces. Before long I had to practice a short landing in a wet, ploughed paddock. Many thanks to Todd and James for helping me carry it out.

"Failing instruments seemed to be a common theme through my few weeks of gliding, though I've made the most of an annoying situation and learned a few things. First, I'd much rather my altimeter decided to stop working now than at Narromine. It's also provided me with the insight to simply fly with what you have. I found if I didn't let myself get distracted and waste energy on things that aren't actually that crucial, then my performance would not suffer a great deal due to failed instruments.

"I had a great time during this week and will definitely remember the experience for years to come. I'm confident that by the time our team gets to Narromine we will be as prepared as we can be."

MATHEW SCUTTER

"We all learned a lot at the Kingaroi squad week in some very interesting weather! I'm convinced that two-thirds of the Nationals fleet would have been in paddocks on more than a few days but, through some great communication and teamwork, we were - almost! - all able to stay in the air and get home.

"It's only through the generous support of a number of benefactors, the GFA and many, many volunteers that we've been able to assemble such a great team and I'm confident we're going to achieve the best result possible."

DYLAN LAMPARD

"It's been a week of exciting, high-speed flying! Dodging thunderstorms and rain seemed to be the norm, which was all great practice for the upcoming Junior Worlds in Narromine. It was seriously worthwhile to get the team back together for another squad week. It gave us all a chance to iron out any bugs in how the team functions



ABOVE TOP: Dylan Lampard in the LS3 that he will fly at JWGC.

LEFT: Joe and Eric at the launch point.

ABOVE: Joe O'Donnell in the LS3 that he will fly at JWGC.

BELOW: Eric Stauss in his LS3.





together, prior to arriving at Narromine. It was amazing to see the difference in how the team interacted as the week went on. In the last few days we all managed to show just what we are capable of. Flying around together, wingtip to wingtip, around a task and actively going faster as a group was a feeling I won't forget, and something I am looking forward to occurring more at Narromine.

"Between the six of us pilots and our fantastic team captain, coaches and support crew, we are in a good position going into the World Championships. There is a

fantastic atmosphere within the team, one that allows us all to be as relaxed as possible and express our opinions and ideas freely. I personally cannot wait for the Championship to begin! Thanks to everyone for the support so far - we will be doing everything possible to make you proud come December!"

JAMES NUGENT

"What a week at Kingaroy - fast days, a blue day and a few movers-and-shakers! Without doubt, our seven solid days of flying together will prove to be valuable at Narromine.

"Being a southerner, flying in Queensland was new to me and the early starts took some getting used to. Being on the grid and ready to launch at 10am, and consistently starting final glide at 3.30pm, was a new regime. The consistent Kingaroy cumulus conditions lived up to expectations and the days with storm development in the task area added further excitement. The flying consisted of awesome streeting, convergence, pre-start wave, the storms and a bit of blue flying.

"Club class made and learned from the inevitable mistake of being Bunya'd - in good spirits - and the atmosphere around the Kingaroy club and the Aussie team made for a



great week. The weather really did help us out by allowing seven straight days flying in a broad range of conditions, all of which stretched the Aussie team and gave us further experience, which we hope to use to improve our future results. Thanks again to Todd Edwards for the use of his glider for a great week of fun and flying, and thanks to Richard Frawley, the guy who got the gig of being Club class' pest and leach for the week. It was great fun."

ERIC STAUSS

"The soaring available out of Kingaroy is as good as I have flown anywhere around the world. Local pilots say that 300km can be flown in all months of the year. This was my third visit to Kingaroy and I was certainly not disappointed. The tasks that we flew through the week were longer and more picturesque than I had flown from there before, made even more memorable by being wing to wing with James and Joe.

"Crossing the Bunya mountains heading west onto the flat Darling Downs and all the way up over the rugged terrain to the north, the task area has it all. It was the perfect location to prepare for Narromine - scrub and tricky hills feature in the wider Narromine area but this is all at the doorstep of Kingaroy soaring. Keeping to the theme of the week, the weather played along nicely and gave us interesting convergence and thunderstorms with rain, amazing lines of lift and strong wash out - we even had a fantastic day in the blue.

"We picked up where we left off from our February squad week and added more structure to our team flying in Club class. We saw some very good signs through the week. But flying in the blue on our final days is where I feel we really came together as a cohesive team. Desperate for a climb one day, below Bunya height on the wrong side, we fluidly spread out, searched and cored the climb we needed. The day was well and truly dying and we took 4.3kts for 4,000ft gain to take us to final glide. It was great to be a part of, perfectly stationed, relaxed and ultra focussed."



STAY TUNED

I can't begin to express my gratitude for all the support that the team and I have received so far. We know you are all backing us 100% and we can't wait to make you proud.

Well, what a week! It doesn't end there either. Two pilots from each class will continue practicing at the Nationals at Lake Keepit, right before the WGC. Unfortunately James has to sit his High School exams - can you believe it? - and Ailsa has to do the same at University.

JOHN BUCHANAN

BELOW: Joe O'Donnell and Dylan Lampard after landing at Kingaroy.

GA



JWGC TEAM PROFILE

JOE O'DONNELL



I come from a long line of proud glider pilots in my family, starting with my great grand-father. My father has been flying gliders since before he was 15 and, along with his brothers and parents, ran the Narromine Soaring Centre in the early '80s. However, I wasn't officially introduced to gliding until I was about 16, when I went for what would be the first of many flights at the Central Queensland Gliding Club.

The CQGC was a great introduction to all sides of gliding. Some days you would spend hours untangling knots in the wire or fixing cable breaks but getting into the air certainly made up for that. I learned to fly with both Dad and the late Alan McMaster. Both personalities offered unique learning experiences, and I was quite saddened to hear about Alan's passing recently.

With Dad's mining roster and us kids going through

high school, it became more difficult to get out for regular gliding. After a visit to Kingaroy we decided it would be worth the extra drive to go down once every month or two for a three to four day gliding weekend. Kingaroy has been a great influence on my family due to the club's great atmosphere and large focus on improving yourself as a cross-country pilot.

Having joined the Army Reserve after leaving school, I soon had the opportunity to participate in Operation Anode, the Regional Assistance Mission to the Solomon Islands (RAMSI). After four months over there, I returned to Australia keen to go solo and I soon achieved this goal. It was around this time I went to my first JoeyGlide as a coachee.

It was such a great experience to mix with other youth in the gliding community. I returned the following year for the 2013 JoeyGlide in Narromine. This was really my first time competing and I had a ball flying a particularly nice Cirrus. I did not place very well and had certainly not thought as far ahead as the 2015 Junior World Comps in Narromine. But during 2014, I received a phone call from John Buchanan informing me that I was a contender for the team, although I would need to do something special to get on the team.

A massive soaring season for me included a coaching week with G. Dale, team flying with Dad in the Queensland Comps, flying the Goondiwindi Nationals, and then finally on to the 2014 JoeyGlide. All this practice set me up for a good competition where I was quite surprised to finish first in Club Class after a memorable competition that included many outlandings, lightning strikes and squall lines.

I now feel I well prepared to take on the World Championships and will do my best for you all. I would like to thank all those who have helped me over the years. They have all made a contribution in their own special way to get me to the World Championships.



ERIC STAUSS



I started gliding in 2005 when I was 14 and went solo shortly after my 15th birthday. My Father had rekindled his love for gliding when I was 7, when my family would always go to the gliding club on weekends and on the club's annual camp in the Flinders ranges. My brother started his training when he was 14, though I still had to wait 2 and a half years until I was allowed to start and my sister started gliding some years later. I can't imagine my life without gliding.

I am now an air experience instructor and coach, and I am currently training to gain my Level 1 instructor rating. I find that by learning how to teach people how to fly, I am recognising and learning more and more about my own flying and polishing my skills.

My goal for the Junior World Gliding Championships is to finish on the podium. Though gliding is an individual sport, like cycling, I will do everything I can to push my teammates into the top spot while racing to get up there with them.

I have been training for this event for the last 4 years and I'm very eager to put what I've learned into practice. I have flown in two world championships and five Nationals leading up to this big event on home soil.

Both World championships were in Europe and I was certainly in at the deep end in those competitions. From that experience, I have become a much stronger pilot back home.

With all of this experience I hope I can achieve my goals and make that podium for you.

Some would call me an extreme sports junkie - from kite surfing, wakeboarding, downhill longboarding, to gliding. Mixing in some football, volleyball and squash means I'm quite active. I have had to commit more to



gliding over the last few years because risk of injury is just too high in some of my other activities.

I'm from Adelaide, born and bred, and will turn 25 the day before the Junior Worlds this year. I finished high school and went straight into university where I sometimes skipped lectures if it was windy to go kite surfing. I now work in the oil industry and am very lucky to have such a flexible employer who lets me glide all over the world.

I would like to thank all those who have helped and guided me in my flying career, and also extend special thanks to the whole GFA coaching group for helping the team prepare, as well as everyone working behind the scenes to make this one of the best Junior Worlds so far.

Soon enough, the six of us will be launching into Day 1 of the comp. For updates on our progress until then and an inside scoop of the goings-on during the comp, you can follow the team over on our Facebook page, whether or not you have an account, at

www.facebook.com/AUglidingteam.

QUEENSLAND STATE TITLES

A tale of grit, disaster, high tension
and individual satisfaction

BY JUSTIN SINCLAIR
PHOTOS JUSTIN SINCLAIR, GREG KOLB



Mak Ichikawa, Tom Claffey and Joe O'Donnell were the class winners at the 2015 Queensland State Titles, and flew superbly – congratulations are due to each pilot. However, the event contained enough drama over the week to qualify for a blockbuster movie.

Due to unforeseen circumstances, the Warwick Gliding Club was unable to run the comp. Greg Schmidt and Greg Kolb held a phone

conference and volunteered the Kingaroy facilities, although the comp date had to slide by one week to accommodate the Junior training week. With such late notice, things like trophies, task sheets and the other usual niceties were going to have to make way for good old fashioned ingenuity. To offset the lack of such luxuries, a low entry fee of \$100 was set. Al Sim from Go-Soaring stepped up and managed to create the registration website with very short notice, including payment, registration and

tow fee payment forms. Jim Crowhurst volunteered to be task setter, Ross MacLean offered to do the weather and Neil Dunn accepted the role of safety officer. Greg Schmidt became the comp director and Chris Woolley the scoring officer.

A CLASSY FIELD

Very quickly, 30 pilots entered, representing Australia, Japan, New Zealand, Switzerland, Papua New Guinea, South Africa and Great Britain. Even though it was a low key competition, every second competitor seemed to own a gliding shirt with the name of their country emblazoned across their shoulders. Everything from JS1 jets and ASG29s, to Libelles and Nimbus 2s entered. Nevertheless, many pilots were attending their first state comp and were all made to feel welcome and relaxed.

AN EXTRA TUG

Warwick Gliding Club helped out with one of the best tugs and tuggies in the business. Val and Bill Wilkinson proved once again that our sport is one of intra club support and mateship. Though Darling Downs Soaring club had already booked their Kiwi week well in advance, we were still privileged to have Steve McMahon bring his Mosquito over to be accompanied by fellow DDSC stalwart Peter Griffith in the awesome Nimbus 4DM.

JUNIOR WEEK

The week immediately prior to the comp saw our World Junior team in pre comp work mode. John Buchanan was the ringmaster and his Lions and Lionesses were certainly

proving they were ready to represent their country with panache and daring. They were committed, professional and devastatingly fast. The fact that Jo O'Donnell won the club class title the week after should certainly make a few heads sit up and take notice.

KERRIE'S KLAPTOUT KOMET

Kerrie Claffey was the first drama of the comp. At 8pm with 100km to go on a Sydney-to-Kingaroy drive, the trailer seemed to bounce more than the road warranted. Then, with an almighty bang, the trailer drawbar had broken almost right through, behind a previous repair, of course. Luckily, the Toogoolawah patrolman also has a workshop with a welder, so the trailer was towed there. By extreme coincidence, Tom's sister lives in Toogoolawah, and although she was in Cairns, via the use of smoke signals and carrier pigeons, she arranged a key for Kerrie and bed was found at 2am. Maddog Composites came to the rescue with a spare loaner hitch and Kerrie finally arrived at Kingaroy.

Every night of the event, we were treated to an outstanding dinner. The crew in the kitchen were extremely talented and made sure no one went hungry after the day's competition. The first night, we all enjoyed meatloaf and Greek salad, followed by cream and fruit salad.

MAC PLAYS FIREMAN

Mac Ichikawa made the front page of the newspaper as well as first story status on the local radio station on the second last day of Junior practice, after pulling off a last minute out landing behind the local Toyota dealership. After a conscientious local decided that a aircraft crash had just occurred and triple zero was warranted, Mac was greeted by the entire local emergency service, with sirens and lights ablaze. It was all taken in good stride. That evening's dinner was chilli con carne and garden salad topped with mango and walnuts with profiteroles and ice cream for dessert.

NEW ZEALANDERS AND THEIR LOVELY PINS

As practice day dawned into a beautiful blue, the sleek racing machines were all lined up and the two JS1c jets were expected to show their heels. While Andrew Georgenson's JS1 emerged from the hangar like a dayglow-ringed hunting shark, the other JS1 appeared stuck in its trailer. A very sheepish Brett Hunter appeared in the clubhouse wondering about the whereabouts of his wing pins.

A few quick phone calls located them, seven hours' drive away at Bruce Taylor's farm. Bruce had a wedding reception on, but still managed find them and organised a mate to fly them up the next morning. Brett's wife Barbara showed steely resilience in the face of adversity and managed to keep Brett sane for the day. Most of the practice day went well, followed by a dinner of roast pork, baked potato and sweet potato with Pavlova and fresh fruit drizzled with a pear and chocolate sauce and hazelnuts.

BOONAH'S BBQ

Brian Gilby conducted the most exquisite outlanding into a sorghum paddock 120km from home. Mark Dalton jumped into Brian's two year old Nissan XTrail and headed off on the retrieve. After picking Brian up, the two happily



TOP: Boonah's BBQ. Luckily the XTrail was not hooked to the trailer.
CENTRE: Joe O'Donnell
BOTTOM: John Trezise

OPPOSITE PAGE: Greg Schmidt

PILOTS clockwise: Jim Crowhurst, Simon Rammelt, Andrew Georgeson, Adam Woolley, John Buchanan

BELOW: Ross McLean showing the weather at morning briefing.



drove onto the field of stubble and found the glider. After a few minutes they looked behind them and saw several small spot fires. Quickly jumping out, they ran and stomped them out but, on turning around, they found the car ablaze as well.

All our luckless pair could do was watch their car, both mobile phones and Brian's wallet consumed before their eyes. They tried to rescue a few items from the car but the interior fire was ferocious and unbelievably hot. Fortunately, the trailer was saved. A rescue party was dispatched and everyone arrived home quite late. Kind friends lent Brian some money and Daryl Hansen lent him a work ute for the rest of the week. Dinner was crispy skinned salmon, fresh beans and pavlova with strawberries and cream.

JIM AND ADAM DO THE DIRTY DIVE WHILE FIVE STAY ALIVE

Another blue day arrived with large tasks set, and at one point the whole Standard class gaggle ended up very low in less than 0.5kt air. Young guns Crowhurst and Woolley got on the low side and out landed beside each other, and meanwhile the gaggle climbed away and someone announced to the forlorn pair that it was now averaging 4kts. We enjoyed lasagne for dinner with Susie's potato, pumpkin and vegetable salad, ice cream, custard and pie.

PARSONS KNOWS

Jimmy Parsons also got low and out landed. He was having trouble passing on the actual position of his Libelle until someone noted there was a burnt car at the other end of the paddock. Not surprisingly, Brain Gilby knew the actual location and toddled off to get James. Apparently, there was a little tension as they drove James' brand new VW Tiguan over the stubble. Emissions were not a consideration, although James did report that he slept well while waiting for his rescuer. Todd and Steve also outlanded 5km from home and came in just after dark, in time for Mediterranean Salmon in a tomato, onion and olive Provencale with mash and green beans. Dessert was Tiramisu by Susie.

BILL AND HIS BILGES

Kingaroy's former CFI and well known larrikin Bill Hatfield managed to get his satellite phone to work and check into

briefing. He is currently attempting to sail westbound around the world. We all heard him on the speaker, which brightened up everyone's day tremendously and made the tasks seem that little bit smaller. At the time of the call, he was off the coast of WA and just about to head to the northwest.

THE OTHER STUFF

All up, there were a few more retrieves from Rosevale and Kumbia. The competition managed to get five full-page stories in the local newspaper. Some pilots went fast and some slow, however, overall it was great comp.

THANK YOU

Many thanks go to the people who helped run the comp, particularly Greg Schmidt as contest director and Neil Dunn as safety officer/CD. Both put in a enormous number of hours. Thanks are also due to Jim Crowhurst as task setter, Chris Woolley as scorer, Ross McLean as weatherman and Rob Butler as tug master. Many thanks as well to Al Sim for setting up the website, Graeme McKenzie for running the bar and general cleaning, Nev Donald for fixing and running the bunk house, and Alex Husy for towing every day. Without these gentlemen working long hours, the State Comps would not have happened!

ABOVE AND BEYOND

We can never forget the enormous contribution Greg and Linda Kolb also put into the club and comp. Greg had the worst case of flu and could hardly talk most days, but somehow just kept on delivering day after day. Linda tried her best to slide under the radar and not be noticed as she held the club's finances and membership together. Her huge heart and genuine warmth are felt by everyone as soon as she is around. Linda, from all of the pilots and GFA members, you are a wonder to us all and much loved.

FINAL DINNER FOR 48 PEOPLE

Rob and his team put on another huge dinner and we all sat back and relaxed, happy that our comp was finished at last. Dinner was pumpkin soup, Beer Can Chicken and pulled pork with baked potato and sweet potato, trifle and Ice cream.

GA



Kingaroy Soaring's facilities include a comfortable clubhouse capable of catering for over 100 people, featuring good commercial-quality cooking facilities and a relaxing bar area. The club accomodation facility includes five seperate toilettes, five showers, five private double rooms, two family rooms and another 15 single beds. Camping and temporary caravans are welcome.

QLD STATE GLIDING CHAMPIONSHIP KINGAROY

STD & 15M

1 MAK ICHIKAWA	ACTION	LS 8	3,906
2 PETER TROTTER	KINGAROY	ASW 20A	3,742
3 ALAN BELWORTHY	KINGAROY	ASW 28	3,542
4 DYLAN LAMPARD	KINGAROY	LS 8	3,510
5 ADAM WOOLLEY	KINGAROY	VENTUS A	3,485

CLUB CLASS

1 JOSEPH O'DONNELL	KINGAROY	LS 3	3,865
2 JOHN TREZISE	HUNTER VALLEY	LS 4	3,545
3 SIMON RAMMELT	KINGAROY	MINI NIMBUS	3,268
4 KIM HOUGHTON	KINGAROY	DISCUS CS	3,057
5 JAMES PARSONS	KINGAROY	LIBELLE 301	2,310

OPEN & 18M

1 TOM CLAFFEY	SOAR NARROMINE	ASG 29	3,872
2 DAVID JANSEN	KINGAROY	ASG 29E	3,784
3 IVAN TEESE	KINGAROY	ASG 29E	3,756
4 JOHN BUCHANAN	KINGAROY	ASG 29	3,704
5 ANDREW GEORGESON	KINGAROY	JS1C	3,477

FULL RESULTS AT www.soaringspot.com/en_gb/gqsc2015

THE FIRST ON THE GRID SIMON BRIEL



The first of 59 pilots plus team captains and crew arrived at Narromine in October, six weeks before the competition was due to get underway. Some pilots are renting gliders here in Australia, while others have shipped their aircraft half-way across the world. Simon Briel was the first to arrive. Simon is currently ranked 173 in the IGC World ranking. He hopes that his ranking will be improved after the JWGC.



Narromine. He was the first pilot to arrive for the JWGC. The rest of the German team are due to arrive in mid November.

This is Simon's first trip to Australia and he has already been putting in some good flying. At the time of going to press, he had already done a few 500km flights - see the OLC for details. "Flying here is fun and exciting because the cloud base is several thousand feet higher than is normal in Germany," Simon said

Simon had his first flight in a glider when he was eight years old, and went solo at 16. Though his immediate family has no aviation connection, a cousin of his father introduced him to the sport.

Simon is very well prepared for the competition. During the northern gliding season, he placed 5th in the German Nationals and 4th in the Pribina Cup in Club Class flying a Standard Cirrus. He said, "I came early, hoping to fly quite a bit before the comp to get used to the conditions."

GA

ABOVE: Simon with his LS8a at Narromine.

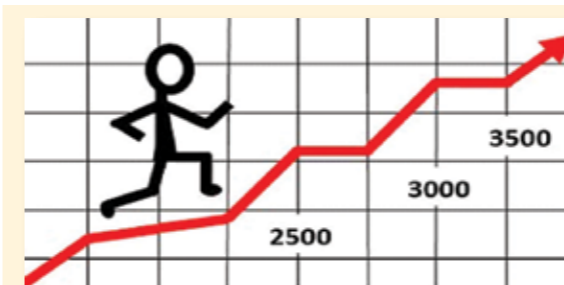
RIGHT: Simon's new home for the next two months.

BELOW: Simon getting used to the conditions around Narromine.



LAKE KEEPIT CASE STUDY

BY DAVE SHORTER



GFA MEMBERSHIP GOAL

GFA is determined to grow membership to increase the viability and affordability of our sport. Here is a case study of how the Lake Keepit Soaring Club grew.

LAKE KEEPIT CLUB TURNOVER UP 150%, MEMBERSHIP UP 70%

How was this achieved? It was no accident, I can assure you, and was the result of a steady effort over eight years to turn the club around from the critical situation the club found itself in back then.

As former manager and now President, Ian Downes explained, "It all starts with the sign at the Club when you drive in, 'Welcome to Lake Keepit'. That's all very fine and well, but we must back up the sign and make sure everyone is welcomed. It's essential that all members make an effort to welcome visiting pilots and passengers."

Ian has led by example and developed that culture as a reflex among all the members of the club.

We asked some of the newer members at the dinner table recently what they thought of the club and why they joined. Their comments demonstrate how effective Ian's approach to inclusion and involvement of people has been in creating a viable club. It is instructive to understand why people join up and continue flying at Lake Keepit. Here is what a few of them said:

MARK TOWN

As a former Navy pilot, currently working professionally with a company designing simulators for helicopter pilot training, Mark was instrumental in the design and construction of Lake Keepit's training simulator.

Why did you choose Keepit as your club?

"It has full time operations and a full range of club gliders at a crosscountry-friendly site."

What makes Keepit special?

"Keepit also has a friendly, welcoming atmosphere. It's the ONLY club I have visited where members make a sincere and sustained effort to make people welcome, both on their first visit and as they get to know the club and the members."

"Facilities are great but the heart of the club is the people. Facilities are an added drawcard to make things convenient and simple for everybody."

What were factors contributing to the growth of the club?

"Actions were taken to set up events - interesting, planned activities through the year such as the GP mini comp."

How do we keep members from leaving?

"If ab initio pilots can make rapid progress through the syllabus, and if learners receive early introduction to cross country and active assistance and guidance through the GPC syllabus, pilots will have a target to aim for."

BELOW LEFT: President Ian Downes
RIGHT: Mark Town

continued over page





GARY GOULD

Gary is a new member, completing the last stage of his professional pilot's career that started 46 years ago.

"I joined last year and came up to Lake Keepit with a few mates for eight days or so. We had an absolute ball. One thing that stood out about Keepit is its truly outstanding professionalism in training."

ALAN MONROE

Alan has returned to gliding after a few years break. He has contributed hundreds of manhours developing the software and scenery that create realistic terrain for the new training simulator.

"I had a few choices of which club to join. My old club was only 20 minutes away, but had no cross country opportunities. Two of the other clubs didn't operated midweek. At one club I visited, no one spoke to me during the two hours I was there.

I came to Keepit for a week to complete my C certificate, which hadn't been possible elsewhere. The manager and all the members, regardless of whether they were early pilots or highly experienced cross-country pilots, made me welcome."

GREG & NICK EDWARDS

Greg and Nick are father and son. Greg said, "I had a short introduction to gliding about 40 years ago, but the usual excuses - work, family, money and time - got in the way. On his 15th birthday, Nick had a helicopter flight that increased his interest in all things related to aviation. A sailing friend suggested we go to Keepit for a weekend and check out the gliding.

"Arriving at the clubhouse early on a Saturday morning, we were blown away by the hospitality of the people we met. Nick was organised into towing gliders and helping - he was grinning from ear to ear. He got the first launch, and I was second up. By the time I got back he was nowhere to be seen. Ian had organised a ride in the Duo Discus with Tim Carr who was doing a cross country flight that afternoon."

Fast forward two years and Nick is now a Level 1 instructor. Greg just achieved his C certificate and says gliding at LKSC is a major interest for both of them. "Besides being a great gliding venue, the hospitable and welcoming nature of all of the club's members we have met is the main reason we keep coming back," he said.

Nick is just finishing school and about to study engineering. Apart from his instructor's duties, Nick will be the scorer for the National Club and Sports comp.

IT WASN'T ALWAYS LIKE THIS

Following the departure of its well-loved manager Jim Stanley who died while in office over ten years ago, the club suffered a series of setbacks - unreliable tugs, breakdowns, maintenance cost overruns, management issues and personality

conflicts. The club wasn't a friendly place to visit. Membership declined, visitors dropped off, gliders weren't flown and income fell away.

A subsequent report to the management committee stated, "Our Club is continuing to haemorrhage. The major influence on results continues to be sagging utilization of the Club's facilities - gross income is way down on previous periods.

"Either we increase membership and boost attendance and utilisation of the club's facilities, or we do some major surgery."

The Club's membership had declined and the Committee faced the following choices -

- Restrict operations to a local Tamworth-based regional club, operating weekends only, with a reduced fleet and facilities.
- Change to a Private Owners Club - sell the trainers and club gliders, boost fees for those owners to cover the costs of running a private club, and abandon the general training of new members.
- Grow the club, boost membership, invest in midweek training operations and operate 365 days per year.

Option 1 Reverting to a weekend-only operation didn't appear likely to succeed - with a majority of members travelling from the city or the coast, it was unlikely that we could sustain those members if they couldn't fly midweek. With less than 20 members from surrounding districts, the club would most likely dwindle to nothing in a short time.

Option 2 Changing to a Private Owners Club was also not believed to be in the best interests of the majority. It would become very much an elite club and the lack of fresh blood from training new members would see the membership atrophy as they grew older and less energetic. A very sad example of this model is the Cudgegong Club at Gulgong where a conscious decision to avoid training led to the ultimate collapse of that club through lack of new and younger members.

Option 3 Midweek training with an employed Manager brought a lot of income to the club, introduced many new members, and resulted in a very sought-after service for midweek flying and flying holidays for members and visitors, many of whom travelled large distances to the club. To cater for travelling members, the club had high overheads to provide the accommodation, midweek management and other facilities visitors expect. But we weren't getting enough bums on seats. Increased utilisation of these facilities was the only viable option we could envisage for continuing club operations.

CONSCIOUS DECISIONS

The club made conscious decisions to

- continue with and develop the current business model.
- target membership growth and increased utilisation of its facilities.
- set club goals and
- encourage everyone in the club to smile at visitors and new members.

A glance at the accompanying graph of the club's results shows what has been achieved in the intervening years.



The AGM report for September 2010 concluded:

"With increased membership, rekindled enthusiasm, regular events, a friendly atmosphere, a new manager and a general increase in activity of members we can look forward to another enjoyable year's gliding at Lake Keepit. When new members and visitors come to the club, remember to smile. If pilots are welcomed and enjoy themselves, they come again, and that's the best recipe for a financially viable club."

This marked the start of a steady growth of the club.

And the growth is continuing to this day. Over the 7 to 8-year period from the club's nadir in 2007

- membership \$ income has more than doubled
- membership numbers are up 70%
- flying hours in club gliders is up 75%

So what were the key factors in growing the Lake Keepit Club?

● A conscious strategy was implemented to welcome visitors and new people at the club and include them in club activities. This is probably THE most important factor in retaining new trainees as members of the club.

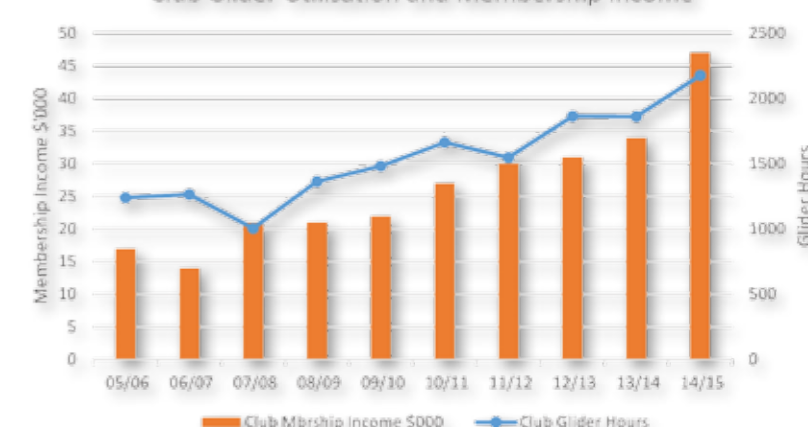
● The isolation of Keepit means most pilots stay in on-site club

ABOVE: Communal dining engenders a sense of community, bringing together the experienced and the new.

BELOW: Nick Edwards



Club Glider Utilisation and Membership Income



From a low point around 2007, membership has grown 70%, utilisation of the club gliders and other facilities is up and gross turnover of the club has more than doubled.



BELOW LEFT: Gary Gould
RIGHT: Alan Monroe

Club manager Ian Downes, now President, married his wife Joy on the airfield at the club. "I made it all legal," he said. "It was quite a celebration - stopped the airport operations very successfully."



accommodation. This contributes to the Club's success as it engenders a sense of community among members. We've encouraged communal dining at the Clubhouse which prevents 'cliques' of established older members from developing. One member often cooks for many of those present. The bonhomie generated integrates the Club, bringing together the experienced and the new, instructors and students. Many of the tall tales told around the dinner table not only pass on club history but help to bind students and new members to the sport.

- Involve new members in running the club – 'Give the man a Job!' It's amazing how many visitors bring great skills and business experience with them into the club. Utilise those skills! Six of the eight management committee members joined Keepit in the last seven years. Other recent members of the club are contributing in vital ways. Having new members contributing creates a deep personal involvement and develops a sense of ownership among the membership.

- We've also seen some older members returning. One of the best recruits to the committee became the President within a short time, and a major driving force in the club. Tim Carr is a great example of the benefit of training teenagers, who may get involved with girlfriends, wives and families, but ultimately return to gliding in their middle years. He learned to fly when a teenager, married, had kids, developed a career and returned to take up the sport again. It didn't take long for the club to offer him a position on the management committee, and he has put an enormous amount into the club since then.

- An effort was made to make the club a good place for wives and girlfriends to visit. An attractive young student named Joy became the object of our manager's affections, and she spent a lot of time at the club creating a pleasant, warm atmosphere. She helped to ensure that many of the members' wives and partners became an integral part of the club's social environment.



He saved his reputation by marrying Joy - on the airfield at the club - it was quite a celebration. His new wife is a wonderful influence, softening the male aura of the club and making other women very welcome. The clubhouse has been renovated, the kitchen organised, cooking facilities upgraded and bedrooms redecorated under the guidance of a female touch – including that of David Bull's wife Anne. The arrival last year of Val Phillips, another inclusive woman, as the club manager has added to that ambience.

- A great website with useful information has been developed by John Clark, a talented photographer, businessman, eccentric and website 'fiddler'. He was co-opted shortly after he joined the club as webmaster. When we ask people why they chose Keepit on their first visit, most often it is because of the website.

- By responding immediately to all enquiries about flying - within 24 hours! - we achieve almost 100% conversion of web enquiries into a firm booking. When those people were asked why they turned up at the club, the most common response was "because our enquiry was answered first, by return email". When she was manager at the club, Jenny Ganderton instituted this practice and when she had to leave temporarily, the new trainee pilot at the time, Chris Bowman, was co-opted into the booking manager's job. Their immediate and helpful response to enquiries has brought many new visitors to the club, and Jenny is doing that again now.

- A 31 page book, 'Welcome Pack for New Members', was prepared with information about the club. Copies are available in each room at the club and on the website.

- New pilots are encouraged to go beyond solo and achieve their dreams by introducing them to new experiences and, importantly, to crosscountry flying opportunities as early as possible. Tasks are set whenever possible and new pilots encouraged to join in.

- Formal programs are in place to introduce cross country to new and old. A week's program of coaching, Keepit Fast, has been run each year, a Regatta where experienced and new are paired together, 'mini GP' long weekends, and club tasks with handicaps for the newbies. These events are programmed into a club calendar to allow pilots to plan ahead.

- Off-season events are included in the Club calendar – a mid-winter prize-giving dinner, and 'Tuggies Ball' at the



New pilots are introduced to the opportunities of cross country flying as early as possible.

annual revalidation and tuggie training weekend. Last year the mid-winter dinner was a dress-up affair with dancing and a band in the new maintenance hangar.

- Providing gliders and facilities at Keepit includes good on-site accommodation, an upgraded glider fleet, clubroom and shade structures. The club now has a Duo Discus, 2 Grob 103 trainers, Twin Astir, 2 Discus 2, Ls7WL and two PW5s.

- A new Club Maintenance workshop is now leased to Grant Nelson who is operating a professional glider maintenance service, providing incentive for private owners to join and have their work done at the club.

- To set targets for growth, a summit meeting of the committee and managers of the club is held each year to review opportunities and set plans for the future. Opinions of the general membership are sought as a basis for future plans. The last summit set a goal of a further 20% growth in membership of the club.

- Government incentives we receive include Australian Sports Foundation grants that assist in building many of the new on-site facilities.

WHY EXPAND MEMBERSHIP?

Some would say that new members don't contribute. They occupy experienced members' time and effort, need to be shown everything, come to learn how to fly then disappear, and so on.

Others would say that we don't have enough volunteers and instructors to train them, and that the costs of training outweigh what they contribute from fees. They just occupy all the club two-seaters and no one else gets to fly in prime time.

Others resent the fact that many trainees just want to turn up, do their few training flights and go home, leaving the packing up to the older members.

Then, others say that the costs are too high to get people to join up, and people won't pay.

Or just we can't get them anyway. How can you attract new members when other sports with a lower level of commitment are available?

Well, at Lake Keepit we would say that if our gliding is to

survive as a sport, we have no choice but to grow our membership. New membership is the lifeblood of our sport and our club.

- Our whole club needs to understand that new membership is essential for the club and to ensure that each and every member works to welcome and include visitors who arrive.

- Without a steady recruitment of new members, the club will die. Existing members grow older, tired and less capable of shouldering the responsibilities of running the club. Dropouts are inevitable and these people must be replaced. New members are required to take on the running of our club and the sport in the future. As mentioned, six of the eight management committee joined the club in the last few years and many other new members are serving in vital roles.

- The cost of the sport keeps growing and necessarily supports a lot of overheads, including fixed overheads such as gliders, tugs, clubrooms, insurance, rent and more. Within the GFA organisation as a whole are the costs of compliance with safety regulations, maintenance and training procedures, and administration. If membership declines, the burden of these overheads will be spread across fewer and fewer pilots. With growth, the average costs of fixed overheads per pilot can be reduced.

- New membership is required to create a market for gliders. Without new pilots who need gliders to fly, there is no market for existing glider owners to upgrade their gliders. The stock of gliders in the country will age and become decrepit, and the opportunity to fly modern gliders will be difficult to find.

- Having new members also ensures that the instructor panel maintains a current learning environment.

- New members also spend more, for example, on training and hire of club gliders. At Keepit average spending of those who've joined in the last few years is over 50% more than long-standing members. Training new members and visitors is vital to pay for the continuous midweek operations that established members so enjoy.

So, the case for membership growth is compelling. GA



COMPETING IN THE UK

BY DYLAN LAMPARD
PHOTOS ANDY COCKERELL AND DYLAN LAMPARD



Recently I had the chance to spend six weeks in Europe attending competitions, and to experience a European summer first hand. The aim of the trip was to gain as much experience as possible in high level competitions prior to the Junior World Championships this December. I spent the first half of the trip competing at the Pre-Worlds in Lithuania, and after a reasonable result there, I was on my way to the UK Junior Nationals.

ABOVE: Dylan in a borrowed ASW20.

The UK event was to be held at Aston Down airfield, about two hours west of London. The airfield's location was quite interesting, as it was situated on the Cotswold Ridge next to the valley where the Severn River runs. Unsurprisingly, this meant that the sea breeze was always lurking. The combination of this location with the typical UK weather, challenging airspace, an unfamiliar glider and over 70 gliders competing made quite an eye opening experience for an Australian pilot!

ASW20

I was lucky enough to get my hands on an extremely well looked after ASW20 for the competition. The owner felt he also needed to remind me that the glider had placed in the top three in the last four competitions it had flown.

Coming from a reasonable result in Lithuania, I tried to ensure I was as relaxed and open minded as possible coming into Day 1 of the UK Juniors. I knew I was about to be put into a competition environment well out of my comfort zone.

JUST A 100KM TASK?

On Day 1 we were given a task of just 100km. I had a good laugh about such a small task, initially thinking, "How hard can this be?" Unfortunately, having never flown the glider except for a quick circuit the day before, I was right at the front of the grid and slightly nervous about how all

this would go. After multiple delays due to the low cloud base, the sniffer finally reached 2,000ft. So the launching of the 70-glider grid began, with the Australian who really had no idea what was going on leading the pack. Passing through 1,600ft on tow, I felt a nice surge and decided I would be smart and pull off early. I soon regretted this decision a great deal...

I quickly centred the climb and found myself just barely holding height, while I watched all of my competitors get towed past and above. For the next 90 minutes I sat behind the start zone, trying to reach a sensible height. By the time I started, the cloud base had risen to 3,000ft with some 2 to 3 knot climbs. However, the climbs were extremely difficult to find and stay in. On track, conditions appeared to be deteriorating with overdevelopment beginning to look like an issue.

I heard quite a few gliders call that they had started, so I figured there should be a few markers down track to at least mark the first climb or two. Once started, I could see a Duo and LS8 just ahead and higher, and felt confident I should be able to catch them in the glide. But the first glide was atrocious. I felt as though I was picking the energy but didn't seem to be gaining anything, and soon realized that I needed to be using negative flap in cruise.



I pulled into a climb after about 20km, arriving somewhere around 1,000ft AGL. It started out as 3kts for a few turns before falling to around 1 knot, and looking ahead I felt as if there were better thermal sources. Upon arriving above the sources, a quarry and a town, I was unable to find a climb. At this stage, if I kept pushing ahead I would be flying under large areas of overdevelopment, and I decided that I would just 'park up' and wait for a thermal to trigger at my current location.

Looking out the window, the trees were beginning to get quite large. Soon three others joined me - a Discus, LS8 and K6 all at the same altitude as me. We all searched for the next 10 minutes to no avail. By now we were all falling through 500ft more or less simultaneously. The Discus was the first to pull the brakes, landing on a very posh racecourse. The K6 and I soon followed suit while the LS8 went into a field nearby, a good decision as it was going to get quite crowded if all of us tried to land on the narrow strip at the same time!

It ended up as quite an introduction to flying in the UK. I had made just 30km before landing, and earned just 86 points for my efforts. Luckily, most of the field also outlanded, which meant the winner only got 370 points for getting home. Because of this, I was not that fussed about the poor start to the competition. I only needed one good day to make up the points lost.

FOUR REST DAYS

The next four days were all scrubbed due to the weather. This gave us plenty of time to relax and enjoy the atmosphere of the competition. Quite a few of the juniors were enjoying the fact that after Day 1, not only was the entire British Junior Team beating me on the scoreboards, but also the British Team Crew. I was looking forward to getting back in the air and trying to fix this situation.

Day 2 finally came around, and in the beginning it seemed that we were in for the fifth scrub day in a row. Waking up once again to a very miserable sky, I managed to find the motivation to tow the glider out to its grid spot, which thankfully was now near the back of the grid. I decided I would leave the covers on to save myself the hassle of not only having to dry off the wings, but also putting them back on when the inevitable scrub would occur.

First launch was scheduled for right after briefing at 11am, though no one took the threat of first launch very seriously, shown by the fact that the clubhouse was now



full and the tugs were still in the hangar. Looking toward the west of Aston Downs, showers were well and truly inbound towards the task area. To the east, the sky looked unsoarable. As time ticked on and the delays to first launch kept coming, we all gradually lost any interest in flying for the day. By 2pm most were beginning to plan their evening and wondering when the bar would open.

However, a window for flying suddenly opened up. Very quickly the tugs were out of the hangar and the sniffers were launched. We all rushed out to the grid to prepare for the task at hand. Strapping in, I was far from feeling in the right mind set to go and fly the task. Like most on the grid at this stage, we had all convinced ourselves that we wouldn't fly today. Once we found out we actually had to go flying, it felt mentally as if we were being forced to go and fly. But once the glider began to roll down the runway, I just got down to business and flew as I normally do, almost forgetting we had just spent the last five hours telling ourselves we wouldn't be flying.

PRE-START GAGGLE

Pre-start was a very interesting experience with lots of gagging, weak climbs and having to worry about the sea breeze that looked as if it was already in the start sector. The sea breeze also had the added benefit of constantly pushing us downwind of the start sector. Multiple pilots got caught out low and downwind, but luckily all managed to scrape back into the airfield for a relight.

I ended up the last to cross the start line at 4.32pm at a rather nervous 2,000ft. I had number of concerns about being last to start, especially given that conditions were

continued over page



ABOVE: Dylan outlanded on a 'very posh' racecourse on Day 1.

pre-start and also knowing that the sea breeze was going to make the run home extremely challenging.

My goal for the first glide was mainly just to stay relaxed and try and get on with the task at hand. With the low start height and weak conditions I was far from comfortable. I managed to pick relatively good air on the way to the first climb. Pulling into 2kts about 15km down track at the same height I started was a nice way to start the task! The climb started to weaken significantly at just 2,500ft.

I knew I had to just keep moving to try to catch up to the earlier starters, which I managed to do by the first turn. I rolled into a 0.5kt climb for a few minutes to weigh up my options on track. I could either take a direct route to the turn or follow the pack, which was deviating to larger cu that was casting a lot of shadow on the ground. Concerned about getting low under the shadow and not being able to find a climb, I ended up taking the more direct track, which had small cu but also had lots of sun heating the ground.

Upon reaching the turn, I had gained distance on the group that followed the larger cu. All I had to do now was make sure I got home, which was only about 20km away! However, with the ever weakening conditions and the 18kt headwind, that was going to be another challenge.

I saw a small group turning up ahead. It was just a

question of whether I had enough height to reach their climb. Having picked a few fields in the area, I decided I had nothing to lose at this stage. With the strong headwind, sitting at 0.5kt was not an option, as I was actually getting blown further from the airfield while not climbing fast enough to gain anything on glide.

Annoyingly, when I pulled under the group, all I found was 0.5kt. I searched around but couldn't find anything better.

It was about this time I saw the unmistakable shape of a Discus 2 approaching at the same height, and suddenly felt extremely relaxed knowing that Howard Jones, current 20m World Champion, was in the same situation that I was in. He pushed into the wind from my climb and found a solid 3kts. This was the first climb of the day that had any feel.

After taking the climb as high as possible, it was time to go for home. Leaving the climb, I only had 300ft over a 2kt MC setting, numbers you don't really want to be seeing on your first final glide into a new location. I cruised home at best L/D trying to gain all the extra height possible. It was only at about 5km from the strip that I felt comfortable enough to accelerate, knowing I was home!

3RD FOR THE DAY

It was a nice feeling to be landing back to a relatively empty airfield, especially as I'd been the last starter. In the end, ten others got home. I managed 3rd for the day doing just 65km/h. This made me feel a lot better after my poor first day!

The next day we were set 310km, and it was the first time we all couldn't wait to get in the air. With a good looking cu-filled sky, we launched at the scheduled time without any delays. Initially off tow, 4kt climbs to 4,500ft were the go. However, as this was the UK, the day would not be so straightforward. To the north of the start sector and first leg, large showers were approaching at an alarming rate, bringing overdevelopment with it. With 15 minutes to go until gate opening, this conveniently started to kill the thermals in the start sector.

While most of the field desperately searched for anything to climb in behind the start line, I felt like it was all starting to get a bit messy. The start gate couldn't open soon enough for my liking! After the 2 minute warning, I slowly made for the start line, aiming to cross as soon as the gate was opened.

The run into the first turn was not spectacular by any means. One of the two-seaters managed to come up and run along with me for part of this leg. We managed to find 5kts just prior to the turn, putting us in a good position going into the turn as one of the highest gliders. This proved critical, as most of those stuck low going into the turn and the later starters ended up landing out in this area as the showers approached, killing convection.



Turning to the north east we now had a 130km run to the next turn. This leg alone was equal to the total distance I had flown in the UK to date. Early on, I made quite a poor track decision that meant I needed to make a large 90° deviation to navigate around RAF airspace and also ensure I didn't overfly a nuclear power station. This deviation allowed the later starters to catch up, and we were all then able to enjoy the power street for the next 80km.

Taking 5kt climbs and cruising at 100kts, I almost felt like I was back home in Australia. Rounding the turn and looking towards home, conditions ahead were changing dramatically. However, a few of us pulled into one of the strongest climbs of the comp just after the turn point, 5.9kts for 2500ft, that put a smile on all of our faces!

Sadly, having to leave the streeting conditions, we were suddenly pushed right back into typical UK weather. A large group of showers had recently passed through the run home, forcing us to fly right over the wet ground. British Junior Team pilot Mike Gatfield and I spent most of the run together. Taking 1 to 2kt climbs to 3,000ft was now the norm. Working well together, we also managed to climb away from 600ft without getting in each other's way, just prior to the last turn point.

Once again a strong headwind home made the final part of the flight challenging. We had to push onto the downwind side of the ridge to find our final climb. With a few two-seaters joining us, we all helped each other find the core and climb onto another marginal glide. Passing through 8km I felt pretty comfortable and was able to start winding up the speed. Like the previous day, I landed back

to a very quiet airfield, a feeling I was starting to enjoy quite a lot!

6TH OVERALL

In the end, 15 others got home, enough for it to be a 1,000 point day. Making 6th for the day and 958 points felt good, to say the least. It also proved to be the last comp day. The remaining days all scrubbed on the grid or in the air pre-start. I somehow managed to end up in 6th place overall out of 49 entrants!

This marked the end of my six weeks of competition flying in Europe. It was definitely a once in a lifetime experience. I felt as though I managed to gain a lot of experience from the two competitions that will help me and the team at the upcoming Junior World Championships.

This trip would not have been possible without the help of countless individuals and organizations. I won't mention each person specifically, but wish to say thanks again to the GFA, Gliding Queensland, Australian Junior Gliding Club and all the others who provided support through the Australian Sport Fund and other means.

It was also amazing to see the messages of support coming in through Facebook and emails while overseas. I was quite shocked at first to see how many people were actually following my trip!

GA



TOP: Cruising with Ben Hughes.

ABOVE: The very crowded English airspace includes many military airfields.

WOOD AND FABRIC COURSES BACCHUS MARSH

10 TO 17 OCTOBER 2015



BY DAVE GOLDSMITH

The Australian Gliding Museum conducted two four-day courses at its Bacchus Marsh workshop to ensure the skills of prior generations are not lost, as it addresses the airworthiness of older and some reasonably modern gliders. The first was a course in fabric covering, and the second course was in minor wood repairs.

Attending the fabric course were Gary Crowley from VMFG, Graham Levitt and son Francis from Mt Beauty Gliding Club, Rob Moffat and John McCorquodale from Central Coast Gliding Club, glider repairman Shannon McGowan from Coffs Harbour, Garry Ryan from Beaufort Gliding Club, Peter Rundle from Hunter Valley Gliding Club, and Norman Ripp and Ian Cowie from the Museum. Instructors were Russell Darbyshire from Aviaquip Pty Ltd, Jim Barton and Doug Cole, assisted by Trevor Odering.

Russell started off the course with an introduction to the background of aircraft, covering the development and considerations leading to modern

materials, tools and application techniques. He continued with a demonstration of covering a elevator, including precautions to ensure a good finish and maintain appropriate safety for the persons involved.

On the second morning, it was straight into the practical. Under instruction, the students covered two smaller control surfaces and the the entire bottom surface of an ES-59 Arrow 13.24 metre wing. This lead to instruction on taping and rib stitching the Arrow wing prior to covering the top surface. As skills developed over the following two days and the covered parts were take to the completion of Polybrushing stage, ready for the two final spray coatings, Polyspray and Polytone, it was obvious that all had received much benefit from attending the course. A Certificate of Attendance was presented to each of the trainees, with those qualified receiving a GFA fabric covering rating.

The Minor Wood Repair course continued over the four following days, with Graham, Francis, Peter, and Gary Ryan above joined by Leigh Snell from VMFG, John Ingram, Ian Baldwin and Colin Veal. Instructors were Malcolm Bennett and Bob Wyatt, assisted by Alan Patching, Gary Sunderland and Doug Lyon.

The first morning included workshop rules and use of tools and machines, safety, and the history of wooden aircraft. The afternoon presentations included wood qualities and characteristics, shrinkage, grain, warpage, suitability, and safety. Day 2 moved on to fittings, fixings,

bolts, typical repairs, glues to use, clamping, care and sharpening of tools, joining, laminating and scarfing. Days 3 and 4 continued in practical wood repair training, as well as finishing, filling faults, crushed timber and sanding.

After completion, a Certificate of Attendance was presented to each of the trainees, and an optional test was conducted for those wishing to achieve a minor wood repair rating.

All told, the courses were a great mix of theoretical and practical training, knowledge and hands-on experience to ensure that skills essential for an appropriate high standard of glider airworthiness are maintained.

Sincere thanks are extended to the organisers, instructors and assistants, who put so much time and care into ensuring the success of the courses. Also many thanks to Sylvia Sharman and Ann Birch and their assistants who provided morning and afternoon teas and lunch - their gastronomic creations were fabulous and much appreciated! Visiting trainees were well accommodated and breakfasted in the Bacchus Marsh Gliding Clubhouse, while two local venues provided delicious evening meals at economical prices.



WINTER FLYING AT BOONAH

It could have been the 1950s at Boonah as the DH-82 Tiger Moth climbed out with Nigel Arnot's resplendant Mark III Kookaburra on tow. Fortunately John Zoanetti's camera caught the action, with winter flying weather producing thermals of 6kts average to 4,500 feet.

RIGHT: Nigel Arnot with his newly refurbished Mark III Kookaburra.

RIGHT BELOW: Kookaburra and DH-82 Tiger Moth.

BELOW: Kookaburra on tow behind the Tiger Moth.



News from the Schleicher Factory

BY: BERNARD ECKEY



For some time now, accelerated product development has been Schleicher's answer to a gradually shrinking market. This approach is now keeping the world's oldest glider manufacturer busy like never before. The latest models are enjoying an unprecedented demand due to significant performance enhancements and a large number of highly desirable innovations.

ASG 32 IN VARIOUS VERSIONS

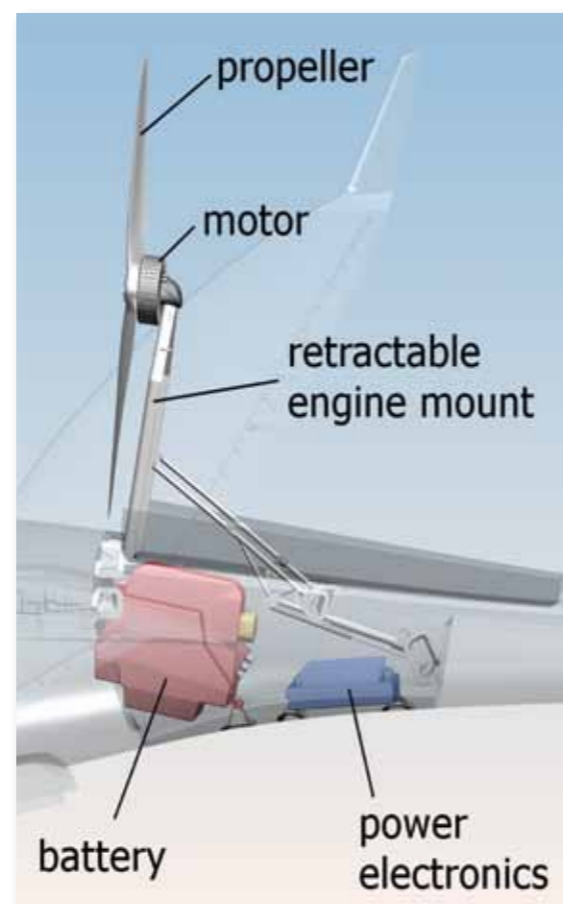
Schleicher's latest model is the ASG 32 - a brand new design for the new 20m two-seater class. Designed by Michael Greiner (of ASG 29 fame) it has now gone into full production and is nicely filling the gap between the ASK 21 trainer and the top of the range ASH 30 Open Class two-seater.

Early competition results are highly encouraging, as they have seen pilots of Schleicher's only prototype on the podium at every championship entered so far. The aircraft is certified for a maximum all-up weight of 850kg and features a maximum wing loading of 54.1 kg/m² - by far the highest in its class.

The ASG 32 is also the first two-seater satisfying the new CS 22 crash load requirements of 9g. Even when ordered as a pure glider, the factory supplies an engine bay for an easy retrofit of a drive unit at a later stage. As the vast majority of customers are looking for some sort of an engine, two vastly different drive units are available.

ENGINE OPTION NO 1

The first and still the most popular unit is based on the well-known rotary engine. It appeals to owners who like the option of operating independently from any gliding infrastructure. The 57 hp liquid-cooled and fuel injected power plant allows rapid self-launching even when operating at the maximum takeoff weight. This rotary engine is enjoying an ever-increasing popularity and will soon be installed in 600 gliders. Built by Austro Engines, it



is renowned for its quiet and vibration free running as well as an absence of service life limitations. Close to 50 of these engines are already operating in this region, and after extensively training an Australian engineer in its German factory, Schleicher is pleased to announce that after-sales service in Australia can now be provided by properly authorized local service personnel.

ENGINE OPTION NO.2

Pilots favoring a sustainer (or turbo) engine might find the ASG 32 EI of interest. 'EI' stands for Electric but the aircraft's airframe is fully identical with the self-launching Mi version. The new electric propulsion system was developed in close co-operation with two German universities and in partnership with several highly specialized companies in this field. Keen industry observers have known for some time that electrically powered gliders are no longer an exotic breed. They are definitely here to stay due to truly remarkable advancements in battery technology in recent times.

Admittedly, batteries do not have anywhere near the power density as petrol but our sport is unique in that it only requires external power for very short periods of time. Thanks to modern electronics, engine management has been simplified to a point where it hardly adds to the pilot's workload. On top of this, there is an almost complete absence of vibration and noise. In fact, any ambient noise will make it almost impossible to notice an electrically powered glider cruising at 1,000ft AGL. The elimination of any fuel smell, zero emission of direct pollution and an undiminished power output at altitude are added benefits. Power plant maintenance is likely to be minimal given the maintenance-free motor and the large number of recharging cycles of modern lithium-ion batteries. A battery management system (BMS) provides temperature and voltage control as well as proper balancing between cells. Even a failure of an individual cell hardly diminishes the power output of the system.

The aircraft's technical data sheet makes for some impressive reading indeed. Even with two people on board, the ASG 32 EI climbs at 3kts at maximum power of 34 hp (25 Kw). A full battery charge allows a range of 100km - more than enough to entice even the most conservative pilots into cross-country flying. For further peace of mind, the cockpit displays the remaining battery capacity at the push of a button. All this is now possible with a modern but robust and durable lithium battery weighing only 62kg including metal container - quite remarkable indeed and certainly no comparison to the gel



ABOVE: Brushless AC motor with newly developed propeller.

LEFT: Lithium battery in ASG 32 EI engine bay closely inspected by John Stobie of the Adelaide Soaring Club.

BELOW: Data display (presently showing temperatures).



cell battery technology of yesteryear! The Li-Io batteries selected can even tolerate rapid recharging.

Other electrically powered gliders carry the batteries in the wing but in the ASG 32 EI the batteries (including all other items) are located in the engine bay. It not only allows easier access for inspections but - more importantly - it keeps the weight of the wings down for rigging and ground handling. It also eliminates large electrical cables with heavy and bulky connectors between wing and fuselage. Less gadgetry means less maintenance but the main advantage is that the weight of the wings remains

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TOP: 'Throttle' console.



ABOVE: Steerable tail wheel extended, and retracted.

manageable. Sufficient space in the wings for a large water ballast system is another important aspect.

Back to engine management now and the use of this glider for normal club operations. On request, dual engine controls can be fitted to the front and back seat but this is hardly necessary as engine operation can easily be trained and demonstrated on the ground. A small display on the instrument panel (see picture on previous page) shows all relevant data, and - as the engine operation is otherwise automated - it only requires the pilot to operate the power lever.

Moving it up a notch extends the engine in less than 7 seconds for a minimal loss of height. The rest of the 'throttle' movement is left for power adjustments. (see picture above) .

Closing the throttle retracts the engine again. The propeller is automatically put into a vertical position for

retraction and within seconds the aircraft turns into a pure sailplane again. Such simplicity cannot overload even less experienced pilots. At long last the gliding movement has access to a powered glider, which is unreservedly suitable for club use. It allows even very conservative pilots to enjoy cross-country flying with a total peace of mind and without concerns about an expensive aero tow or road retrieve.

Another industry first for a production glider is the steerable and fully retractable tail wheel. As the ASG 32 requires no skid or nose wheel, it sports by far the cleanest glider design when the undercarriage is retracted. The tail wheel automatically retracts together with the main wheel resulting in a very welcome drag reduction. This is not only good news for competitively minded pilots but the ability to taxi the ASG 32 under power is equally important for everyday use. For taxiing, two easily removable wingtip wheels are available as optional extras. Bug wiper garages, solar panels, a tail tank, flashlights in the leading edge of the fin and a host of other options can also be installed on request.

Regular readers of this magazine already know that the ASG 32 can be finished in colours other than just white. It is currently the only series-built composite sailplane certified for various external colours. It means that owners can opt to have their entire glider delivered in very contrasting colour schemes. Needless to say, it greatly improves visibility in the air and on the ground, which enhances safety for all of us. The picture on the right shows the first colourful glider on its maiden flight after leaving the Schleicher factory. It might not say much for the owner's taste or his artistic ability but it clearly demonstrates what is possible today.

Extensive tests conducted at greatly elevated temperatures during type certification have proven that the aircraft's structure can easily withstand the high temperatures regularly experienced when darker surfaces are exposed to direct sunlight in the hottest parts of the world. More colourful gliders are perhaps not to everyone's preference but we will get used to it, and - dare I say it - we might even develop a liking for it as time goes by. After all, manufacturers of powered aircraft allow customers to let their imaginations run wild in terms of colour schemes and there is no reason why this will not become the norm in gliding as well.

AAFC CONTRACT COMPLETED

The supply of 11 self-launching ASK 21 Mi aircraft to the Australian Air Force Cadets was successfully completed earlier this year. All 11 motorised gliders are now fully operational and are enjoying an ever-increasing popularity with instructors and cadets alike. The wider aviation community should know that the widely published 'engine problem' is nothing but a myth. Fact is that Schleicher put the engine manufacturer's temperature data into their flight manual but relocated the temperature sensor a short distance away for practical reasons. This has led to a 10° C higher temperature reading and necessitated an amendment to the flight manual. In short, the so-called problem never existed!

ASG 29 REFINEMENTS

This report would not be complete without mentioning the refinements now available for the ASG 29. Customers



ABOVE: Enhanced visibility through contrasting colours.

RIGHT: New 'turbo' engine with starter motor.

can now opt for a competition package to further enhance the aircraft's leading position in 18m class. It consists of:

- improved canopy seals for a longer laminar airflow over the fuselage
- smooth transition between canopy frame and Perspex
- decals and registration letters flush with the outer contours of the glider for an extended laminar flow
- an enlarged outlet for cockpit ventilation air
- generally improved seals to avoid air leakage and turbulence
- seals around the undercarriage doors
- fin and tail plane also profiled with templates

On top of this ASG 29, customers can now select an improved drive unit with electric starter motor. The new version is called ASG 29Es. It eliminates the windmilling start of the 'turbo' engine and results in a height loss of less than 50ft between initiating the engine extension and having full power available.

Fitting a starter motor also allows automated engine operation. When the pilot puts the engine switch in the 'Up' position, the drive unit pops out and starts running as soon as it is fully extended.

Putting the engine switch in the 'Down' position stops the engine and puts the propeller into a vertical position for fully automatic retraction. This welcome advancement eliminates 'finger trouble' and represents another big step toward making this glider also suitable for club use.

Please stay tuned to this channel for further updates. Readers of Gliding Australia will be informed as soon as the factory releases further details or announces future developments.



TOWARD A NEW PILOT DEVELOPMENT FRAMEWORK

I was recently appointed to the position of National Coaching Director. I am very fortunate to be taking over from Peter Trotter who has done an excellent job over the last many years and who is now heading up the Sports Committee.

RICHARD FRAWLEY
NATIONAL COACHING DIRECTOR
cit@glidingaustralia.org

articles and papers. On reading through this extensive compendium it was very clear that although the material was excellent, much of it was not easy to read. Additionally, a lot of searching was also required to find anything specific. I saw that much of the work was structured more around a 'dump of ideas' than any flow or thematic based approach, again making the ideas and knowledge less accessible than required.

Here was the problem. After grappling with all the material I was rather unsure of what to do with it. As at this point I could not yet see how to best gather up the ideas and get them into something more accessible and much more consumable.

So, for me, the searching and self education began. This had to be more than just an exercise in creating a better library. What was I going to do with all this stuff? Well, after a reading a couple of books, searching through and reading of many, many coaching web sites, I started to formulate a clear position. Coaching must first have a framework. Without that, I couldn't see how anyone could sort out all this great information into something that could be readily used. But even with that, a few other things still niggled at me.

Some will know that I am a relative late comer to this sport. Taking it up with vigour in 2007 at the age 51 and being a rather focused type, it took only 150 hours before I won my first state comp and less than 50 more to get a top 10 ten placing (7th) in the Nationals. That said, it's my love of learning and the learning process

far more than any results that has always held my priority and attention. I am a hard task master when my interest is piqued, as some of my good gliding friends know.

Because of that interest in learning from the very beginning of my journey, I carefully watched what I learned and the sequence in which it more or less naturally occurred. I made considerable effort to devour all the recommended books and attend all the coaching camps that I could. I also did a lot of very competitive flying in Condor, which in my case helped a lot. As stated earlier, I love learning and I will seek out any opportunity to accelerate that process.

Along this journey, however, there were several unnecessary and unfortunate frustrations. I know of others who have also experienced frustrations with the gliding system, some who have given up or become disheartened. This bothered me.

Now with the passage of time and the opportunity of wider contact and experience within the community, I see that available support for pilot development varies immensely across our community. Naturally, with a club orientated system there will always be differences and so it should be. Clubs should, if they wish, centre on any specific gliding interests they choose.

Given that the interest and focus in clubs does vary, I concluded that the focus of any development for coaching must be on the pilots and their individual development journeys - to me, that was key. We needed centralised resources available to all and presented in way that would support instructors, coaches and pilots alike. Drawing on the large body of work that has been done by other sporting bodies and organisations, it was clear that, before anything else, a new Pilot Development Framework was required.

A good framework allows all teachings to be considered from a more journey-based perspective. A well constructed framework also clearly informs all the activities it is meant to support. Starting from a pilot's first interest and moving all the way through to the highest echelon of competition, the framework needs to be constructed and developed so that it has a clear role to play at every step along the way.

Using a framework to help guide and develop sporting participants is now very common across both amateur and professional sports, in just about all sporting disciplines. A fully developed coaching or learning framework has been found time and time again to show

Answer Choices	Responses
I enjoy the structure of coaching events	18.33% 66
I want to do better in the OLC	18.61% 67
I want to be able to do longer flights	55.00% 198
I want my flying to be less stressful and more rewarding	46.11% 166
I want to do better in competitions	24.44% 88
Other (please specify)	20.00% 72
Total Respondents: 360	

significant benefits for all, supporters, trainers, coaches and athletes alike.

As such, the plan for the next 12 months is to develop a suitable pilot development framework for gliding. An early draft is shown below. The good news, is that there is a vast body of material already developed for other sports and it looks like much of it can be readily adapted for gliding. A lot of these materials have been developed by government funding. As such, they are readily available, generally at zero cost. Here in Australia, the AIS here provides significant resources that we can leverage.

Once the framework is fully developed and agreed, the supporting materials spoken about above can then be effectively developed and applied.

The plan is that all the materials will be made available on the GFA website. They will be easy to search and access. The theme calls for smaller digestible chunks rather than the lengthy tomes that populate much of my coaching folder today.

Other actions include a review of MOSP

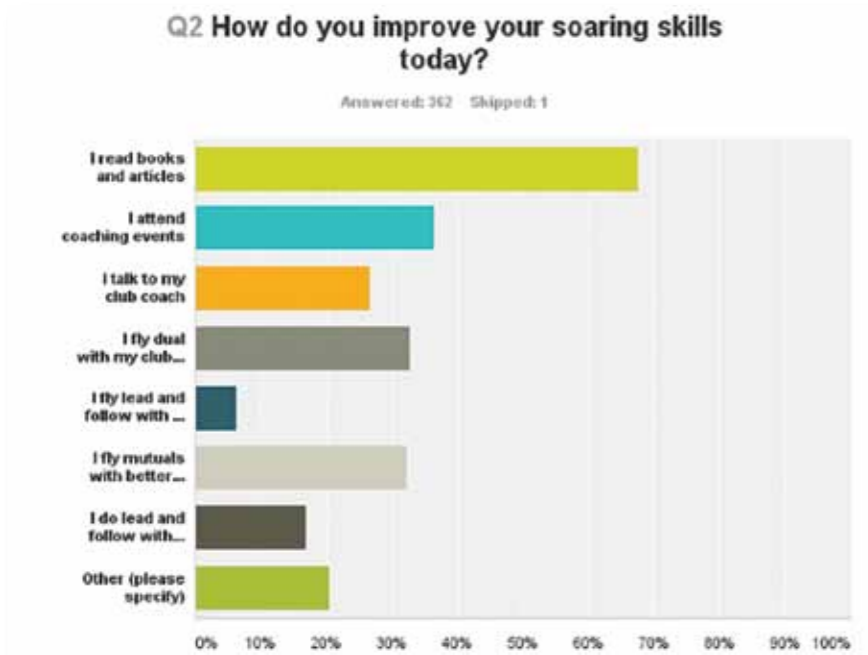
2 and MOSP 3, an update of the GFA Coaching Manual and getting out there and do some flying.

All going well, G Dale will be back next year. This year he will be enjoying the sight and flights of Omarama in NZ.

If you are wondering about the 'Beyond 3000' logo at the top of this article, it reflects two things. First is increasing membership, and second is keeping those that do join - in other words, reducing attrition. We do have have an issue regarding keeping new members. However, if members stay beyond the second year, the likelihood that they will stay for the long term is much higher. In many cases, that 'addiction' can be attributed to the ability to fly cross country in an enjoyable, rather than over stressed, manner.

My ambition is to bring additional support to budding pilots by virtue of a more formal and more widely supported and fully integrated pilot development program. In doing so, an outshoot will be seeing our membership numbers increase in a meaningful way.

GA



Coming into this role, I had a very limited view of how coaching was perceived in the wider gliding community. Consequently, I wanted to know more and felt a survey was due in short order.

It was very pleasing to see how many members took the time to both answer and comment on the Survey Monkey that I sent out a little while back, receiving 363 considered responses. Your extensive input and comments have provided me with many insights and will definitely help me formulate better ideas on what can be done in the future.

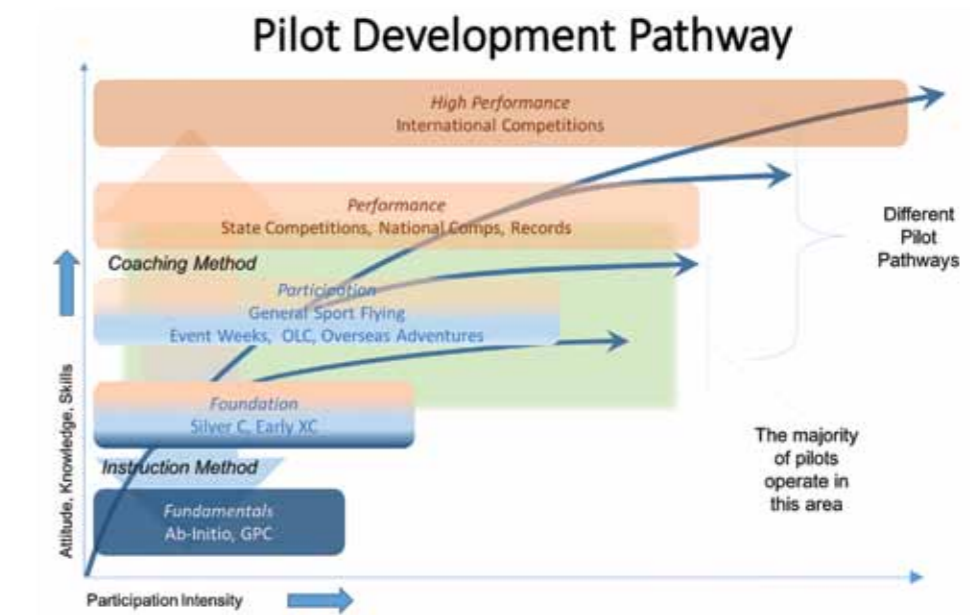
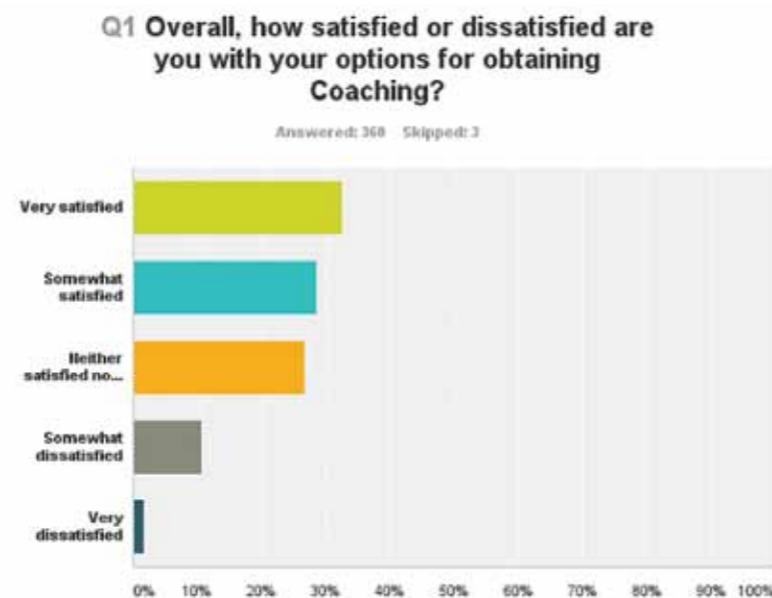
Based on what I saw in the responses, coaching in the main appears to be in good standing. It is seen by most as an important contributor to our individual pilot journeys and should be further developed. It was also pleasing to read that coaching events form a key part of many pilots' annual flying activities, and a large number repeat the experience each year.

Contrary to what I had heard previously, the survey indicated that the majority of pilots see coaching as something that every pilot should take advantage of. It should not be focused just on competition development. The survey also strongly indicates that the majority of pilots are

very keen to do longer flights with less stress and that coaching is well positioned to assist significantly with those ambitions.

Coaching can take many forms, including articles, books and other media. The survey indicates that more than 80% of pilot learning comes through these channels.

Taking on this role, I inherited a vast library of coaching materials, mainly lengthy PowerPoints along with lots





Hydraulic Jump - what on earth is that?

The morning briefing at a gliding centre in the French Alps was fairly confusing. The speaker's very strong French accent made it rather difficult to absorb even the key messages and to make things worse, he hinted of a 'hydraulic jump' in an area along our task towards the north.



Feeling more at home over relatively flat terrain and being new to the area I was getting a little concerned about the impact on safety. When no further hints or comments were offered I turned to other pilots for help but hardly any of them had heard of a hydraulic jump either. Only one French pilot did seem to know something about it but his explanation turned out to be even more bewildering. I concluded that I should have learned French, put it out of my mind and went flying.

While reading an overseas gliding magazine a few weeks later I stumbled onto this strange term again and this time I decided to get to the bottom of it. A little research on the Internet indicated that a hydraulic jump occurs when liquid at high velocity transitions into a zone of lower velocity. I was still puzzled about the significance for gliding but the penny dropped a few days later while approaching a spillway during a walk along a small river.

When rapidly flowing water is abruptly slowed, its initial kinetic energy is converted into potential energy by piling up on top of itself plus a lot of turbulence. Put differently, at the transition point an almost vertical wall of water develops in which the flow direction is upwards.



The spillway photo below clearly shows the hydraulic jump transition from fast to slow.

The vertical displacement in a heavy medium like water is limited but it is fair to assume that it will be greater with air. The density of air is only about 1/800 of water and practical experience suggests that the vertical extent of such a hydraulic jump in the atmosphere can be substantial.

The picture below was found on the Internet. It shows a rather impressive example of stratus clouds flowing down a mountain slope near Lake Michigan, USA. This is in all likelihood not caused by a frequently occurring katabatic wind, but it is indicative of rather cold air being pushed over a mountain ridge by the wind at mountain top level. Under these circumstances, the chances of encountering a hydraulic jump is possible. In fact, the photo even shows some evidence of it in the form of the cloud band just above the rooftops.

The next picture, above, should look a little more familiar to pilots living in regions where the air is usually a lot drier. Again, cold air is pushed over a ridge and flows all the way down the slope. However, in this case the clouds are dissipating when the air descends and undergoes the usual adiabatic warming process. Needless to say, a down slope flow of cold dry air can also occur when the air is simply too dry for the presence of clouds.

The take home message is simple and straightforward! Next time you are cruising in hilly terrain and you find yourself in rather turbulent but very buoyant air for an extended period of time, consider the possibility of dealing with a hydraulic jump. Please explore it and share your experience with us afterwards. This rather infrequent weather phenomenon needs to be better understood to enhance safety and allow all of us more relaxing flying in such conditions.

Did I hear you say, "That's simply lee wave"? Well, all I can reply is, "Please think again!" In lee wave conditions, there is totally smooth air due to a perfectly laminar airflow, as long as we disregard the rotor. A band of more turbulent rising air, on the other hand, categorizes the hydraulic jump. It can reach almost down to the ground and it is also found fairly close to the bottom of the upwind slope. Glider pilots with excellent local knowledge of mountainous areas could make good use of this phenomenon and take advantage of it even while flying cross-country.

If you ever encounter anything like it, please contact me on: eckey@internode.on.net.

Any relevant feedback or practical experience could well provide a clearer picture. It will help to gain a better insight into this aspect of our sport and might even be incorporated into future publications on this interesting topic. Many thanks in advance!

BERNARD ECKEY

BIENNIAL SAFETY SEMINARS

Your operations team has been busy. The first of the current round of Safety Seminars was held on 17 October 2015 in Goulburn NSW. Some 47 members attended, including one member from Queensland, representing nine NSWGA Clubs. Two clubs made the seminar their day's activity.

The seminar was opened and the scene set by the GFA's National Safety Manager, Stuart Ferguson, and the Regional Manager Operations, Ken McCracken. The Chair of the Operations Department, Drew McKinnie, spoke briefly about the Kolb adult learning model and highlighted the value of individual and group reflection in order to derive benefits from experience, to understand concepts better and to apply better practices.

The first session was a Review of Accidents and Incidents over the past five years, focussing on the importance of reporting, reporting trends, areas of vulnerability, key operational safety issues requiring attention, and lessons from the many accidents and incidents. This led to a focussed presentation and dialogue on Threat and Error Management and 'Pushing the Margins', about TEM concepts and many human factors issues. Strategies for maintaining stronger safety margins and personal minima in cross country and competition flying were discussed.

Stuart Ferguson spoke about SOAR occurrence reporting, reporting trends, how to lodge different reports and populate data fields, how GFA is using data, limitations on data, and how we might use and access data better. Stuart discussed how SOAR can be used beyond operations to report airworthiness and miscellaneous safety issues, such as retrieves, outlandings, trailer and car issues, airfields and facilities, fire risks, club environment issues, etc. Just culture, safety culture development, peer support and risk appetite were also discussed. Stuart then discussed the role of Safety Managers at club, regional and national levels, SMS developments, club safety documents and plans, use of GFA templates and resources, risk mitigation approaches, and risk controls - reactive, preventive and predictive.

Andrew Simpson, the Deputy Chair of the Airworthiness Department gave a focussed presentation and discussion on sailplane modifications, their links to design and production requirements, and the modification approval process. Andrew gave examples of modifications that might be inside or outside approved boundaries, and gave practical advice on how to get minor modifications approved.

I then gave an overview of the operational accident/incident investigation processes, our relationships with ATSB, the Police and Coroners, and the approach taken in analysis and reporting of occurrences. We also discussed issues facing local CFIs and duty instructors dealing with serious accidents, including on-site priorities and emergency response issues, and the wide range of factual issues requiring data capture via electronic, photographic and written means.

Drew McKinnie presented on some other operations safety issues of concern, mainly associated with glider towing, towing aircraft safety, tug accidents and fuel mismanagement resulting in fuel exhaustion and starvation; much of which also applies to Touring Motor Glider and Self Launching Glider operators. Towing and circuit patterns were also discussed.

The open forum was broad ranging and covered such issues as winch and aerotow safety, limitations on visibility ('See and Avoid'), use of Flarm, medical standards, dealing with ageing pilots, older pilots transitioning from solo operations to flying with safety pilots and others opting out, club culture, authority of CFIs and panels in dealing with pilot skill degradation including

CHRISTOPHER THORPE
Executive Manager,
Operations
emo@glidingaustralia.org

'difficult conversations', our mutual obligations as airmen to look after each other's safety, family impacts, our GFA relationships with CASA and ASA and ATSB, opportunities for self-improvement and club improvement.

The next seminar will be held at Bacchus Marsh, Victoria on 21 November 2015 and will follow the same theme.

Further seminars will be held over the following months in all Regions based broadly on the following schedule. Specific dates and venues will be provided closer to the event.

- VIC/TAS - 21 November 2015 (Bacchus Marsh)
- SA/NT - 19 March 2016 (Gawler)
- QLD - 16 April 2016 Gympie & 10 September 2016 (Archerfield)

- WA - May 2016 (Perth)
- NSW/ACT - June 2016 (TBA)
- VIC/TAS - July 2016 (Tasmania? TBA)
- SA/NT - August 2016 (TBA)
- QLD - 10 September 2016 (Archerfield)

Remote clubs should liaise with their Regional Association, which may be able to assist their members with travel arrangements. The VSA has agreed to fund a third seminar in its Region at a venue to be decided.

THE AIR EXPERIENCE INSTRUCTOR RATING

By the time this magazine goes to print, you will have received an email notifying you that Consultation Document - 'Air Experience Instructor Endorsement' has been published and available for comment. This document will be of interest to prospective instructors, flying training clubs and the Australian Air Force Cadet Clubs.

The existing privileges and limitations of the Air Experience Instructor rating are ambiguous and the standard of AEI training has been found to be inconsistent between clubs. The purpose of this Consultation Document is to develop a competency based training system for AEIs and develop clarity around the role. This includes recognition that an Air Experience Flight is, in fact, an instructional training flight and experiential learning event, even if the participant has minimal or zero control input.

Interested members are encouraged to review the document and provide feedback.

SAFE SUMMER SOARING

Also, by the time this magazine goes to print, your thoughts will be centred on the summer soaring season and your plans for competition, cross country flying, tasks, touring, personal bests and general fun flying.

One club has a few maxims on their website. "1. You have to be there. 2. You have to take a launch. 3. It's only fun when it's done safely." Satisfying these maxims requires a bit of effort - planning, preparation and then inflight persistence, patience, performance and presence of mind.

Please be mindful of your limitations and decision styles, stamina and endurance, vulnerability to stress and high workloads, your needs for hydration and nutrition, and how these affect situational awareness and airmanship. Inflight, if you are asking the question about whether safety margins are sufficient, then you probably already know the answer and need to build upon the safety cushion. Drew and I and your operations team wish you all a happy and safe summer soaring season.

GA



ACCIDENTS & INCIDENTS JUNE - JULY 2015

All clubs and GFA members are urged to report all accidents and incidents promptly using the using the GFA's occurrence reporting portal at glidingaustralia.org/Log-In/log-in-soar.html as and when they occur.

This is always best done while all details are fresh in everyone's mind.

7-AUG-2015 QSA AIRCRAFT SEPARATION IS-30

The gliding instructor was conducting a conversion flight with a solo pilot and was on the controls. While thermalling at about 2000ft AGL the instructor noticed two 'War Bird' aircraft flying in formation toward the glider. The lead aircraft flew behind the glider but the following aircraft maintained a heading towards the glider. The gliding instructor rapidly reduced altitude to maintain separation.

8-AUG-2015 VSA AIRCRAFT SEPARATION DUO DISCUS

While an ASK21 was thermalling in the mid-downwind leg of the aerodrome at about 900ft AGL, a Duo Discus gave a radio call and joined circuit upwind at a similar height. The ASK21 pilot did not hear the radio call and the pilot of the Duo Discus did not initially sight the thermalling glider as he was flying into the sun. At the mid-downwind position the ASK21 passed across the nose of the Duo Discus from right to left some 300 metres ahead and at a similar height, startling the pilot of the Duo Discus. The ASK21 pilot then sighted the Duo Discus as it overtook his aircraft during the thermalling turn, passing approximately 300 metres to his right and at a similar height....Further information, refer to Operational Safety Bulletin (OSB) 02/14 - "See-and-Avoid for Glider Pilots".

15-AUG-2015 QSA AIRFRAME SZD-51-1 JUNIOR

The canopy Perspex detached from its frame at about 500ft AGL during a winch launch and shattered against the tailplane.... At the time of the occurrence, the aircraft had logged 3,130 hours and 7,268 landings. Examination of sections of the Perspex showed a clean separation with little to no glue attached - most of the glue was left on the frame. **GFA has issued Airworthiness Alert 2015-3 to all SZD series sailplane owners requesting a detailed inspection of the glue bond between the canopy Perspex and frame and, to repair and report any defects found.**

16-AUG-2015 VSA MISCELLANEOUS STANDARD LIBELLE 201 B

The glider was being launched by a Pawnee fitted with a TOST retractable tow rope. As the tow plane was rolling forward to lay-out out

the rope, the rope became prematurely tight and the glider started to roll forward. The wingtip runner interpreted the tight rope to indicate the rope had reached its full travel and signalled "all out". Unfortunately only half the length of the rope had deployed. As the tow plane accelerated down the runway, the rope continued to lay out. The rope became tight while the glider was almost stationary and broke near the tow plane as it snatched the glider....

16-AUG-2015 VSA MISCELLANEOUS DG-500 ELAN ORION

...At about 400ft AGL and just as the towing combination neared the upwind runway boundary the weak link broke. The command pilot immediately recognised the tow line had departed, turned to starboard (into wind) and completed a 270 degree turn for a downwind landing on the cross-strip. When the glider touched down the pilot had difficulty maintaining direction due to the crosswind component and high ground speed but completed the landing without further incident. ...The pilot mentioned post-flight that he was reviewing his emergency landing options just prior to the rope break and so was well prepared for when it happened. He was also very appreciative of the emergency training he received from his instructors. This was a good outcome and reinforces the importance of having an effective plan to deal with abnormal occurrences during the launch.

16-AUG-2015 VSA AIRCRAFT CONTROL DG-500 ELAN ORION

The recently solo command pilot was on downwind leg when he received a request from a much lower glider to extend his circuit and allow the lower glider to land ahead of him. The other glider landed grass right so the command pilot elected to land alongside on the main bitumen runway. The command pilot did not round-out properly, bounced the landing and overcorrected the recovery. The aircraft experienced a series of pilot induced oscillations (PIOs) before coming to rest with its undercarriage doors damaged... To avoid the PIO, pilots should always aim to touch down with minimum energy, in a two point attitude whereby the tail wheel and main wheel touch simultaneously.To reduce ballooning during the flare, stabilise the glider at an altitude of 3 or 4 feet, and then begin

the flare anew. Do not try to force the nose of the glider down onto the runway.

16-AUG-2015 VSA AIRCRAFT SEPARATION SZD-50-3 PUCHACZ

While the glider was on late downwind, a powered aircraft commenced a practice glide approach to the runway and cut in front of the glider at a 45 degree angle. The glider pilot took avoiding action and tried to contact the power pilot to no avail. Both aircraft landed safely.

22-AUG-2015 VSA AIRCRAFT CONTROL ZEPHYRUS

The pilot was practicing for his annual flight review and elected to test his skills by performing a sideslip approach without using airbrakes. The sideslip was discontinued at approximately 30 ft from the ground but the glider continued to descend and landed heavily on the main wheel and came quickly to a stop....Pilots who have not sideslipped an aircraft for some time should first explore the sideslipping characteristics of gliders they fly in safe circumstances before using it as a landing approach control technique.

6-AUG-2015 NSWGA MISCELLANEOUS SZD-50-3 PUCHACZ

During an Annual Flight Review and at a height of about 1,000ft AGL the pilot under check was asked to box the slipstream - the exercise was pre-briefed with the tow pilot. The pilot completed the manoeuvre but his instructor assessed he was not sufficiently low when in the two bottom comers of the "box". The instructor asked the pilot under check to move to the lower left and then resume the normal tow position. The tow pilot, believing the exercise was finished, commenced a shallow left turn to head under the nearest cloud just as the glider was being manoeuvred back into line astern. A large bow developed, and subsequent manoeuvring caused the rope to tighten and the weak link to break....

18-AUG-2015 NSWGA FIRE FUMES AND SMOKE ASK 21

The aircraft was parked facing north with both canopies open. A member noticed smoke coming from the headrest in the rear cockpit, caused by the canopy focusing the sun's rays. This is a known issue with upwardly hinged canopies and the risk of fire can be mitigated by not leaving the canopy open for any length of time. The Inspector advised he was distracted while undertaking the inspection and left the canopies open for too long.

22-AUG-2015 WAGA PILATUS B4-PC11

The low hour's pilot, on his fifth flight on type, lowered the undercarriage in circuit but did not lock it. Upon touchdown, the undercarriage retracted and the glider came to rest on its lower fuselage, causing minor damage.

29-AUG-2015 QSA AIRCRAFT CONTROL ASK 21

The student was a very experienced helicopter pilot who was undergoing training in launch emergencies. Just as the combination became airborne, and with the glider about 10 feet above the runway, the instructor pulled the release and announced a tow plane engine failure. ...The student was surprised by the low-level release and reacted by lifting the nose of the glider and opening the airbrakes.... During an engine failure in a helicopter, the pilot will usually pull back on the stick to load the rotors to maintain RPM and use the collective during the flare. Helicopter pilots focus mainly on the rotor RPM during an emergency like an engine failure while maintaining a safe speed for landing. The "law of primacy" in flight instruction states that things learned first create a strong impression in the mind that is difficult to erase.

7-SEP-2015 SAGA POWERPLANT/PROPULSION ARCUS M

Under Investigation. The engine of the self-launching sailplane was started and the pilot completed his engine management checks as the engine warmed. The aircraft was lined-up on the runway and take-off commenced with the flaps set appropriately. The aircraft accelerated down the runway and separated at the normal speed and rate of climb. At about 600ft AGL the command pilot noticed the engine surge followed by the noise of a drive belt flailing against the propeller. ...The propeller stopped in a horizontal position, preventing the engine retracting. The aircraft descended rapidly with the engine deployed as the pilot maintained 'safe speed near the ground'. ...The command pilot flew a steep turn onto final but the long-winged aircraft was slow to recover to wings level flight and drifted over a pea crop. While banking to realign with the runway into wind, the left wing caught in the crop causing the aircraft to ground oop to the left and land heavily. The aircraft was substantially damaged....

17-SEP-2015 VSA RUNWAY EVENTS DG-400

During the take-off roll in a strong 90 degree crosswind from the left, the powered sailplane weather-cocked to port. The pilot

overcorrected causing the aircraft to ground-loop to starboard under power. While the ground loop was severe, damage was limited to removing the wingtip wheel. Investigation revealed the wind speed exceeded the sailplane's maximum crosswind component, compounded by the pilot not heeding the flight manual guidance for take-off in a crosswind....

19-SEP-2015 SAGA AIRCRAFT CONTROL LS 7-WL

The pilot flew a straight-in approach and did not configure the aircraft for landing. The aircraft touched down with the wheel retracted and suffered damage to the lower fuselage and gear doors. The pilot became focussed on the final glide and forgot to complete the pre landing checks. Landing mishaps usually occur due to poor workload management ...For further information, refer to Operational Safety Bulletin 01/14 - Circuit and Landing advice.

19-SEP-2015 QSA AIRCRAFT CONTROL PW-6U

Damage to the main undercarriage and nose wheel assembly was detected during the annual maintenance inspection. It was determined that the damage had been caused by a heavy landing that went unreported. When an aircraft has experienced a hard landing, it must be immediately reported and the aircraft thoroughly inspected for damage before its next flight....

19-SEP-2015 VSA AIRCRAFT CONTROL PIPER PA-25-235

The tow plane landed on an occupied runway, necessitating the other aircraft that was backtracking to take avoiding action by taxiing off to the side....

19-SEP-2015 QSA AIRCRAFT CONTROL STANDARD CIRRUS

Returning from a cross country flight, the pilot set final glide 20 kms from the airfield at a height of 4500ft into an 11 knot headwind. At about 2,000ft and 10kms out the pilot was unable to sight the airfield and, as he believed the area ahead had few landing options, he decided to conduct an outlanding in a ploughed paddock in hilly terrain beneath him....Investigation revealed the pilot has macular degeneration, which affects central vision when looking directly at something. While the pilot had been cleared to fly by his doctor, he has now made the decision to cease flying.

20-SEP-2015 VSA AIRFRAME SZD-48-1 JANTAR STANDARD 2

Under investigation. Tailplane locking pin found disengaged when aircraft was de-rigged

following an outlanding.

20-SEP-2015 VSA AIRFRAME TWIN ASTIR

The command pilot (PIC) was taking an ultralight student pilot on an Air Experience flight. The initial launch and separation was normal but just as the glider and tow plane neared the upwind boundary fence of the airfield the rear canopy flew open....

20-SEP-2015 QSA AIRFRAME LS 1-F

While towing a glider to the launch point, the driver (an experienced pilot) entered the runway as another glider was on a base leg for landing. The driver entered the operational runway from the main apron, using the taxiway situated about midway along the runway. The driver stopped at the holding point, confirmed there was no aircraft on approach and then made an entering and backtracking call on the CTAF. Unknown to the driver, a glider that had got low upwind of the airfield was conducting a modified circuit onto the reciprocal runway from behind and was unsighted....

22-SEP-2015 NSWGA RUNWAY EVENTS DISCUS 2C

While landing in strong and gusty wind conditions and during the latter stages of the ground roll, the pilot was distracted by movement of a glider on another runway to his right. When the pilot again looked forward he noted the glider was veering to the right in the direction he had been looking. Despite the application of left rudder to regain runway heading, the right wingtip contacted the ground and the aircraft proceeded to ground loop to the right at low speed. The wingtip skid was removed during the runway excursion. The pilot was an experienced hang glider pilot but had only moderate exposure to sailplanes and was on his third flight on type. The local club CFI noted that a moment's inattention in the windy conditions would have been sufficient to lose control of the glider towards the end of ground roll. To avoid a ground loop, the pilot must respond to any directional change immediately while sufficient control authority exists to counteract the unwanted movement. Pilots must also anticipate the need for corrective control input in order to respond quickly.

23-SEP-2015 NSWGA TERRAIN COLLISIONS DISCUS 2C

... the pilot elected to conduct an outlanding. The pilot surveyed a large grass paddock and deemed it suitable for landing. During the hold-off following a normal flare, the pilot noticed two star pickets ahead.... During the

26-SEP-2015 WAGA
POWERPLANT/PROPULSION
STEMME S10

The powered sailplane was being used on a trip from Perth WA to Burketown Qld flying via Alice Springs. While readying the aircraft for an early morning flight at Burketown, the command pilot was unable to start the engine. Upon examination, it was found that the plastic distributor gear teeth on the magneto were stripped....

28-SEP-2015 QSA
AIRSPACE INFRINGEMENT
DG-1000S

During an mutual flight the aircraft entered controlled airspace on five occasions. Investigation revealed the pilots did not

28-SEP-2015 QSA
AIRCRAFT CONTROL
ASK 21

The flight was an annual flight review with a Level 2 instructor in the back seat. As part of the assessment, the pilot under check was to land outside the runway gable markers to simulate an outlanding. The pilot turned final and set his aiming point just beyond a drainage ditch running across the landing path. The pilot flew a low approach to avoid overshooting but allowed the speed to reduce while keeping the aiming point in view. As the aircraft got closer to the ground the pilot then realised he was undershooting and closed the airbrakes but the glider touched down heavily

on the nose wheel and rolled through the ditch resulting in the nose wheel being pushed up into the fuselage.

It is much more difficult to detect a shift in the aiming point in the undershoot case than it is in the overshoot case. A glider overshooting only has to go a little way above the approach path in order to detect that it will in fact overshoot. A glider undershooting has to go a long way below the approach path before it becomes obvious that the aiming point has shifted and that the glider is in an undershoot situation.

The undershoot situation is potentially dangerous, because, once it has been detected it may not be possible for the glider to regain the previous approach path. A new, flatter approach is therefore inevitable, and if obstacle clearance was previously limited it may now become impossible to achieve. In theory, the ideal descent path is with half airbrake. In practice, aim for approximately two-thirds airbrake as this allows a greater margin for recovering from an undershoot.

The Gliding Federation of Australia Inc
SOAR Accident and Incident Occurrences
General Statistics
Date From: 01/08/2015
Date to: 30/09/2015

Injury	VSA	QSA	SAGA	NSWGA	WAGA	Total
Nil	9	8	3	4	2	26
Minor	1	1				2
Total	10	9	3	4	2	28

For members convenience, Classified Ads can be purchased through the GFA shop at www.glidingaustralia.org. Go to GFA Shop then select the category 'Classifieds'. The cost will be determined by the number of words. Please email the ad text and any photos to returns@glidingaustralia.org. Your ad will be placed on the GFA website for a month from the date of payment. Ads that are financial at magazine deadline (10th of every second month) will appear in the GA Magazine. For any enquiries please contact the GFA office on 03 9359 1613.

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A white glider with the letters 'LP' on its vertical stabilizer is shown in flight over a dry, brown landscape with rolling hills in the background. The glider has a high-wing configuration and a long, slender fuselage. The background features a clear blue sky and a horizon line with distant hills and sparse vegetation.

VH UKO, Jantar SZD-48-1
(1244 hours/833 launches). Great Condition – no significant bingles, ready to fly. Form 2, parachute, new batteries, two chargers. Compass, ASI, Altimeter, 2 VSI, B21, B24, AvCom GL72. Fitted Colibri, Garmin 2+, IPAQ, linked to both, 'Glide Navigator II'. Canopy cover, tow-out gear, rear fuselage lifter. Good fitted trailer – tows well. Extensive paper work support package. Beverly WA. \$25,000.00 To discuss, Harry OXER. hoxer@westnet.com.au . **08 9457 0499**



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LS 3a VH-IZR This glider has been very well maintained with a total of 2370 hours and 1066 landings. The gelcoat is in good condition and has had no major repairs. It has a nose hook fitted. All ADs have been completed and will be sold with a new Form 2 and is covered with a current maintenance contract. It is currently hangered at DDSC. Instruments include Borgelt B50 and B11 variors, Colibri data logger, Avier flight computer running LK8000 and a brand new compass. The harnesses have just been re-webbed. Comes with an enclosed metal trailer and tow out gear. Price \$35,000. Call **Peter Bell 0429034064 or Graham Hennessy 0429170648**

 continued over page



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